

# TIGER DA JI

IMO No: 8715467 GENERAL CARGO 1989 / 11982 GT

## COMPANY:

Far Glory Shipmanagement Pte. Ltd.,  
Singapore

## YARD INFORMATION:

VEB Mathias-Thesen-Werft  
Wismar (East Germany) 174  
Design: UCC 14

## DEMOLITION:

Alang 27/1/2012



Malacca Straits (Singapore) 29/6/2011 © S. Wiedner

**2011: Renamed DA JI (charter expired ?).**

**2012: Demolition at Alang 27/1/2012.**

## BASIC DATA:

GT: 11982  
DWT: 14101  
TEU: 1034  
Reefer: 60  
Loa: 156.70  
Bmd: 22.86  
Draught: 8.62  
Engine: 1x oil Sulzer 5RTA58  
Power: 7950 kW  
Speed: 16.0 kn  
Cranes: 1x40t, 2x25t

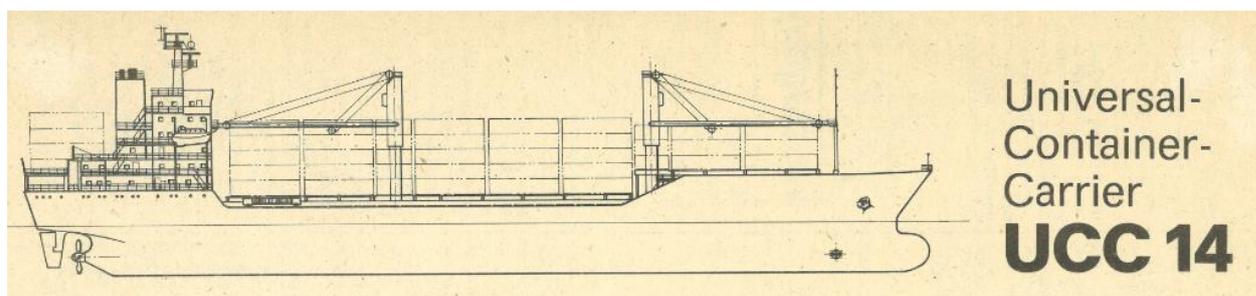
## OWNER & FLAG HISTORY:

DA JI since 01-11-2011  
TIGER DA JI since 01-07-2010  
DA JI since 01-06-2006  
Flag Date of record Source  
Singapore since 01-06-2006  
Registered owner Date of record Source  
SINYUAN SHIPPING PTE LTD since 02-06-2006  
Ship manager Date of record Source  
FARGLORY SHIPMANAGEMENT PTE since 02-06-2006  
GLOBAL TS SDN BHD since 13-09-2002

## NAME HISTORY:

WATERSTOKER	1989-91	Lynton Shipping B.V., Netherlands Antilles
NEDLLOYD MERWE	1991-96	Daktar Shipping N.V., Netherlands Antilles
NEDLLOYD MERWE	1996-98	Budisukma Aman Sendirian Bhd, Malaysia
BUDI AMAN	1998-06	Budisukma Aman Sendirian Bhd, Malaysia
DA JI	2006-10	Sinyuan Shipping Pte. Ltd., Singapore
TIGER DA JI	2010-11	Sinyuan Shipping Pte. Ltd., Singapore
DA JI	2011-12	Sinyuan Shipping Pte. Ltd., Singapore

## GENERAL VESSEL INFORMATION:



Two series of the UCC 14 ships were built by the Mathias-Thesen-Werft Wismar, (East) Germany

The ships of the "WATER-series" (1,034 TEU / 60 Reefer / Cranes: 1x40t, 2x25t) were delivered to Joon Shipping BV, Netherlands (which went bankrupt in 1991).

The ships of the "NORD-series" (1,158 TEU / 125 Reefer / Cranes: 2x40t +3rd crane on aft deck) were delivered to the Reederei NORD (K. E. Oldendorff), Cyprus / Germany.

One vessel of the series - TALLAHASSEE (Yard No 182) - was initially delivered to another German owner.

The type name UCC 14 reflected the ship's deadweight capacity of approximately 14,000 dwt.

Yard: VEB Mathias-Thesen-Werft Wismar, East Germany (GDR)

No.	Delivered as	IMO	Built	TEU	Cranes	Broken up as	
170	<b>WATERSCHOUT</b>	8708555	1987	1,034	1x40t, 2x25t	<b>VN SAPPHIRE</b>	1/6/2011
171	<b>WATERGRAAF</b>	8715261	1988	1,034	1x40t, 2x25t	<b>VNL DYNAMIC</b>	1/6/2011
172	<b>WATERKONING</b>	8715443	1988	1,034	1x40t, 2x25t	<b>SAI ETERNITY</b>	29/5/2013
173	<b>WATERGEUS</b>	8715455	1988	1,034	1x40t, 2x25t	<b>PHU TAN</b>	16/12/2010 (Total Loss)
174	<b>WATERSTOKER</b>	8715467	1989	1,034	1x40t, 2x25t	<b>DA JI</b>	27/1/2012
175	<b>WATERGIDS</b>	8909355	1989	1,034	1x40t, 2x25t	<b>RISE</b> (ex- SAI SUNRISE)	14/11/2019
176	<b>WATERDRAGER</b>	8912479	1989	1,034	1x40t, 2x25t	<b>PLOVDIV</b>	3/7/2012
177	<b>NORDLIGHT</b>	8801333	1990	1,158	2x40t	<b>MADISON</b>	29/4/2016
178	<b>NORDSKY</b>	8801345	1990	1,158	2x40t	<b>SEAWAYS VALOUR</b>	30/12/2011
179	<b>NORDSUN</b>	8801357	1991	1,158	2x40t	<b>SAADET C</b>	3/10/2012
180	<b>NORDBEACH</b>	8801369	1991	1,158	2x40t	<b>SEAWAYS VENTURE</b>	15/2/2013
181	<b>WATERKLERK</b>	9003392	1990	1,034	1x40t, 2x25t	<b>NITY (ex-UNITY)</b>	17/4/2014
182	<b>TALLAHASSEE</b>	9003471	1992	1,166	2x40t, 1x7.5t	<b>SSL TRUST</b>	2/3/2017
190	<b>NORDCLIFF</b>	9004188	1991	1,158	2x40t	<b>FILIPPA C</b>	18/2/2014
191	<b>NORDISLE</b>	9004190	1991	1,158	2x40t	<b>AMAZON</b>	16/12/2016



WATERSTOKER 8715467, 23-7-1988 kiel gelegd, 20-11-1988 te water gelaten als WATERSTOKER, 23-3-1989 opgeleverd door VEB Mathias-Thesen Werft, Wismar (174) aan Canimar Shipping N.V., Willemstad-N.A., in beheer bij Joon Shipping & Trading B.V., 1989 eigenaar: Lynton Shipping B.V., Willemstad-N.A., in beheer bij Joon Shipping & Trading B.V., 28-6-1991 gearriveerd Rotterdam en opgelegd in de Maashaven, 16-8-1991 openbaar verkocht te Rotterdam aan NMB Postbank, Rotterdam, ingebracht bij Doktor Shipping N.V., Willemstad-N.A., in beheer bij Mercury Shipping Company Ltd., Singapore, in charter bij Nedlloyd Lijnen B.V., Rotterdam, 11-9-1991 herdoopt NEDLLOYD MERWE, 1996 verkocht aan Budisukma Aman Sendirian Berhad, Port Kelang, vlag: Maleisië, in beheer bij MCM Maritime Consortium Management Sendirian Berhad, Kuala Lumpur, bleef in charter bij Nedlloyd Lijnen B.V., 23-11-1998 herdoopt BUDI AMAN, 2006 verkocht aan Sinyuan Shipping Pte. Ltd., Singapore, in beheer bij Farglory Shipmanagement Pte. Ltd., Singapore, 19-6-2006 (e) herdoopt DA JI.

([www.wssrotterdam.nl/nieuwsbrief-001-300/nb127.pdf](http://www.wssrotterdam.nl/nieuwsbrief-001-300/nb127.pdf))

1989:



Launched as WATERSTOKER

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### Last 'UCC 14' type sold for demolition

The recent sale for demolition of the Indian-controlled cargo vessel SAI SUNRISE marks the end of a once successful series of containerships.

Before trading as a breakbulk vessel, the SAI SUNRISE used to be a 996 teu cellular containership of the 'UCC 14' type, a popular design of charter market container vessels developed by East Germany's Mathias Thesen Werft in the late 1980s.

In total, fourteen 'UCC 14'-type container vessels were built by the German yard from 1987 to 1991. Most of them were broken up or lost in the past years, the SAI SUNRISE being the last survivor.

Typically rated at 996 to 1,158 teu, depending on versions, and fitted with three cranes, the 'UCC 14s' were popular charter market workhorses in the 1990s, especially on North-South and regional routes.

They were often competing against another trendy design of that era, the Stocznia Szczecinska-developed 'B-183' type, which existed in two versions, the original one, rated at 1,012 teu and fitted with two cranes, and a lengthened one, rated at 1,162 teu and fitted with three cranes.

The SAI SUNRISE was originally built as the WATERGIDS for Dutch owner and liner operator Joon Shipping, which operated several ships of this type on transatlantic services. After the company went bankrupt in 1991, the WATERGIDS and her sister vessels in the Joon fleet were



above: the 'UCC 14' vessel DA JI, originally the WATERSTOKER, upon departure from Chittagong. The type name reflected the ships' deadweight capacity of around 14,000 dwt.  
photo: I. Meshkov

sold to other liner interests and to non-operating owners for charter market deployment.

The WATERGIDS featured a deadweight of 14,140 tons, a Loa of 156.70 metres and a beam of 22.86 metres. She was equipped with three cranes of up to 40 tons capacities.

Like several 'UCC 14s', she was de-celled in the second part of her career and ultimately used on non-liner trade routes, catering for bulk and breakbulk cargoes.

(Source: Alphaliner Weekly Newsletter 43/2019)