

SANKO PIONEER

IMO No: 8907527 TANKER 1990 / 54963 GT

COMPANY:

Sanko Steamship Co. Ltd., Japan

YARD INFORMATION:

Namura Shipbuilding Co. 906
Imari (Japan)

SCRAPPING INFORMATION:



Delaware River 25/2/1997 © J. Curdy

GENERAL INFORMATION:

MO No.: 8907527
Ship's Name: ZHEN HUA 15
Former Names: TORRES SPIRIT
Registered Owners: Zhen Hua 15 Shipping (SVG) Co., Ltd.
Managing Company: SHANGHAI ZHENHUA PORT
MACHINERY CO.,LTD.
Flag: ST. VINCENT AND THE GRENADINES
Port of Registry: KINGSTOWN
Signal Letters: J8B3193
Tonnage Gross (TM69): 54,963
Deadweight: 96,144
Overall Length (m): 241.780
Registered L x B x D (m): 233.840 x 42.000 x 20.400
Moulded L x B x D (m): 232.000 x 42.000 x 20.400
Draught (m): 13.624
Trial Speed (kt): 15.1
Sea Speed (kt): 14.6
Shipbuilder: Namura Shipbuilding Co., Ltd. Imari Works
Hull No.: 906
Date of Build: 09-1990

OWNER & FLAG HISTORY:

ZHEN HUA 15 10-10-2005 LRF
TORRES SPIRIT 12-05-2000 LRF
Flag Date of record Source
St Vincent and Grenadines 28-11-2005 LRF
Bahamas 12-05-2000 LRF
Registered owner Date of record Source
ZHEN HUA 15 SHIPPING 10-10-2005 LRF
TORRES SPIRIT 01-11-1999 LRF
Ship manager Date of record Source
SHANGHAI ZHENHUA SHIPPING 10-10-2005 LRF
TEEKAY SHIPPING CANADA 01-01-2000 LRF

SALES, TRANSFERS & RENAMINGS:

SANKO PIONEER	1990-97	Conquest Tankship Ltd., Liberia
TORRES SPIRIT	1997-05	VSSI Tankers Inc. (Teekay Shg Ltd.), Bahamas
ZHEN HUA 15	2005-	Zhen Hua 15 Shipping (SVG) Co. Ltd., St. Vincent

GENERAL VESSEL INFORMATION:

TORRES SPIRIT' 96,144tdw Blt 9/90 Namura,Jpn M/E B&W Ss Due 10/2005, Single Hull

Sold to Undisclosed Buyers At 20.00mil Usd

www.optimashipbrokers.com - August 19th, 2005

China Chance Ltd, a little-known Chinese company based out of Hong Kong, has emerged as the buyer of the 96,000-dwt TORRES SPIRIT (built 1990), which was sold in August for \$20.5m. The identity of the buyer has until now remained something of a mystery.
<http://www.shippingonline.cn/news> - 2005-9-14

A senior SZS official tells TradeWinds the company has so far this year purchased nine ships, most over 20 years old, for conversion into heavylift carriers or floating cranes. SZS has 17 heavy-cargo transport vessels in its fleet and is looking to expand further to meet the crane-transport needs of its international clientele.

Most of its converted vessels are former 60,000-dwt bulkers but the company now appears to need more tonnage to carry even heavier cranes and equipment. Analysts expect SZS to purchase more elderly tankers and bulkers to support ZPMC. Larger ships are needed as ports, both domestic and international, are using bigger cranes.

The company's safety record was dented in 2005 when the 96,000-dwt ZHEN HUA 15 (ex- TORRES SPIRIT , built 1999) suffered an explosion while tank-cleaning work was being carried out, resulting in four deaths. Since then, ZPMC has successfully converted seven ships.

www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2006/september/165-04-09-2006.pdf

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