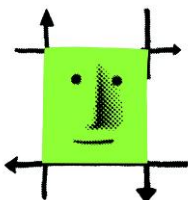


35

from January 1st to March 31st 2014



ROBIN DES BOIS

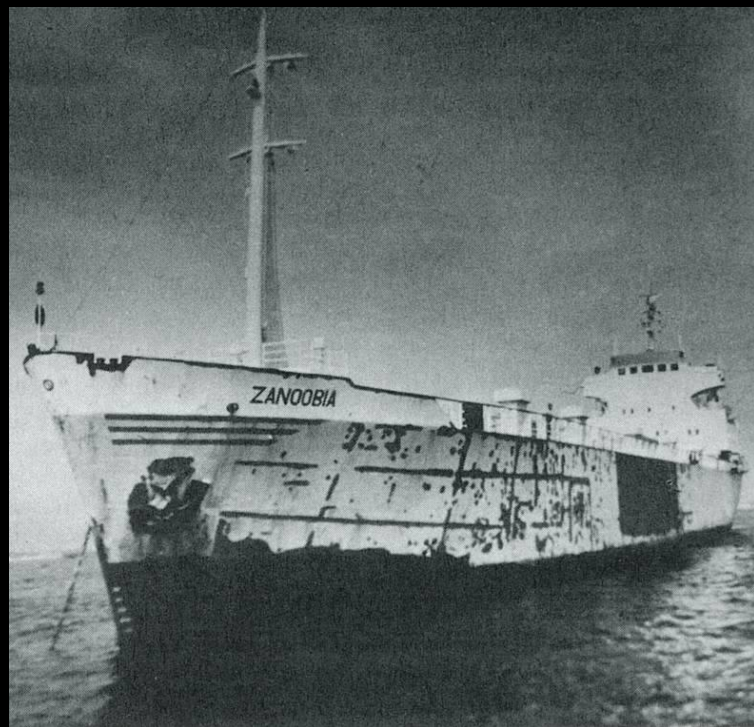
Ship-Breaking

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Exclusive!

**Sensational !
the Past reappears in the Caribbean !**



Zanoobia © Editions CETIM



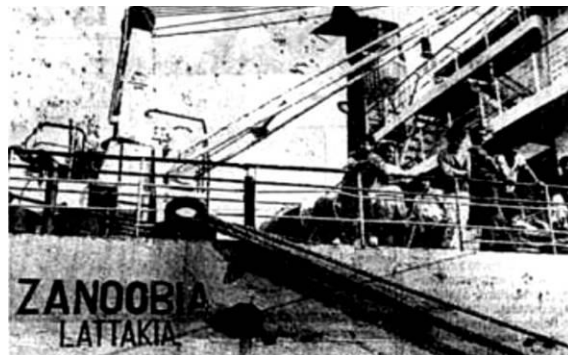
Cosette © Robin des Bois

Cosette (ex-*Phoenix Spirit*, ex-*Widad*, ex-*Stanmore*, ex-*Zanoobia*, ex-*Kusi*, ex-*Freightline One*, ex-*Translink*, ex-*Madouri*, ex-*Moundra*, ex-*Salome*). OMI 6617025. Ro Ro. Built in 1966 in Papenburg (Germany) by JL Meyer ; jumboized in 1969 and lengthened from 88 to 95 m.

The **Zanoobia** is in Fort-de-France, in Martinique. The mythic cargo ship is awaiting demolition or sea dumping. She has been at berth there since the end of January 2010. She is known today as **Cosette**. Her last owner was established in Florida, United States. On the point of transporting humanitarian material to Haiti after the earthquake January 12, 2010, the *Cosette* was detained in Fort-de-France for security and financial reasons. The 17 Romanian and south American sailors were not paid for many months, the *Cosette* was not complying with a number of safety rules – between 1999 and 2009, she had been detained 11 times in the American ports of Boston, New York, Miami and Woods Hole. Furthermore, she was under the scope of 2 conservatory seizures for unpaid towage and bunkers bills.

The ex-*Zanoobia* originated the Basel Convention on the transboundary movements of hazardous waste signed March 22, 1989. The *Zanoobia* with her 10,000 toxic barrels revealed the globalization of waste. This historic cargo of 2,100 tons from the European and Swiss chemical industry had left the Italian port of Marina di Carrara aboard the *Lynx* in January 1987. Initially, Djibouti refused it to be unloaded in its port. The *Lynx* headed then towards Venezuela where the waste was surreptitiously unloaded April 18 in Puerto-Cabello. A child playing in the wasteland full of barrels was found dead. Caracas required the departure of the “merchandise” in calling responsibility of Italy and the European Union. The Italian broker, Jelly Wax, owner of the cargo, had then chartered the *Makiri*. Leaving from Puerto-Cabello September 24, the *Makiri* unloaded the barrels in Tartous, Syria, by the end of the year 1987, after having been turned down again in Cagliari, Sardinia. The Syrian authorities had not been informed about toxicity of the waste and ordered its departure.

Then, the Syrian ship-owner of the *Zanoobia* accepted to regain control of the affair. The barrels were loaded on the *Zanoobia* bound for Thessaloniki in Greece mid-March 1988. The wastes were denied unloading again. The *Zanoobia* was then doomed to 2 months of wandering in the Mediterranean. A part of the Syrian and Lebanese crew was victim of diverse sickness, migraines, conjunctivitis, eczema and bronchitis. The sailors were intoxicated by the dust and fumes of the dented barrels. In the end, the *Zanoobia* came back to her departure point, the port of Marina di Carrara. The Italian government prohibited her access. After 33 days of waiting and surveyed solitude by the coastguards, the *Zanoobia* was finally accepted in Genoa at the end of May 1988. The waste had made a world tour in 450 days. They were unloaded, inspected, analyzed and treated. The Italian government unlocked to this effect the equivalent of 4.8 million €. Hell ended for the crew. Public opinion, Environmental NGOs mobilized against the Third-World and the Africa trash of rich countries. The European Parliament was outraged. Less than one year afterwards, The Basel Convention was signed and entered into force.



The ex-*Zanoobia* launched in 1966 is de facto abandoned in Fort-de-France.

Robin des Bois asked the French government to order on-site demolition and make every effort to preserve the workers and the environment.

This would at last be the renunciation to scuttling, equivalent to waste dumping and the beginning of a ship-dismantling industry in ultramarine territories. It would offer a proximity solution to the recycling of the fishing ships, pleasure boats, the Caribbean Fleet of the French Navy and the merchant vessels damaged by the cyclones and discarded like the *Lady Grace II*. The “Grenelle of the Sea”, environmental roundtable on sea issues, had committed itself to develop it.



← *Lady Grace II* ↓



© DR Robin des Bois

Fort-de-France : *Cosette* ex-*Zanoobia*, and left, in the background, *Lady Grace II* © Ickstrk / Shipspotting

Iceland

Faxaflói Bay is home to the Icelandic capital Reykjavik, whale watching and the [Imagine Peace](#) light tower in honor of John Lennon. That's the bright side.



© [Le Blog de Ginette](#)

1 Iceland Guest – 2 [Imagine Peace.com](#)

On the dark side, Faxaflói Bay harbors aquatic ship scrapping sites devoted to a fleet of factory ships and fish carriers, abandoned or damaged, on which illegal fishing activities had often been suspected.

Just like in the Indian sub-continent and on Alang beach, demolition activities are carried out without any protection of the environment, the grounds and waters of the Bay. Once all valuable metal has been recovered, all sorts of waste including asbestos are discarded to the mercy of the winds and tides

Obsha. IMO 8325676. Factory ship. Lenth 62 m, 1,800 tons. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Stralsund (East Germany) by Volkswert VEB. One of the 126 factory ships of the *Orlynok* type built by the East German shipbuilding yard for the USSR fishing fleet. These stern trawlers for pelagic or deep sea fishing had a 12.9 knots maximum speed, were run by a 33 to 42 member crew and were equipped with a fish processing plant, refrigerated cargo spaces and fish oil tanks.



Hafnarfjörður © DS-Lands / Google Earth



September 2013 © Magnus Jonsson

Abandoned along the quayside of Hafnarfjörður south of Reykjavik since 2007, the *Obsha* was beached on an embanked patch opening onto the Bay. Scrapping on site has left behind a real dump.



February 2014, the scattered remains of the *Obsha* DR – Robin des Bois

Her sister ship, the *Orlik*, should be next. After suffering repeated fires during summer 2013, she is in Hafnarfjörður pending demolition.



© Hilmar Snorrason

Fernanda (ex-Olympian Duchess, ex-Star Tulip, ex-Star Finlandia, ex-Kiribati, ex-Primero Reefer, ex *El Primero*). IMO 7806025. Ro Ro. Length 75 m. Dominican flag. Classification society Bureau Veritas. Built in 1981 in Huelva (Spain) by Huelva Astilleros. Owned by Norfos Shipping Ltd (Estonia). Detained in 1998 in Cuxhaven (Germany) and in 2006 in Brest (France).

After suffering a fire in the engine room on October 30, 2013 south of Iceland, the *Fernanda* was towed to Hafnarfjörður. The 11 crew members were safely evacuated but the smoldering fire forced the tugboats to take the ship away from the port and finish extinguishing the flames out at sea. The *Fernanda*, irretrievably destined to demolition, was later towed and beached in Keflavik, south of the bay.



On fire, October 2013 © Icelandic Coast Guard



February 2014 © DR – Robin des Bois

Destruction has just been started. The *Fernanda* wreck is cut apart with shears. Removing asbestos or sorting toxic or non-toxic waste are ideas unknown to Icelandic wrecking crews. Ashes and other residue from the fire are mixed in with gravel and metal scraps.



Destruction, March 2014 © DR – Robin des Bois



Coming soon

Humarskipid (ex-*Arnes*, ex-*Baldur*). OMI 6609846. Length 33 m. Built in 1966 in Kopavogur (Iceland) by Stalskipasmidjan. After a career as a ferry boat, the ex-*Arnes* renamed *Humarskipid* (the lobster-ship) was a famous sea-food restaurant anchored in the Old Port of Reykjavik. A careful look at the menu does not show any proof of whale meat served onboard. It is true that her owner is also an organizer of whale watching tours. Summer 2011, the *Humarskipid* reaching the end of her lease and the end of the road was exiled to Akranes, north of Reykjavik. It is unknown on which beach will take place the demolition.



© Gunnar H Jonsson



© Skessuhorn



© Emil Pall

The old Icelandic whalers of the *Hvalur* series are potential candidates for this archaic Icelandic demolition. If they could only, along with the other Icelandic ships or ships abandoned in Iceland, be sent to organized yards. The *Sulan*, the *Oskar* and the *Adalvik*, 3 fishing vessels built in Iceland and flying the Iceland flag were demolished in Ghent in Belgium. In the same way, cargo ships that suffered accidents or fires were towed to the Grenaa ship-breaking yards in Denmark from Norway or the Kiel Canal. In the future, Iceland, that has founded its prosperity on fishing and of which more than half of exports concern sea food products, Iceland on the Arctic's threshold, will need autonomous structures to do away with dignity with ships reaching the end of their life.

The *Hvalur 9* built in 1952, Iceland flag, in service, stationed in Reykjavik. © Þorbjörn Víglundsson



Baltic Ace is rising back to the surface

11 crew members perished when the car carrier *Baltic Ace* capsized, after being rammed into by the container ship *Corvus J* off the coast of Rotterdam. The *Baltic Ace* sank in minutes. Operations to pump the car carrier's bunker fuel oil were "temporarily" put to a halt at the beginning of 2013 because of weather conditions, but were never resumed and an oil pollution coming from the wreck was noticed in June 2013. In July, the Israeli ship owner Ray Car Carriers declared to the Dutch government that he has waived all its rights to the ship, leaving it also with the burden and costs of rescue operations. How elegant!

After particularly deep though given to the dangers for navigation arising from the presence of a wreck sunk in the middle of the North Sea 35 meters deep, authorities in Holland in charge of the affair have just awarded the contract for removal of the ship and her cargo composed of 1417 cars. It was high time. The *Baltic Ace* tragedy happened December 5, 2012, over 15 months ago, and the car carrier's state has had time to be degraded. The Royal Boskalis and Mammoet Salvage from Holland hope to begin operations current 2014 and finish them before the end of 2015. 10 years ago, another car carrier, the *Tricolor* was removed in 15 months and operations ended 22 months after she sank, period over which would occasionally occur oil spills and beached car pieces.

The chosen technique to remove the *Baltic Ace* is the same as the one used for the *Tricolor*: she will be sliced, loaded onto barges by floating cranes and disposed off on land. The *Tricolor* slices had been recycled in the Belgian yard Galloo. (Cf. press release « [Baltic Ace collision, risks of oil spill in the North Sea](#) », December 6th 2012).



December 2012, the wreck of the *Baltic Ace*
© Mammoet Salvage - screenshot by Robin des Bois



August 2003, a slice of the *Tricolor* in
Zeebrugge © Robin des Bois

Remove the Rena

In New Zealand also, two and a half years after the container ship sunk on the Astrolabe reef, operations are dragging on. Among some of the 1368 containers on board, some that were stuck in the ship's bottom were not retrieved. They are letting go residue that winds carry to beaches, notably plastic pellets.



The sunken ship © APN / New Zealand Herald



Residues on the Papamoa beach, March, 22
2014 © [Remove the Rena - Facebook page](#)

This waste, a real disaster for the ocean and seashores worldwide, ends up in sea birds' stomachs. The wreck is not entirely removed: the bow has been only "reduced" and cut. She lies only a meter deep during low tide. So the *Rena*'s forepart is now invisible but remains dangerous and requires delimitation of an exclusion zone for navigation or other nautical activities. The ship owner and his insurer are playing dangerously with stagnation. Covering up the *Rena* and her cargo will briefly mask the environmental

consequences of the shipwreck. Populations, some of who live off fishing from the sea, are not fooled. They fear that the accommodation block at the stern section of the ship will progressively degrade; it could potentially collapse causing debris to be brought massively to shore. In order to calm pressure arising from public opinion, decision was made to cut up and remove the “castle”, of which a first section of 350 tons has just arrived in Tauranga.

After this token of good will, the ship owner and insurer have no intention of giving in and are attempting to persuade local authorities to let the remaining parts rest as they are now at the bottom of the sea. They already have the enthusiastic support of a local underwater-diving club that sees with the *Rena*'s wreck a new play ground. The paradox comes from that the owner and insurer put forward the safety of the professional divers' moving around the wreck as an argument to definitively abandon the *Rena*. Local associations have just launched a counter attack publishing on March 20 a petition addressed to the New-Zealand Government demanding the entire ship to be removed and that the reef be restored.



March 14th 2014 © Sun Live



© Remove the Rena –Facebook page
(click [here](#) to sign the petition)

Background: on October 5th 2011, the *Rena* hurrying to reach Tauranga on the North Coast hit the Astrolabe Reef and grounded; she was carrying 1,368 containers and 1,700 t of bunker fuel oil. The ship hull cracked, the fuel oil along with the cargoes escaped from the containers spilled the shoreline and Motiti Island, thousands of seabirds were oiled. The *Rena* broke in two and sank in January 2012. The master and the second officer were later sentenced to jail for seven months following charges of operating a vessel in a manner likely to cause danger, discharging a contaminant, and altering ship documents. The ship owner was fined 300.000 \$ and agreed to pay an additional 27 million \$ in compensation to the State. The total cost to the Government of New Zealand is around 47 \$ to date.

What has happened to them?

Noble Star. This ex cargo supply ship of the US Navy left the United States without precision on her final destination ([Shipbreaking # 34](#), p 27). She would not benefit from the dismantling conditions applicable to the certified shipyards in the United States. Her mysterious voyage ended up on an Indian beach where she will be demolished.



© Peter Westdijk

Felicidad. The chemical tanker was stranded in Buenos Aires and her destination of demolition was unknown. ([Shipbreaking # 33](#), p 18). At this time in South America, there is no ship-breaking yards operated with the best standards of security for the workers and for the environment. The *Felicidad* was sold to a Bahamas-based shell company, deflagged to St. Kitts & Nevis and finally beached March 8th in Bangladesh as *Felici*.



© Maxi Alonso

Clemenceau. The 7 defendants in the affair of the dismantlement contract of ex Clemenceau (Cf. [Ship-breaking # 34](#)) have been found guilty. 3 of them were sentenced to prison, in particular, the manager of Technopure, the society in charge of the asbestos removal (30 months) and Briac Belivert (1 year), the manager of SDIC that had obtained from the French State the dismantlement contract of ex-aircraft carrier.

Luno It is dangerous to let a ship spotted for its mechanical deficiencies enter a port when there are no means of rescue and adapted towing available in very bad sea conditions.

The *Luno* struck a seawall and broke into 20 parts. The demolition is in progress. The administrative framework of the scrapyards is insufficient. On the beaches of Anglet and of Biarritz, the debris of *Luno* and her residues of exploitation will keep arriving for many years. The priority is to get the landscape and the beaches rid of all the visible waste before the tourist season.



Luno, before the cutting © Anglet.fr

The example of *TK Bremen* also demolished on the spot of her grounding in Brittany shows that, many months and years after the official end of operations, the risks and the macro waste reclaim the memory and the responsibility of the representatives and the scrapyards managers. (Cf. « [Luno, the TK Bremen the other way round](#) »)



1 Demolition of the *TK Bremen* January 2012



2



3 A resurgence, January 2014

1 Philip Plisson – 2 Robin des Bois – 3 Le Télégramme

A 13 km long and 176,000 boxes capacity container ship sent to demolition in Asia!

For the first time since Ship-Breaking was launched in 2006, container ships are at the top of the list. The 55 units demolished represent 24% of the number of ships, 40% of the amount of metal and a total capacity of 176,000 boxes.

category

- 1 : container ships, 55 (24%)
- 2 : general cargo, 54 (23%).
- 3 : tankers, 45 (19%)
- 4 : bulk carriers, 42 (18%)

recycled metal

- 1 : container ships, 886.000 t (40%)
- 2 : tankers, 566.000 t (25%)
- 3 : bulk carriers, 437.000 t (20%)
- 4 : general cargo, 158.000 t (7%).

231 ships have left world-fleets over the 3 first months of the year. Demolition of the whole number will enable to recycle over **2 million tons** of metal. **87** (38%) were built in Europe, **63** (27%) belonged to European owners, **213** (93%) have landed in Asia.

The rhythm at which ships are being sent to demolition is slowing (**18** ships per week as opposed to **22** on average over the year 2013).

Prices proposed by ship breakers are crumbling in China, down to 320 \$ per ton, but are on a slight rise in Bangladesh and especially in India where we are close to 500\$.

Camouflaging and avoiding constraining regulations are continuing practices. 40 ships have changed names and made their last voyage anonymously under a hearse flag: Saint-Kitts-and-Nevis, Comoros, Tuvalu, Togo, Tanzania and Dominica.

recycled metal

- 1 India, 890.000 t (44%)
- 2 Bangladesh, 414.000 t (21%)
- 3 China, 311.000 t (16%)
- 4 Pakistan, 235.000 t (12%)
- 5 Turkey, 92.000 t (5%)

ships

- 1 India, **85** (37%)
- 2 Bangladesh, **49** (21%)
- 3 China, **36** (16%)
- 4 Turkey, **26** (11%)
- 5 Pakistan, 19 (8%)

India, favorite destination for container ships, is benefiting from their rush and holds top of the list with 85 ships (37%) ahead of Bangladesh and China. India also gets back first place with regards to the amount of recycled metal.

Demolition after bars

43 (19%) of ships sent to demolition were controlled by a classification society not member of the IACS (International Association of Classification Societies) or not controlled at all. Sub-standard ships have always priority for departure: at least **121** (52%) were subject to prior detentions(s) in world ports with an average of 85% for general cargo carriers, 67% for bulk carriers, 62% for Ro-Ros and 57% for chemical tankers.

The gold medal for sub-standard ships goes out to the *An Yang He*, under Cambodian flag belonging to a Chinese owner, with 10 detentions (p 25); followed by a half dozen ships under Cambodia, Thailand, St. Kitts and Nevis, Moldova or Sierra Leone flags detained 8 times: the general cargo carriers *Faith*, *Little Dona*, *Semar*, *Sun Crystal*, the bulk carrier *Safarini* and the gas carrier *New Season*. The Indonesian *Batang Anai* built in Belgium under the name *Ahlers Bridge* has had 15 different identities in 30 years.



Batang Anai © NmJ/Shipspotting



Ahlers Bridge © Belgian Navy.be

Years and meters

Ages of the ships taken out of service range between **13 years old** for the Iranian container ship *Sana* sent to Bangladesh and **65 years old** for the Norwegian ex passenger and cargo ship *Soroy* that became the school-ship *RTS Sindbad Bitic* beached in Pakistan. The average is **28 years**. **40 years** for passenger ships, **23** for tankers and **21** for container ships. 88 ships are less than 150m long, 70 measure between 150 and 199 m and 73 more than 200 m. The biggest ship is the tanker *New Vitality*, 330 m, demolished in China.

The veteran *Soroy* © Arild Steinsland / Simplon postcards
(See also the training ship *RTS Sindbad Bitic* p 55)





Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).



Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.



Ship controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.



Ship and crew detained in a port for deficiencies.



Single-hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.

Cattle carrier

Proud (ex-Trust, ex-Hajja Hind, ex-Astra 1, ex-Astra, ex-Al Naser, ex-Nordstern). IMO 6523353. Cattle carrier. Length 72 m, 850 t. Tanzanian flag. Classification society Inclamar. Built in 1965 in Schacht-Audorf (Germany) by Krogerwerft; general cargo carrier converted in 1983 to cattle carrier. Owned by Uni-marine Management Co (Lebanon). Detained in 2001 and in 2003 in Novorossiysk (Russia) and in 2013 in Ashdod (Israel). Sold for demolition in Turkey.



In [Ship-Breaking # 34](#), Robin des Bois was hoping for the demolition of another cattle carrier owned by a Lebanese company, the grim *Abou Karim IV* which is actually still sailing from port to port in the Mediterranean and was expected in Aqaba (Jordan).



1966 *Nordstern* passing Rendsburg/Kiel-Canal westbound © Hans-Wilhelm Delfs



Proud in Ploce, Croatia © Helen Krmic
Special effects by Robin des Bois

Heavy load carrier

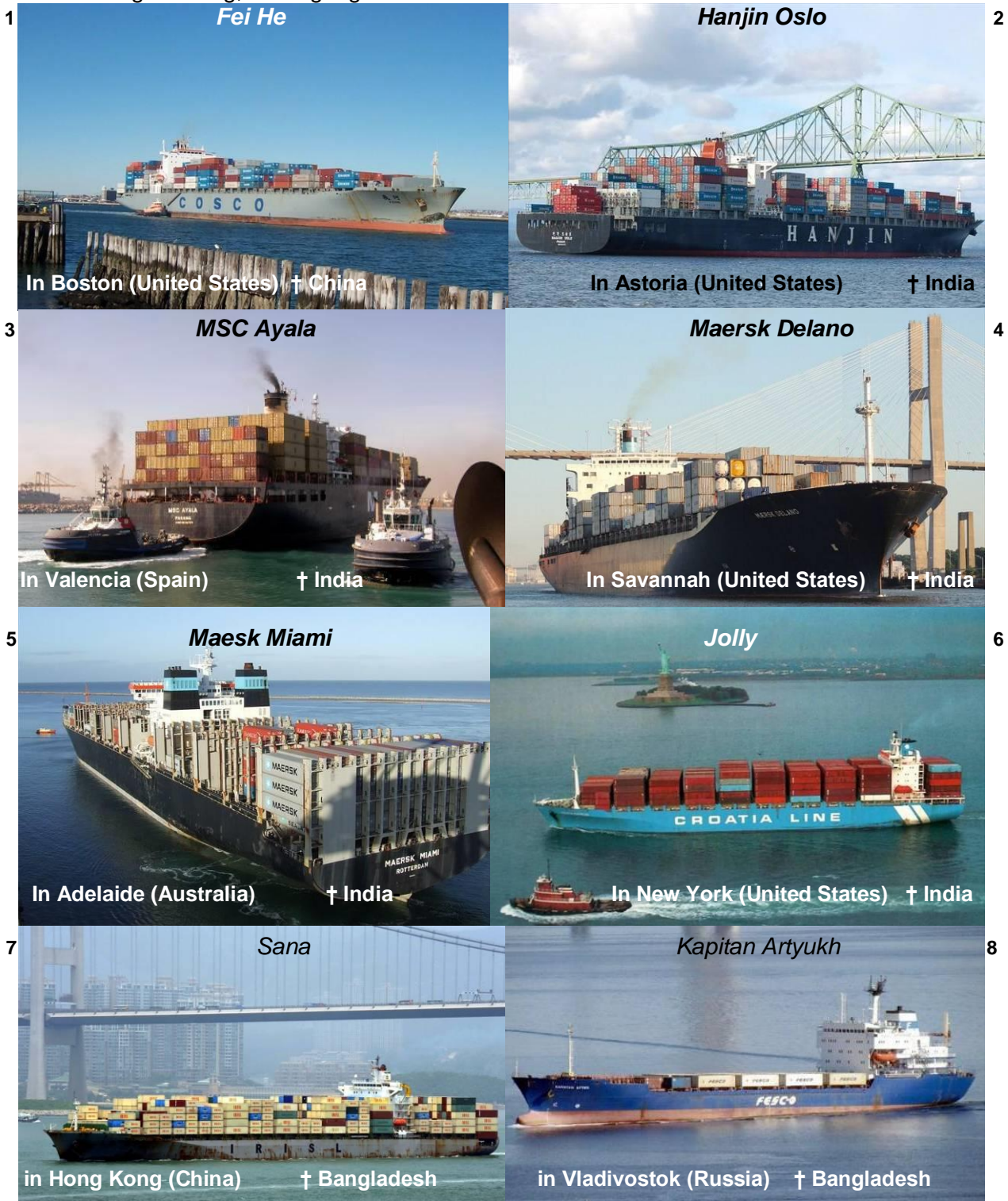
Daniella (ex-Stellaprima). IMO 8718873. Heavy load carrier. Length 98 m. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Kahn Scheepvaart BV (Netherlands). Sold for demolition in Turkey.



Daniella, arriving at Nassau, Bahamas on March 2012
© Wil Weijsters

Make way for the very big ones

Container ships become disposable. Their time of use progressively approximates to that of a car. The Iranian *Sana* was just 13 years old. The 19,000 boxes arrive and push the 5,000 towards the small inglorious exit. The 8,000 container ships have to only behave, that the *MOL Comfort* did not succeed to do. How many balloons in the sky, bottles of champagne, conquering and moving speeches had been launched at the christening of the 55 container ships gone to the demolition between January 1st and March 31st 2014? And do the godmothers, famous wives or nieces of ship-owners or ministers know that their godchildren of the sea secretly sail to be demolished unnoticed, mainly young, but nevertheless asbestos bearing to Alang, Chittagong and Gadani?



Photos :
1 Paul Spillane – 2 Beth E Parrish – 3 Marc Piché – 4 Rich English – 5 PG/MarineTraffic – 6 MarineTraffic – 7 Ivan Meshkov – 8 Tsarik Ruslan

Container ship

Sardonyx (ex-MOL Vision, ex-MSC Maryland, ex-APL Sardonyx, ex-NOL Sardonyx, ex-Neptune Sardonyx). IMO 9077458. Container ship, 4388 teu. Length 294 m, 21,438 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1995 in Koje (South Korea) by Samsung. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2013 in Shenzhen (China). Sold as is in Singapore for demolition in India where she was beached as **Don**. 475 \$ per ton including 550 t of bunkers.



APL Sardonyx in Balboa, Panama Canal, October 2011 © Gordon Dalzell

Aqua Luna (ex-Cape Horn I, ex-APL Quito, ex-MOL Brasilia, ex-Cala Porlamar, ex-Cape Horn I, ex-Otway, ex-Maersk Davao, ex-Cape Horn I, ex-Eagle Star, ex-Cape Horn I, ex-Maersk La Paz, ex-Cape Horn, ex-TSI Galland, ex-Cape Horn). IMO 9004229. Container ship, 923 teu. Length 147 m, 4,950 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Wismar (Germany) by Mathias Thesen Werke. Owned by Zelmar Denizcilik Ticaret Ltd (Turkey). Detained in 2012 in Mersin (Turkey). Sold for demolition in India. 480 \$ per ton.



Asia Star (ex-Delmas Charcot, ex-Indamex New York, ex-Jolly Avorio, ex-San Antonio). IMO 9046241. Container ship, 1504 teu. Length 167 m, 7,076 t. Maltese flag. Classification society Det Norske Veritas. Built in 1994 in Emden (Germany) by Thyssen Nordseewerke. Owned by Zim Integrated Shipping Services Ltd (Israel). Sold for demolition in India. 504 \$ per ton.



Athens Trader (ex-Belem 2, ex-MSC Belem, ex-Trade Harvest). IMO 9070175. Container ship, 2227 teu. Length 196 m, 10,317 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Lomar Deutschland GmbH (Germany). Detained in 2001 in Naples (Italy). Sold as is in Jebel Ali for demolition in India. 495 \$ per ton including 120 t of bunkers.



Buxsailor (ex-Marfret Caraibes, ex-Buxsailor, ex-City of New York, ex-Buxsailor, ex-CSAV Salerno, ex-Libra Houston, ex-CMBT Amboseli, ex-Contship Atlantic). IMO 9070022. Container ship, 1599 teu. Length 163 m, 7,030 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by NSB Niederelbe SchiffahrtsgesellschaftmbH & Co KG (Germany). Detained in 2001 in Genoa (Italy) and in Gioia Tauro (Italy). Sold for demolition in India.



In Cuxhaven (Germany), October 2009
© Helmut Soltau

Carola E (ex-Ym Mersin, ex-Indiependent Trader, ex-Carola E, ex-Carolina, ex-America, ex-Carolina). IMO 8908715. Container ship, 1452 teu. Length 150 m, 6,079 t. Deflagged from Germany to St. Kitts & Nevis for her last voyage as **Carol**. Classification society Germanischer Lloyd. Built in 1991 in Rostock (Germany) by Neptun-Warnowwerft. Detained in 2014 in Bandar Abbas (Iran). Sold by her German owner to Baltanas Shipping, a St. Kitts & Nevis-based shell company, deflagged and renamed prior to her departure for demolition in India.



Fei He. IMO 9060182. Container ship, 3764 teu. Length 275 m, 19,000 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Kiel (Germany) by Howaldtswerke-DW. On January 29th 2014, the *Fei He* collided with the chemical tanker *Lime Galaxy* off Jurong Island in Singapore. The ship sustained damage to some of its ballast water tanks and bunker tanks which resulted in an oil spill. The Chinese owner COSCO considers the *Fei He* to be too badly damaged and sell her for demolition to a Chinese ship-breaking yard for about 6,5 millions \$, i.e. 360 \$ per ton.



Filippa C (ex-Filippa, ex-Delmas Kenya, ex-Nordcliff, ex-New Achiever, ex-Nordcliff, ex-TUI Pacific, ex-Nordcliff, ex-Lanka Asitha, ex-Nordcliff). IMO 9004188. Container ship, 1158 teu. Length 157 m, 6,663 t. Panamanian flag. Classification society RINA. Built in 1991 in Wismar (Germany) by Mathias Thesen Werft. Owned by Seahorse Shipping & Engineering Co Ltd (Turkey). Detained in 2001 in Singapore, in 2008 in Dunkirk (France) and in 2012 in Odessa (Ukraine). Sold for demolition in India. 445 \$ per ton.



Filippa C, just being renamed in Malmö (Sweden), August 2010 © Tom Jones

Finisterre (ex-Cap Finisterre). IMO 8710986. Container ship, 2023 teu. Length 200 m, 13,341 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Lübeck-Siems (Germany) by Flender Werft. Owned by XT Management Ltd (Israel). Detained in 2013 in Cochin (India). Sold for demolition in India. 504 \$ per ton.



The South Korean Hanjin gets rid of 15 container ships with a capacity of 5302 and 4024 teu assigned to its transpacific service. Except for the *Hanjin Irene* and *Hanjin Marseilles* aged 20 and 21 years old, they were built between 1996 and 1998. All were expected for demolition in India after having performed a last Far-East/ Indian Ocean service but the *Hanjin Beijing* headed to Gadani instead: this is the first container ship of this size welcomed by the Pakistani yards. The Korean ship-owner will take delivery from March on of container ships with a capacity of 10,000 teu that will be redeployed in replacement of these “mini” ships.



Hanjin Beijing. IMO 9115731. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Expected to be demolished in India, *Hanjin Beijing* left Busan (South Korea) early March, called at Mumbai (India) on March 20th and was finally beached for demolition in Gadani (Pakistan) on March 25th. 470 \$ per ton.

Hanjin Beijing entering Busan (South Korea), May 2011 © Lappino



Hanjin Berlin. IMO 9115743. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 \$ per ton.

Hanjin Irene. IMO 9021693. Container ship, 4024 teu. Length 290 m, 18,888 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1994 in Busan (South Korea) by Hanjin Co. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2002 in Savannah (United States). Sold for demolition in India. 486 \$ per ton.



Berthed at Llovera dock, TCV Terminal, Valencia (Spain), November 2012

© Manuel Hernandez Lafuente

Hanjin London. IMO 9111383. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). *Hanjin London* carried on an ultimate voyage, calling successively at Qingdao (China), Kaohsiung (Taiwan), Singapore, Mumbai (India) and up to Karachi (Pakistan) ; then she left early April and is now heading towards India and Alang, her final destination. 470 \$ per ton.

Hanjin Los Angeles. IMO 9128130. Container ship, 4024 teu. Length 290 m, 23,760 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.

Hanjin Los Angeles in Hong Kong on April 2008

© Ivan Meshkov



Hanjin Marseilles. IMO 9015541. Container ship, 4024 teu. Length 290 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Busan (South Korea) by Hanjin Heavy Industries Co Ltd. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.



Hanjin Marseilles under the Bayonne Bridge (New Jersey, United States), April 2011 © Joe Becker

Hanjin Nagoya. IMO 9155028. Container ship, 4024 teu. Length 290 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin Heavy Industries Co Ltd. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.



The sulfurous *Hanjin Nagoya* arriving at Hamburg (Germany), December 2008 © **Jens Boldt**

Hanjin Oslo. IMO 9161778. Container ship, 5302 teu. Length 279 m, 23,792 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.

Hanjin Paris. IMO 9128128. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 \$ per ton.



The sleek and majestic Korean flagged *Hanjin Paris* outbound from Vancouver harbour, sails under the Lions Gate Bridge. September 2006 © **Neil England**

Hanjin Rome. IMO 9161766. Container ship, 5302. Length 279 m, 23,794 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.



Hanjin Rome inbound to Vancouver harbour june 19 2010 © **Robert Etchell**



Hanjin San Francisco. IMO 9131058. Container ship, 4024 teu. Length 290 m, 18,800 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.

Panama Canal, February 2012
© Pete Roberts

Hanjin Shanghai. IMO 9088251. Container ship, 4024 teu. Length 290 m, 18,831 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 460 \$ per ton.

Hanjin Valencia. IMO 9142485. Container ship, 4024 teu. Length 290 m, 22,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 \$ per ton.

In Savannah (Georgia, United States), February 2014
© David Brown



Hanjin Washington. IMO 9111395. Container ship, 5302 teu. Length 279 m, 25,450 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.



In Portland (Oregon, United States), September 2011 © TBH MarineTraffic

Hanjin Wilmington. IMO 9142473. Container ship, 4024 teu. Length 290 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.

Jervis Bay (ex-*MSC Almeria*, ex-*Jervis Bay*). IMO 9005534. Container ship, 4230 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie Kg (Germany). Sold for demolition in India and beached as **Kyam**.



In Oakland (United States), February 2010 © Kell



In Salalah (Oman), May 2011 © Ryan de Bruijn

Jolly (ex-*Kota Setia*, ex-*Jolly*, ex-*Jolly Topazio*, ex-*Jolly Oro*, ex-*Croatia Express*).

IMO 8907943. Container ship, 2098 teu. Length 178 m, 11,197 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1993 in Pula (Croatia) by Uljanik.

Owned by Eurobulk Ltd (Greece). Sold for demolition in India. 500 \$ per ton including a spare propeller.



Kapitan Artyukh. IMO 8521036. Container ship, 490 teu. Length 149 m, 5,358 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov. Owned by FESCO (Russia). Sold for demolition in Bangladesh.



Kapitan Lyashenko. IMO 8617976. Container ship, 490 teu. Length 149 m, 5,428 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by FESCO (Russia). Sold for demolition in Bangladesh.



In Golden Horn Bay, Vladivostok (Russia), February 2009
© MarineTraffic

Kota Wijaya. IMO 9000869. Container ship, 1160 teu. Length 184 m, 6,815 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Toyohashi (Japan) by Kanasashi. Owned by Pacific International Lines (Singapore). Sold for demolition in India. 525 \$ per ton including 350 t of bunkers.

In Singapore, April 2011
© Hajo Schaefer





The Danish Maersk regularly puts forward its reputation of a ship-owner responsible until the demolition of its ships and partnering with the "best" Chinese shipyards. This policy does not apply to vessels chartered or operated by the World No. 1 for container shipping. *Maersk Dalton*, *Darlington*, *Dauphin*, *Delano*, *Delmont* and *Miami* belonging to the German financial company ER Schiffahrt GmbH & Co. KG have therefore all been renamed before being beached in Alang Bay. The image is saved.

Maersk Dalton (ex-*MSC Dalton*, ex-*Maersk Dalton*, ex-*Repulse Bay*). IMO 9005546. Container ship, 4230 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2012 and 2013 in Tianjin (China). Sold for demolition and beached in Bangladesh as **Leuc**. 452 \$ per ton.



Maersk Darlington (ex-*MISC Darlington*, ex-*Maersk Darlington*, ex-*Newport Bay*). IMO 9005558. Container ship, 4230 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Renamed **Mekol** prior to her departure for demolition in India. 485 \$ per ton.



June 2013, passing Geoje Island (South Korea) and the Busan bridge © V Tonic

Maersk Dauphin (ex-*MSC Malaysia*, ex-*Maersk Dauphin*, ex-*Providence Bay*, ex-*Shenzen Bay*). IMO 9080613. Container ship, 4230 teu. Length 292 m, 19,094 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 1999 in Hambourg (Germany). Sold and renamed **Otse** prior to her departure for demolition in India. 470 \$ per ton.



Maersk Delano (ex-*MSC Salerno*, ex-*Shenzen Bay*). IMO 9079547. Container ship, 4230 teu. Length 292 m, 19,268 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Chita (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold and renamed **Repton** prior to her departure for demolition in India. 470 \$ per ton.



Çanakkale, fort and Dardanelles Strait (Turkey), August 2013 © Ozcan K

Maersk Delmont (ex-Colombo Bay, ex-Tor Bay). IMO 9103037. Container ship, 4230 teu. Length 292 m, 19,278 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Chita (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2011 in Tianjin (China). Sold and renamed **Sezze** prior to her departure for demolition in Bangladesh. 470 \$ per ton.



Under the Victorian skies (British Columbia, Canada), February 2006 © Patrick Lawson



Maersk Miami (ex-Nedlloyd Hong Kong). IMO 9001253. Container ship, 4181 teu. Length 279 m, 23,859 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie Kg (Germany). Beached for demolition in India as **Hemol**. 450 \$ per ton.



Maersk Trapani (ex-Thorkil Maersk, ex-CMA CGM Hispaniola, ex-Marienburg, ex-Thorkil Maersk). IMO 8820224. Container ship, 1316 teu. Length 161 m, 7,817 t. Liberian flag. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Greece). Sold and shortened to **Trapani** prior to her departure for demolition in Turkey. 377 \$ per ton.



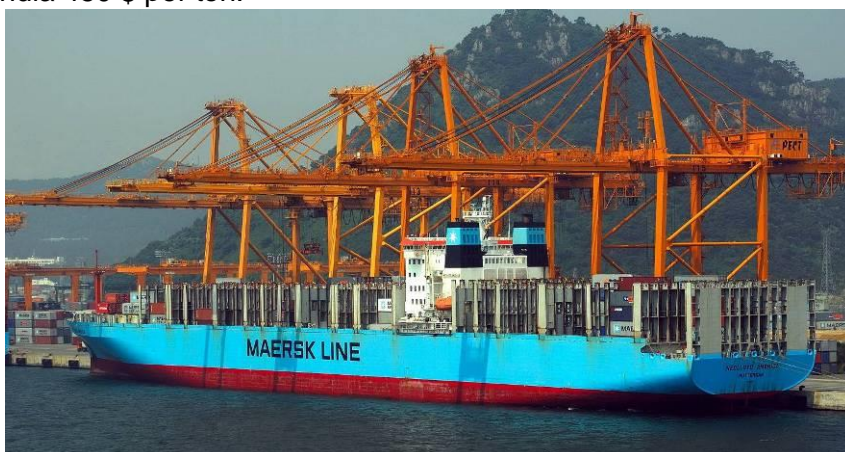
Maersk Trapani. Northbound in the Bosphorus, June 2011
© Wil Weijster

After the Nedlloyd Hong Kong, Honshu, Oceania and Africa (see Ship-Breaking # 34), this is the end of the hatchcoverless container ship (ex-Hapag Lloyd) also operated these last years by Maersk. This type of revolutionary container ship allowed the loading time to be shortened and avoided the loss at sea of containers but is now outdated as well as their capacity of 3604 evp. They were officially property of ER Schiffahrt GmbH & Cie Kg and have been all renamed. The image is saved.

Nedlloyd America. IMO 8915677. Container ship, 3604 teu. Length 266 m, 20,447 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie Kg (Germany). Renamed **Ekali** prior to her departure for demolition in India 450 \$ per ton.



Nedlloyd America, Pusan (South Korea),
July 2007 © Ivan Meshkov



Nedlloyd Asia. IMO 8915665. Container ship, 3604 teu. Length 266 m, 20,447 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2007 in Shenzhen (China). Renamed **Cashel** and beached for demolition in Bangladesh. 452 \$ per ton.



Nedlloyd Europa. IMO 8915691. Container ship, 3604 teu. Length 266 m, 19,783 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Kobe (Japan) by Mitsubishi. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Renamed **Dabat** prior to her departure for demolition in India. 470 \$ per ton.



Marathonas (ex-MSC Marathon, ex-Maersk Marathon, ex-Mc Kinney Maersk). IMO 8819940. Container ship, 4437 teu. Length 294 m, 23,740 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Lindo (Denmark) by Odense Stalskibs. Owned by Danaos Shipping (Greece). Sistership of *Mytilini* (cf below) also sold for demolition in India. Sold for demolition in India. 493 \$ per ton including a spare bronze propeller and bow thrusters.



MSC Marathon. May 2009 at Savannah, (Georgia, United States) © foggy / Shipspotting

MSC Ayala (ex-Alen, ex-Oasis Altair, ex-Ligwa, ex-Great Rizal, ex-Oasis Altair). IMO 8413033. Container ship, 2073 teu. Length 215 m, 12,492 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by Mediterranean Shipping Co - MSC (Switzerland). Detained in 2001 and 2003 in Hong Kong, in 2004 in Shanghai (China), in 2009 in Valencia (Spain) and in 2010 in Mumbai (India). Sold for demolition in India.



MSC Tanzania (ex-Pudong Senator). IMO 9141261. Container ship, 4688 teu. Length 294 m, 18,646 t. Deflagged from Germany to Liberia for her last voyage as **Pudong**. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2013 in Melbourne (Australia). Sold for demolition in India. 477 \$ per ton.



At Conley Container Terminal, South Boston (United States), July 2010. © Jack Clifford

Munster (ex-*MSC Caribbean*, ex-*Ulanga*, ex-*Munster*). IMO 9131802. Container ship, 910 teu. Length 139 m, 4,961 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Neuenfelde (Germany) by JJ Sietas. Owned by Concord Shipping GmbH & Co KG (Germany). Sold for demolition in Bangladesh.



Singapore, March 2013 © **mgklingsick**

Mytilini (ex-*Maersk Mytilini*, ex-*Madison Maersk*). IMO 8819952. Container ship, 4437 teu. Length 294 m, 23,740 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Lindo (Denmark) by Odense Stalskibs. Owned by Danaos Shipping (Greece). Detained in 2005 in Algeciras (Spain). Sistership of *Marathonas* (cf above) also sold for demolition in India. 495 \$ per ton.



In Cape Town (South Africa), July 2013 © **Ian Shiffman**

Northern Delight (ex-*P&O Nedlloyd Rumba*, ex-*Kairo*, ex-*Northern Delight*, ex-*Zim Chicago II*, ex-*Kota Sejati*, ex-*Northern Delight*, ex-*P&O Nedlloyd Dubai*, ex-*Dubai Bay*, ex-*Nedlloyd Sao Paulo*, ex-*Northern Delight*). IMO 9082374. Container ship, 1717 teu. Length 174 m, 7,729 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by NSB Niederelbe SchiffahrtsgesellschaftmbH & Co KG (Germany). Sold for demolition in India. 492 \$ per ton.

Pu He. IMO 8705242. Container ship, 2716 teu. Length 236 m, 15,937 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Govan (United Kingdom) by Kvaerner Govan. Owned by COSCO (China). Sold for demolition in China. 342 \$ per ton.



Pu He, March 2010 © **Michael Schindler**



River Elegance. IMO 9072147. Container ship, 3802 teu. Length 276 m. Panamanian flag. Classification society China Classification Society. Built in 1994 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Detained in 2004 in Osaka (Japan). Sold for demolition in Xinhui, China.



River Elegance. In Barcelona (Spain), December 2007 ©. Angel Luis Godar Moreira

Romy Believer (ex-*Believer*, ex-*Sven Oltman*, ex-*Emily Borchard*, ex-*Gracechurch Planet*, ex-*Sven Oltman*). IMO 9031454. Container ship, 510 teu. Length 117 m, 2,760 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Neuenfelde (Germany) by JJ Sietas. Owned by Myklebusthaug Management AS (Norway). Detained in 2012 in Port Said (Egypt). Sold for demolition in Turkey.



Romy Believer. At Drapetsona, Piraeus, Greece. November 2013 © Dennis Mortimer

Sana (ex-*Gabriela*, ex-*Rosemary*, ex-*Dandelion*, ex-*New State*, ex-*Iran Tehran*). IMO 9209336. Container ship, 3280 teu. Length 240 m, 14,788 t. Iranian flag. Classification society Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Sold for demolition in Bangladesh. 457 \$ per ton.

Santiago (ex-*CCNI Vancouver*, ex-*Togo Star*, ex-*Santiago*, ex-*CCNI Chiloe*, ex-*Maersk Kuritiba*, ex-*CCNI Chiloe*). IMO 9080998. Container ship, 2000 teu. Length 174 m, 10,033 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last voyage as **Santi**. Classification society Germanischer Lloyd. Built in 1996 in Flensburg (Germany) by Flensburger. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold as is in Alexandria (Egypt) for demolition in India. 402 \$ per ton.



Santiago at Perama, Piraeus, (Greece) November 2013 © Dennis Mortimer

Selatan Mulia (ex-Sea Merchant, ex-Sino Ocean, ex-Sinofa, ex-Nigeria Express). IMO 8218512. Container ship, 480 teu. Length 132 m, 3,915 t. Indonesia flag. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Shanghai (China) by Zhonghua Shipyard. Owned by Pacific International Lines (Singapore). Detained in 2000 and in 2013 in Singapore. Sold for demolition in Bangladesh.



Selatan Mulia in Singapore, June 2012, © Vitaliy Kharchenko

Song He. IMO 8514590. Container ship, 1668 teu. Length 199 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Bremerhaven (Germany) by Seebeckwerft. Owned by Panasia Shipping (China). Sold for demolition in China.



Yang Pu Wan (ex- Han Jiang He). IMO 8321826. Container ship, 422 teu. Length 126 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Chofu (Japan) by Kyokuyo. Owned by PO Shipping Co Ltd (China). Sold for demolition in China.



Yuan He. IMO 9067568. Container ship, 4215 teu. Length 275 m, 19,890 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by COSCO (China). Sold for demolition in China.



Yuan He in the Panama Canal, October 2004 © Marius Esman

Zhong He. IMO 9067556. Container ship, 4215 teu. Length 275 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by COSCO (China). Sold for demolition in China by Civet Guandong.



At Port Phillip Heads, (Australia), June 2012 © Lester Hunt

General cargo

Abdul B (ex-Diya, ex-Forest Rover, ex-Krasnogorsk, ex-Angela Green, ex-Krasnogorsk, ex-Westafcarrier). IMO 7920259. General cargo. Length 95 m, 2,422 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Shimizu (Japan) by Miho. Owned by Bayazid Shipping Co (Lebanon). Detained in 2004 in Brindisi (Italy) and in 2008 in La Spezia (Italy). Sold for demolition in Turkey.



In the Bosphorus (Turkey), August 2012 © Zafer Deniz Akcabal

Abdul Prince (ex-Kapitan Mochalov). IMO 7362445. General cargo. Length 151 m, 5,526 t. Tanzanian flag. Classification society Venezuelan Register of Shipping. Built in 1974 in Gdansk (Poland) by Gdanska Lenina. Owned by IMS Hellenic Co (Greece). Detained in 2001 in Loviisa (Finland), in 2008 in Antwerp (Belgium) and in 2013 in Alanya (Turkey). In January 2014, the *Abdul Prince* was renamed *Sea Shark* then *Meral Queen* and was finally beached for demolition in India on March 20th.



Ahmad H (ex-Amro F, ex-Urgench, ex-Josephine, ex-Inma). IMO 7713278. General cargo. Length 104 m. Deflagged from Panama to Togo for her last voyage as *Med Mermaid*. Classification society Isthmus Bureau of Shipping. Built in 1979 in Gijon (Spain) by Duro Felguera. Detained in 2000 in Trieste and in Venice (Italy), in 2001 in Leghorn (Italy), in 2005 in Venice again, in 2009 in Novorossiysk (Russia), in 2012 in Alexandria (Egypt) and in 2013 in Antalya (Turkey). Sold by her Romanian owner Arados Shipping to Energy Marine Services SA, a Panama-based shell company, prior to be beached for demolition in Turkey.



Al Hadi (ex-Lattakia Queen, ex-Moon Bright, ex-Waldhorn, ex-Flower Bay, ex-Flower Boy). IMO 6929193. General cargo. Length 103 m. Comoros flag. Classification society Phoenix Register of Shipping. Built in 1969 in Rostock (Germany) by Neptun VEB. Owned by ADCO SAL (Lebanon). Detained in 1999 in Thessaloniki (Greece) and in 2008 in Larnaca (Cyprus). Sold for demolition in Turkey.



In Odessa (Ukraine), January 2010 © Marine Traffic

Al Majed H (ex-*Hiba B*, ex-*Eridanus*, ex-*Malin Sea*, ex-*Marijke*, ex-*Marijke Smits*). IMO 7319694. General cargo. Length 84 m, 1,481 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1973 in Slikkerveer (Netherlands) by De Groot & Van Vliet. Owned by Majeed Al Bazony Shipping LLC (United Arab Emirates). Detained in 1997 in Hull (United Kingdom), in 1999 in Kavala (Greece), in 2001 in A Coruña (Spain), in 2006 in Baltchik (Bulgaria), in 2009 in Constanta (Romania) and in 2012 in Bandar Khomeini (Iran). Sold for demolition in India.



Altarek IV (ex-*Wani Point*, ex-*Guardpoint*, ex-*Lys-Point* ex-*Guardpoint*, ex-*Lys-Point*). IMO 7708405. General cargo. Length 88 m. Moldovan flag. Classification society Det Norske Veritas. Built in 1979 in Singapore by Sing Koon Seng; jumboized in 1987 and lengthened from 70 to 88 m. Owned by Safety Management (Romania). Detained in 2011 in Porto Torres (Italy) and in 2013 in Kopervik (Norway). Sold for demolition in Turkey.



An Yang He (ex-*Liao Yuan 3*, ex-*Sheng Jia 8*). IMO 9092109. General cargo. Length 71 m. Cambodian flag. Classification society Union Bureau of Shipping. Built in 1986 in Fujian (China) by Fujian Shipyard. Owned by Dalian Shun An maritime Agency (China). Detained in 2008 in Qingdao (China), in 2010 in Incheon (South Korea), in 2011 in Taicang (China), in 2012 in Tokyo and in Kobe (Japan), in 2013 in Kagoshima (Japan), in Pohang (South Korea), in Wakayama (Japan) and in Ningbo (China) and in 2014 in Lianyungang (China). Sold for demolition in Jiangyin, China.



The detentions of the *An Yang He* ©Robin des Bois

Anke Angela (ex-*Claudia-Isabell*). IMO 8417546. General cargo. Length 82 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1984 in Wewelsfleth (Germany) by Hugo Peters. Detained in 2001 in Hamina (Finland), in 2002 in Szczecin (Poland) and in 2012 in Rostock (Germany). On January 11th 2012, the ship ran aground in Kalmar Strait with her 6 crewmen; the Swedish Coast Guard suspected the two senior officers to be drunk at the time of the incident. The *Anke Angela* was towed to Kalmar and then resumed sailing. A few months later, she was found laid up in Krautsand (Germany). In September 2013, she was sold by her German owner to the Miami-based DMH International. She was deflagged from Gibraltar to Panama and renamed **Hugo Chavez Frias**. However, she only left Germany to be towed for demolition in Grenaa (Denmark). She arrived at Fornaes Shipbreaking yard on March 14th.



Anke Angela, still laid up at Krautsand with name painted over at the bow. November 3rd, 2013 © Cornelia Klier



but with her new name *Hugo Chavez Frias* at the stern. October 18, 2013 © Erpel

Archangelgracht. IMO 8811948. General cargo. Length 130 m, 3,816 t. Deflagged from the Netherlands to Tuvalu for her last voyage as **Chan**. Classification society Lloyd's Register of Shipping. Built in 1990 in Harlingen (Netherlands) by Tille. Detained in 2013 in Xiamen (China). Sold and towed for demolition in Bangladesh.



Asrar-A-Mostafa (ex-Al Muztuba, ex-Univazs, ex-Sea Voice, ex-Mei Yuan, ex-Cavle, ex-Cidade de Itapecuru, ex-Mirosal). IMO 7516436. General cargo. Length 108 m, 2,205 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1978 in Niteroi (Brazil) by EBIN. Owned by AK Ship Management & Services (Bangladesh). Detained in 2005 in Mumbai (India) and in 2007 in Chennai (India). Sold for demolition in Bangladesh.



Bangkhonthi (ex-Camphor). IMO 7352830. General cargo. Length 114 m, 2,388 t. Thai flag. Unknown classification society. Built in 1974 in Hashihama (Japan) by Kurushima. Owned by Phulsawat Navy Co Ltd (Thailand). Detained in 2010 in Lumut (Malaysia). Sold for demolition in Bangladesh.



Banglar Maya. IMO 7913282. General cargo. Length 154 m, 5,700 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1980 in Shimonoseki (Japan) by Mitsubishi. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 1998 in Leith (United Kingdom), in 2011 in Lianyungang (China) and in 2012 twice in Rizhao (China). Sold for demolition in Bangladesh.



Port of Santos, in São Paulo (Brazil), January 2006
Photo by Rogério Cordeiro

Batang Anai (ex-2 Go 1, ex-Oel Wisdom, ex-Orient Wisdom, ex-Segara Makmur, ex-Cambodia Star, ex-Orham Bride, ex-Lhose, ex-Tiger Ocean, ex-Ahlers Bridge, ex-Judith Borchard, ex-Cam Azobe, ex-Norasias Adria, ex-Buyo, ex-Ahlers Bridge). IMO 8120648. General cargo. Length 114 m, 3,228 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Hemiksem (Belgium) by St Pieter. Owned by Humpuss Intermoda PT (Indonesia). Detained in 2001 in Singapore. Sold for demolition in Bangladesh. The most versatile identity of the trimester with 15 names: See photos on page 9.



Bio Sun (ex-Fri Sun, ex-Fensfjord, ex-Deo Volente, ex-Elbstrand). IMO 8003876. General cargo. Length 82 m. St. Kitts & Nevis flag. Classification society Germanischer Lloyd. Built in 1980 in Wewelsfleth (Germany) by Hugo Peters. Owned by West-Trans Bulk AS (Norway). Detained in 2001 in Koge (Denmark) and in 2003 in Oslo (Norway). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking.



Demetra (ex-Red Cat, ex-Afiya, ex-Safiya, ex-Imgard, ex-Sider Gulf, ex-Tyro, ex-Argut). IMO 8814342. General cargo. Length 116 m, 778 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Singapore by Jurong Shipyard ; jumboized en 1997 and lengthened from 95 to 116 m. Owned by Siriac International Ltd (United Kingdom). Detained in 2004 in Gdansk (Poland), in 2006 in Houston (United States), in 2007 in Geraldton (Australia), in 2012 in Pasajes (Spain) and Bremen (Germany) and in 2013 in Cagliari (Italy). Sold for demolition in Turkey.



Don Max (ex-Ocean Star, ex-Onego Tracer, ex-Ocean Star, ex-P&O Nedlloyd



Panama, ex-Beliz Urkmez, ex-Seaboard Commerce, ex-Beliz Urkmez, ex-Zim Venezuela II, ex-Beliz Urkmez, ex-Kont Ileyac). IMO 9043158. General cargo. Length 131 m, 3,746 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1997 in Tulcea (Romania) by Tulcea SN. Owned by Tech Project LLC (Ukraine). Detained in 2008 in Bilbao (Spain) and in 2013 in Odessa (Ukraine). Sold for demolition in India. 472 \$ per ton.

Don Max berthed on passenger terminal, November 2011 Odessa, Ukraine © Vovashap

Erefli Star (ex-Radonezh, ex-Volgo-Balt 22). IMO 6927640. General cargo. Length 114 m, 1,106 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1966 in Astrakhan (Russia) by Astrakhan Kirova. Owned by DAF Co Ltd (Russia). Detained in 2007 in Nikolayev (Ukraine) and in 2012 in Gemlik (Turkey) and Kdz Ereğli (Turkey). Sold for demolition in Turkey.



Esguifinsa (ex-Afra, ex-Atlantic Clipper, exBBC Clipper, ex-Capitaine Magellan, ex-Delmas Montjoly, ex-Atlantic Clipper, ex-Smolyan). IMO 8915873. General cargo. Length 122 m, 4,565 t.



Domenican flag. Classification society Inclamar. Built in 1991 in Varna (Bulgaria) by Varna Shipyard. Owned by C Trans Maritime Services SI (Spain). Detained in 2006 and 2008 in Antwerp (Belgium), in 2009 in Salerno (Italy) and in 2010 in Setubal (Portugal). Kept waiting for orders for several weeks in Las Palmas (Canarias, Spain) and finally sold and beached for demolition in India.

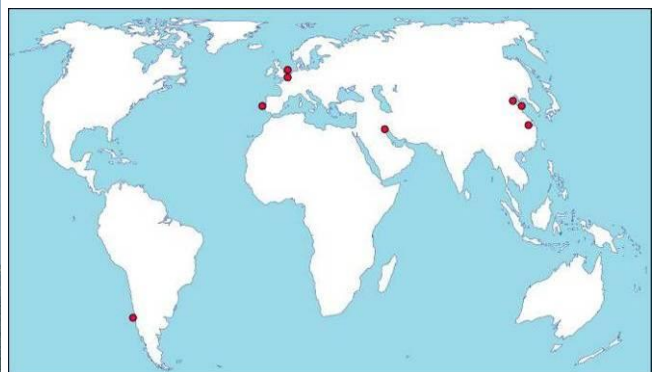


In Setubal (Portugal), March 2013 © JJ Faria Nunes

Faith (ex-Kuk San, ex-Kety II, ex-Matadi Bridge, ex-Tagama, ex-Deppe America, ex-Tagama, ex-Woermann, Wahehe, ex-Wahehe). IMO 8225436.



General cargo. Length 158 m, 7,135 t. Cambodian flag. Classification society Overseas Marine Certification Services. Built in 1982 in Warnemünde (Germany) by Warnowwerft. Owned by Hong Chuan International Logistics Co (Taiwan). Detained in 2000 in Lisbon (Portugal), in 2002 twice in Antwerp (Belgium), in 2005 in San Antonio (Chile), in 2011 in Yantai (China), in 2012 in Nanjing (China), in 2013 in Tangshan (China) and in 2014 in Bandar Khomeini (Iran). Sold for demolition in India. 445 \$ per ton.



Matadi Bridge future *Faith*, June 2001, Antwerp (Belgium) © Minthi and her detentions © Robin des Bois

Flestina 3 (ex-Sobchino, ex-Pur). IMO 7706720. General cargo. Length 82 m, 941 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Rosslau (Germany) by Elbewerften. Owned by DAF Co Ltd (Russia). Detained in 1998 in Vanersborg (Sweden). Sold for demolition in Turkey.



Fyodor Popov. IMO 7421112. General cargo. Length 123 m, 2,140 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Nijni-Novgorod (Russia) by Navashinskiy Oka. Owned by Vega Co Ltd (Russia). Sold for demolition in China.

Gazelle Coast (ex-Fret Aquitaine, ex-Cygne, ex-Arklow Rose, ex-Faroe Trader). IMO 8314548. General cargo. Length 102 m. Papua New-Guinea flag. Classification society Germanischer Lloyd. Built in 1984 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Consort Express Lines Pty Ltd (Papua New-Guinea). Sold for demolition in Jiangyin, China.



Gulf South (ex-Salrix, ex-Kylemore, ex-Borsum, ex-Bregenz, ex-Bornholm, ex-Neukloster). IMO 7530858. General cargo. Length 96 m. Deflagged from St. Kitts & Nevis to Togo for her last voyage. Classification society International Register of Shipping. Built in 1977 in Hikoshima (Japan) by Kyokuyo. Owned by Pasifik Lojistik Grubu (Turkey). Sold for demolition in Turkey.



January 2006 ©: Jochen Laskowsky

Inca Maiden (ex-Mohawk Princess, ex-Mayon Splendor, ex-Southern Star). IMO 8520575. General cargo. Length 170 m, 7,786 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 472 \$ per ton.



Inca Maiden seen from Sugar Loaf mountain leaving Rio de Janeiro (Brazil), August 2012 ©. Edson de Lima Lucas

King Hero (ex-Sumiyoshi, ex-Sunfalcon, ex-Sumiyoshi, ex-Sumiyoshi Maru). IMO 8208397. General cargo. Length 159 m, 7,116 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by Nanjing King Ship Management Co (China). Detained in 2001 in Antwerp (Belgium), in 2002 in Himeji and in Osaka (Japan), in 2005 in Rotterdam Netherlands and in 2006 in Sunderland (United Kingdom). Sold for demolition in India. 455 \$ per ton.



Kinship Bangar (ex-Al Mounir, ex-Barbara E, ex-Finn Sif). IMO 8018522. General cargo. Length 102 m, 2,143 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Frederikshavn (Denmark) by Orskov Christensen. Owned by Krishna Maritech Pvt Ltd (India). Detained in 1999 and in 2001 in Genoa (Italy) and in 2004 in Aberdeen (United Kingdom). Sold for demolition in Mumbai (India).



Kota Berani (ex-Cape Hastings, ex-Tula, ex-Kew Bridge, ex-Jolly Ambra, ex-Kew Bridge, ex-Seaboard Houston, ex-Lykes Striker, ex-Kew Bridge, ex-Zim Houston, ex-Kew Bridge, ex-Seal Reunion, ex-Kapitan N Petrosyan). IMO 9015694. General cargo. Length 155 m, 7,177 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Pacific International Lines (Singapore). Detained in 2011 in Tianjin (China). Sold for demolition in Bangladesh.



Letfallah V (ex-Altona, ex-Mekong Valiance, ex-Altona, ex-Nedlloyd Lotus, ex-Altona, ex-Manchester Trader, ex-Karyastein, ex-Altona). IMO 8003929. General cargo. Length 113 m, 3,148 t. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Neuenfelde (Germany) by Sietas. Owned by Letfallhv Shipping & Trading (United Arab Emirates). Detained in 2010 in Koper (Slovenia). Sold for demolition in India.



Letfallah V, in Rijeka (Croatia), January 2011 © Dragec

Little Dona (ex-Solna, ex-Risto, ex-Cristobal, ex-Belozersk, ex-Nizhnegorodskiy Komsomolets). IMO 7130086. General cargo. Length 114 m. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1971 in Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Pasabahce Denizcilik Turizm (Turkey). Detained in 2001 in La Spezia (Italy), in 2002 in Naples (Italy), in 2004 in Koper (Slovenia), in 2008 in Novorossiysk (Russia), in 2009 in Rostov (Russia), in 2011 in Mersin (Turkey) and in 2013 in Poti (Georgia) and Kdz Eregli (Turkey). Sold for demolition in Turkey.



The detentions of the *Little Dona* © Robin des Bois

LTI Integrity (ex-Aboudi V, ex-Tugela, ex-John Wulff, ex-Tugela, ex-Guatemala, ex-Ridge, ex-Kalakara, ex-John Wulff, ex-Maersk Jakarta, ex-Maersk Pinto, ex-John Wulff, ex-Ville du Nadir, ex-John Wulff). IMO 8405921. General cargo, in l'origine Container ship, 754 teu. Length 133 m, 4,387 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1985 in Neuenfelde (Germany) by Sietas. Owned by LTI Denizcilik Nakliyat (Turkey). Detained in 2014 in Bandar Khomeini (Iran). Sold for demolition in India. 460 \$ per ton.



Melissa (ex-Begonia, ex-Kharto Vision, ex-Clarissa, ex-Frisian Skipper, ex-Stavklint, ex-Cornelis van der Schoot). IMO 7637498. General cargo. Length 82 m, 1,920 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Harlingen (Netherlands) by Harlingen S&R. Owned by DSL Shipping (Cyprus). Detained in 1998 in Kaliningrad (Russia), in 2000 in Fushiki and in Ishinomaki (Japan), in 2001 in Kushiro and in Niigata (Japan) and in 2002 in Kobe and in Kawasaki (Japan). Sold for demolition in China.



Million T (ex-*Million Trader*). IMO 8921494. General cargo. Length 98 m. Panamanian flag. Classification society China Classification Society. Built in 1990 in Hashihama (Japan) by Shin Kurushima. Owned by Tianjin International Marine Shipping Co (China). Detained in 2008 in Chiba (Japan). Sold for demolition in Jiangyin, China.



Million T in Koh Si Chang Transshipment Area (Thailand), June 05, 2011 © Geir Vinnes

Ming Jie (ex-*Best Lucky*, ex-*Bao Xing Shan*, ex-*Gaya Dua*, ex-*Napili*). IMO 8224054. General cargo. Length 109 m, 2,027 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Busan (South Korea) by Daedong. Owned by Jui Zong Ship Management Co (Taiwan). Detained in 2013 in Nanjing (China) and in 2014 in Fuzhou (China). Sold for demolition in China. 300 \$ per ton.



Moniuszko. IMO 8513730. General cargo. Length 159 m, 7,445 t. Maltese flag. Classification society Polish Register of Shippin. Built in 1989 in Shanghai (China) by Jiangnan Shipyard. Owned by POLBROK (Poland). Detained in 2008 in Houston (United States) and in 2013 in Antwerp (Belgium). Sold for demolition in India.



Moniuszko off Terneuzen Netherlands on September 2013 © Jörn Prestien



Nordvik. IMO 7704837. General cargo. Length 88 m. Faroe Islands flag. Classification society RINA. Built in 1978 in Fossa (Norway) by Fosen MV ; jumboized in 1983 and lengthened from 77 to 88 m. Owned by Norresundby Shipping A/S (Denmark). Sold for demolition in Grenaa (Denmark).



Poland, June 2013 © Smadzi

Orange Breeze (ex-*Chelyabinsk*, ex-*Pantelis A Lemos*). IMO 8311003. General cargo. Length 177 m, 8,126 t. St. Kitts & Nevis flag. Classification society Russian Maritime



Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias-Thesen. Owned by Orange Marine Co Ltd (Russia). Detained in 2004 in Sorel (Canada). Sold for demolition in India. 483 \$ per ton.



Orange Breeze February 2013 near Vladivostok, Russia.
© Vitali

Oranus (ex-*Maria C*, ex-*Gulf Pride*, ex-*Interocean 1*, ex-*Calugareni*). IMO 8503826. General cargo. Length 131 m, 3,278 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1985 in Braila (Romania) by Braila Santierul Navale. Owned by Zahra Maritime Services Co (Syrie). Detained in 2006 in Mumbai (India), in 2007 in Salerno (Italy) and in 2009 in Kavala (Greece) and Varna (Bulgaria). Sold for demolition in India.



Oranus At Tartous anchorage area (Syria), September 2009
© Mahmoud Shd

Pamela Stream (ex-*Horai*). IMO 8301448. General cargo. Length 93 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1983 in Kinoh (Japan) by Kishimoto Zosen. Owned by Pamela Corp (South Korea). Detained in 2000 in Bangkok (Thailand), in 2003 in Oita (Japan), in 2004 in Maizuru (Japan), in 2008 in Vladivostok (Russia), in 2009 in Yantai (China) and in 2014 in Vladivostok again. Sold for demolition in Jiangyin, China.



Pamela Stream, December 2011 © Bushmakin

Pe Gae Bong (ex-*Be Gae Bong*). IMO 8328616. General cargo. Length 131 m. North Korean flag. Classification society Korea Classification Society. Built in 1980 in Huichon (North Korea) by Chongjin SY. Owned by Sohae Sonbak Co Ltd (North Korea). Detained in 2013 in Tangshan (China) and in 2014 in Changshu (China). Sold for demolition in Jiangyin, China.



Perseus K (ex-*Cyclopus*, ex-*Atlantic K*, ex-*Oscar Sirius*, ex-*Teleorman*). IMO 7436636. General cargo. Length 131 m, 3,600 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Galati (Romania) by Galati SN. Owned by IM Marine Services Ltd (United Kingdom). Detained in 2001 in Leghorn (Italy), in 2003 in Lisbon (Portugal) and Monfalcone (Italy) and in 2011 in Alexandria (Egypt). Sold for demolition in Turkey.



Perseus K passing northbound through the Bosphorus with Sultanahamet Camii (Blue Mosque) as her backdrop. July 2011. © Don Fraser



Pioner Korsakova (ex-*Black Pearl*, ex-*Riga Merchant*, ex-*Pioner Uzbekistana*). OMI 7831886. General cargo. 130 m. long, 3,937 t. Russian Flag. Classification Society Maritime Register of Shipping. Built in 1980 in Vyborg (Russia) by Vyborgskiy SZ. Owner Sakhalin Shipping Co SASCO (Russia). Detained in 1999 in Leghorn (Italy), in 2000 in Fredrikstad (Norway), in 2004 in Rotterdam (Netherlands) and in 2005 in Brest (France). At the time, she was called *Black Pearl*, property of the Italian B Navi and sailed under the Maltese flag and the RINA classification. She was specialized in deficiencies, detentions in European ports and the loss of wood cargoes: in October 2004 she had to get rid of part of her construction wood cargo to reduce her list; in November 2005, on her way from Finland to Algeria, she suffered an engine failure off Brittany and nearly capsized. She went adrift and lost 2000 m³ of wood. She was rescued and towed to Brest by the *Abeille Bourbon* and was then detained for 25 days. The Maritime Affairs inspector had found the *Black Pearl* "in deplorable state", in terms of both security of the vessel and life conditions of the crew - torn and rotten mattresses, out of use showers and spoiled food : a shame for the European Merchant navy. In May 2006, the *Black Pearl* had been sold to Russian Sakhalin Shipping Co (SASCO) and exported to the Russian Far East that she had no longer left. In 2013, she finally beached for demolition in Bangladesh.



November 2005, the Arctic forest off Brittany © Marine Nationale

Safina V (ex-*New Horizon*, ex-*Vinashin Express 1*, ex-*Looiersgracht*). IMO 8611104. General cargo. Length 113 m, 3,660 t. Panamanian flag. Classification society Vietnam Register of Shipping. Built in 1987 in Shimizu (Japan) by Miho. Owned by Marine Fleet Management Ltd (Pakistan). Detained in 2011 in Dalian (China). Sold for demolition in India.



Sandra II (ex-*Professor I.I.Krakovskiy*). IMO 7640756. General cargo. Length 114 m, 1,271 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Sandra Shipping Co Ltd (Russia). Detained in 2012 in Molfetta (Italy). Sold for demolition in Turkey.



Sea Breeze J (ex-*BL Saida*, ex-*Perastex-god Father*, ex-*Nisiotisa*, ex-*AiS Giorgis*, ex-*Mini Link*). IMO 7035872. General cargo. Length 65 m, 859 t. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1971 in Akitsu (Japan) by Taihei Kogyo. Owned by Gulf Development Marine (United Arab Emirates). Detained in 2004 in New Orleans (United States), in 2006 twice in Constanta (Romania) and in 2007 in Limassol (Cyprus). Sold for demolition in Pakistan.



Sea Wind I (ex-*Sea Wind*, ex-*Mini Lift*). IMO 7009201. General cargo. Length 65 m, 699 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1970 in Muroran (Japan) by Hakodate Dock. Owned by Gulf Development Marine (United Arab Emirates). Detained in 2006 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.



Semar (ex-*Iole*, ex-*Eleni A*, ex-*Elpida I*, ex-*Auseva*, ex-*Alpaca*). IMO 7713216. General cargo. Length 71 m. Moldovan flag. Unknown classification society. Built in 1978 in Zumaya (Spain) by Balenciaga. Owned by Ugland Denizcilik (Turkey). Detained in 2006 in Alicante (Spain) and Valletta (Malta), in 2007 in Las Palmas (Spain), in 2008 in Sochi (Russia), in 2009 in Eleusis (Greece) and Hulva (Spain), in 2011 in Mersin (Turkey) and in 2012 in Iskenderun (Turkey). Sold for demolition in Turkey.



The detentions of the *Semar* © Robin des Bois

Shoreham (ex-*Sea Eagle*, ex-*Hope*, ex-*Shoreham*, ex-*Ballygarvey*). IMO 8104280. General cargo. Length 77 m. Cook Islands flag. Unknown classification society. Built in 1982 in Goole (United Kingdom) by Goole SB. Detained in 2006 in Amsterdam (Netherlands) and in 2011 in Dublin (Ireland). Laid up in Santander (Spain) following the financial difficulties of her owner Dudman Group Ltd (United Kingdom). The shipowner has abandoned several ships and their Russian and Ukrainian crews in European ports this year and sold *Cementina* and *Thames* for demolition in Ghent (Cf. [Ship-Breaking # 33](#)). The *Shoreham* would be demolished in Santander.



Loading Rock at Porthoustock quarry (Cornwall, United Kingdom), February 2011 © Barrie Clark

Siderfly (ex-*Borgfeld*, ex-*Eemsea*, ex-*Borgfeld*). IMO 8412405. General cargo. Length 100 m, 1,456 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Elsfleth (Germany) by Elsflether Werft; jumboized in 1990 and lengthened from 89 to 100 m. Owned by Eestinova OU (Estonia). Detained in 1999 in Setubal (Portugal), in 2002 in Genoa and in Pescara (Italy) and in 2005 in Nantes (France). On October 28th 2013, *Siderfly* collided with the gas tanker *Coral Ivory*



in the Kiel Canal. The ship is badly damaged, refloated but is eventually towed for demolition in Denmark. She arrived in Grenaa in February 2014.




On the Kiel Canal, after the collision, October 30th 2013 © Nils Junge





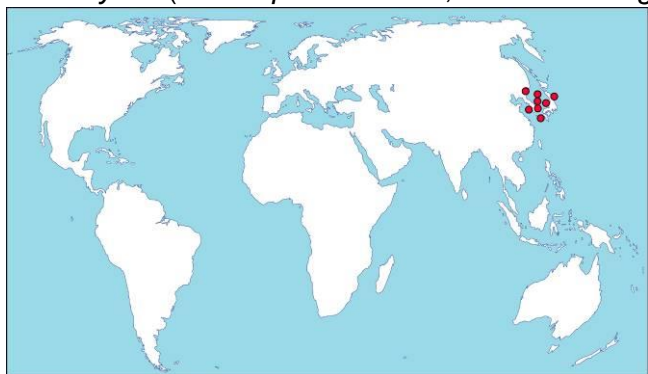
At Brunsbüttel, November 10th 2013 © Michael Brakhage



On February 6th 2014 at Fornaes Shipbreaking. ©Bendt Nielsen




Solid Bay (ex-Cargobay, ex-Royal Star). IMO 7703508. General cargo. Length 94 m, 1,845 t. Deflagged from Philippines to Tuvalu for her last voyage as **Solid B**. Classification society  International Ship Classification. Built in 1980 in Ulsan (South Korea) by Donghae SB Co. Sold by Filipino Owner Solid Shipping Lines Corp to the Indian Doehle Danautic prior to her departure for demolition in Bangladesh.


Sun Crystal (ex-Cenpeak Pioneer, ex-Marine Nagasaki). IMO 8304127. General cargo. Length 83 m. Sierra Leone flag.  Unknown classification society.  Built in 1983 in Nomi (Japan) by Nakatani. Owned by Royal Armadas International Co (China). Detained in 2000 in Busan (South Korea) and Fushiki (Japan), in 2001 in Vladivostok (Russia) and twice in Busan again, in 2003 in Nakaminato (Japan), in 2007 in Fukuoka (Japan) and in 2008 in Pyeongtaek (South Korea). Sold for demolition in China.




The detentions of the *Sun Crystal* ©Robin des Bois

Tekhnolog Konyukhov (ex-Rabenau). IMO 7942350. General cargo. Length 130 m, 3,905 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). Sold for demolition in Turkey.

Tenedos (ex-Hermod, ex-Gutshof, ex-Hermod, ex-Herm J). IMO 8002743. General cargo. Length 96 m. Panamanian flag. Classification society  Overseas Marine Certification Services. Built in 1980 in Emden (Germany) by Cassens. Owned by Tenedos Shipping Sa (Turkey). Detained in 2008 in Salerno (Italy), in 2009 in Marseille (France), in 2010 in Constanta (Romania) and in 2011 and 2012 in Izmit (Turkey). Sold for demolition in Turkey.  

Win Ever (ex-Dhika Per, ex-Andhika Permata). IMO 8221375. General cargo. Length 98 m, 2,304 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Imabari (Japan) by Higaki. Owned by Rich Forth Investments (China). Detained in 2005 in Tokyo (Japan) and in 2006 in Shanghai (China). Sold for demolition in Bangladesh. 

Yong Xiang (ex-Lucky Trader, ex-Ocean Mariner, ex-Marist, ex-New Spirit, ex-Clipper Spirit). IMO 8510099. General cargo. Length 100 m, 2,367 t. Panamanian flag. Classification society  Nippon Kaiji Kyokai. Built in 1986 in Kochi (Japan) by Kochi Jyuko. Owned by Fortune Sea International Ship Management Co Ltd (China). Detained in 2005 in Hong Kong, in 2010 in Incheon and in Pyeongtaek (South Korea) and in 2014 in Qinhuangdao (China). Sold for demolition in Bangladesh.

Reefer.

Alimar I (ex-*Sea Buffalo*, ex-*Panagis K*, ex-*Green Arctic*, ex-*Stenstraum*, ex-*San Carlos*, ex-*Stenstraum*, ex-*Kilstraum*). IMO 7812763. Reefer. Length 90 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Rissa (Norway) by Fosen MV. Detained in 2007 in Monopoli (Italy). Sold for demolition in India.



Baltic Mariner (ex-*Swan Stream*, ex-*Pocantico*, ex-*Isla Pongal*, ex-*Pocantico*). IMO 7710903. Reefer. Length 151 m, 5,776 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in



Tamise (Belgium) by Boelwerf. Owned by Ost-West-Handel und Schifffahrt GmbH (Germany). Detained in 2004 in Gdansk (Poland) and in 2005 in Sheerness (United Kingdom). Sold for demolition in India.



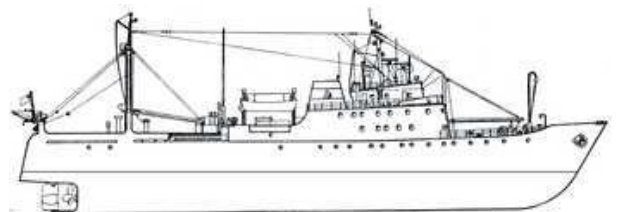
The ex banana carrier *Pocantico*, future *Baltic Mariner*, passing Hoek van Holland on 16th April 1984
© Malcolm Cranfield

Baltic Novel (ex-*Karina*, ex-*Rona Reefer*, ex-*Sun Spirit*, ex-*Queen*, ex-*Chiquita Queen*, ex-*Inanna*, ex-*Lana*). IMO 7800588. Reefer. Length 155 m, 6,725 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Owned by Ost-West-Handel und Schifffahrt GmbH (Germany). Detained in 1999 in Genoa (Italy) and in 2000 in Antwerp (Belgium). Sold for an unknown destination of demolition, probably India like the *Baltic Mariner* of the same owner; she left Russia, her destination at the moment is Gibraltar.



Factory ship.

2 *Atlantik II* class factory ships of the ex Soviet fishing fleet left for demolition in China. From 1966 to 1968, 50 *Atlantik I* type ships then from 1968 to 1971 121 *Atlantik II* type ships were built by the East-German shipbuilding yards, most of them in Stralsund but, from 1974 to 1976, 24 of them in Wismar. Equipped for the fishing, processing and storage of pelagic and deep sea fish. They could accommodate 80 sailors.



© soviet-trawler.narod.ru



Klimovo. IMO 7348487. Factory ship. Length 82 m, 2,188 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Wismar (Germany) by Mathias-Thesen. Sold for demolition in China.



Klimovo berthed at Petropavlovsk-Kamchatsky, Russia March 2012
© Vladimir Kononov



Kremen. IMO 7348607. Factory ship. Length 82 m, 2,188 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Wismar (Germany) by Mathias-Thesen. Owned by Nakhodka Active Marine Fishery Base (Russia). Sold for demolition in China.



Kremen, January 2013 © Chris Howell

Tanker

Afnan (ex-*Nabah 1*, ex-*Rama 3*, ex-*Zinko Maru*). IMO 7921576. Tanker. Length 78 m, 1,351 t. Comoros flag. Unknown classification society. Built in 1980 in Hakata (Japan) by Murakami Hide. Owned by Al Khaleej Bitumen Co Llc (United Arab Emirates). Detained in 2000 in Singapore, in 2006 and 2009 in Bushire and Bandar Abbas (Iran) and in 2011 in Bandar Abbas again. Sold for demolition in Pakistan.



Badraini (ex-*Progress*, ex-*Nihval*). IMO 8821905. Tanker. Length 247 m, 19,850 t. Deflagged from Indonesia to Saint-Vincent-et-Grenadines for her last voyage as *Raini*. Classification society Det Norske Veritas. Built in 1991 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by PT Berlian Laju Tanker (Indonesia). Sold and towed for demolition in Bangladesh. 440 \$ per ton.



Da Qing 439. IMO 9205794. Tanker. Length 180 m. Chinese flag. Classification society China Classification Society. Single hull tanker built in 1999 in Huludao (China) by Liaoning Bohai. Owned by Nanjing Yangyang Chemical (China). Sold for demolition in China.

At Ningbo (China), April 2005 © Gradimir Radev



Eagle Otome (ex-*Neptune Otome*). IMO 9051351. Tanker. Length 247 m, 15,646 t. Singapore flag. Classification society American Bureau of Shipping. Double hull tanker built in 1994 in Mihara (Japan) by Koyo DY Co. Owned by AET Shipmanagement (Singapore). Sold as is in Malaysia for demolition in Pakistan. 474 \$ per ton.

Fair Spirit (ex-*Kyushu Spirit*). IMO 8913148. Tanker. Length 233 m, 15,672 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Nagasak (Japan) by Mitsubishi. Owned by Fairdeal Group (Greece). Detained in India in 2011. Sold for demolition in Pakistan.



Fair Spirit offshore Fujairah (United Arab Emirates), February 2010 © Gerry Hill

Genmar Minotaur (ex-*White Fang*, ex-*Stephanie*). IMO 9083316. Tanker. Length 243 m, 14,658 t. Liberian flag. Classification society Det Norske Veritas. Double hull tanker built in 1995 in Koje (South Korea) by Samsung. Owned by General Maritime Corp (United States). Sold as is in Singapore for an unknown destination of demolition. 460 \$ per ton including 750 t of bunkers.

Genmar Minotaur leaving Cayo Arcas (Mexico), 2004 © Tomasello Letterio





Georgia (ex-*Athlos*, ex-*World Prophet*). IMO 8007248. Tanker. Length 170 m, 7,335 t. Deflagged from Panama to St. Kitts & Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1986 in Skaramanga (Greece) by Hellenic Shipyard. Owned by Delta Al Muhitat Shipping (United Arab Emirates). Detained in 2009 in Bushire (Iran). Sold as is in Bandar Abbas for an unknown destination of demolition. 370 \$ per ton.



Georgia, May 2013 © PILOT2019 / MarineTraffic

Itaituba. IMO 8920505. Tanker. Length 186 m, 9,920 t. Brazilian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Rio de Janeiro (Brazil) by EISA-Ilha. Owned by Petrobras (Brazil). Sold as is in Brazil for an unknown destination of demolition. 350 \$ per ton including 100 t of bunkers.



Berthed in Fortaleza (Brazil), January 2010 © Cap. Luz

Kima (ex-*Overseas Keymar*, ex-*Keymar*, ex-*Takamine*). IMO 9058828. Tanker. Length 242 m, 14,000 t. Panamanian flag. Classification society Korean Register of Shipping. Double hull tanker built in 1993 in Imari (Japan) by Namura. Owned by Syncro Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 485 \$ per ton.



Sailing from Sydney Harbour (Australia), July 2011 © Mick Prendergast

Lucala (ex-*Ngol Lucala*, ex-*Jag Arpan*, ex-*Lucy*). IMO 8319902. Tanker. Length 230 m, 12,843 t. Deflagged from the Netherlands Antilles to Comoros for her last voyage under her original name **Lucy**. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Detained in 2001 in Los Angeles (United States) and in 2003 in Ghent (Belgium). Sold to Product Plus International Ltd, a British Virgin Islands-based shell company, prior to her departure for demolition in India.

Lucala at Luanda (Angola) March 2011 © foggy



Lueji (ex-NGOL Lueji, ex-Jag Anjali, ex-Suzanne). IMO 8319914. Tanker. Length 230 m, 12,823 t. Deflagged from the Netherlands Antilles to Comoros for her last voyage as **Blue 1**. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Detained in 2003 in Daesan (South Korea). Sold in Ullib Shipping Inc, a St. Kitts & Nevis-based shell company, prior to her departure for demolition in Pakistan.



New Venture. IMO 9006617. Tanker. Length 328 m, 33,348 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Ariake (Japan) by Hitachi. Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China. 404 \$ per ton.

New Vitality. IMO 9014470. Tanker. Length 330 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Sasebo (Japan) by Sasebo HI ; converted from single hull to double hull in 2008 by Yiu Lian Dockyards (Shekou) Limited (China). Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China.



New Vitality at Yosu (South Korea), October 2007
© Valeriy Balalaev

Ocean Apex (ex-Iron Gippsland). IMO 8715479. Tanker. Length 233 m, 13,810 t. Deflagged from Singapore to St. Kitts & Nevis for her last voyage as **Apex**. Classification society Lloyd's Register of Shipping. Built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by Ocean Tankers (Singapore). Sold for demolition in Bangladesh.

Ocean Dolphin. IMO 9126883. Tanker. Length 120 m, 2,826 t. Deflagged from Singapore to Domenica for her last voyage as **Ocean**. Classification society Nippon Kaiji Kyokai. Double hull tanker built in 1995 in Singapore by President Marine. Owned by Ocean Tankers Ltd (Singapore). Sold for demolition in Bangladesh. 451 \$ per ton.

Overseas Beryl (ex-Beryl). IMO 9043043. Tanker. Length 245 m, 17,096 t. Marshall Islands flag. Classification society American Bureau of Shipping. Double hull tanker built in 1994 in Ulsan (South Korea) by Hyundai. Owned by OSG Ship Management (United States). Sold as is in Singapore for demolition in Pakistan. 456 \$ per ton including sufficient bunkers for the voyage



Overseas Beryl, outbound from Corpus Cristi. (Texas, United States), March 2009. © Knut Helge Schistad

Phubai Amara 2 (ex-Thaioil 12, ex-Tigani, ex-Seafalcon). IMO 9002142. Tanker. Length 247 m, 15,178 t. Thai flag. Classification society Bureau Veritas. Built in 1991 in Mihara (Japan) by Koyo DY Co. Owned by Thaioil Marine Co Ltd (Thailand). Sold for demolition in Pakistan.

Ping Chuan. IMO 9086887. Tanker. Length 143 m, 3,881 t. Chinese flag. Société de classification China Classification Society. Built in 1995 in Wismar (Germany) by Mathias Thesen. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in China.



Ping Chuan at Hongai anchorage, Halong Bay (Vietnam),. September 2003 © Binh

Poti. IMO 8421183. Tanker. Length 218 m, 14,409 t. St. Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Rio de Janeiro (Brazil) by EISA-Ilha. On January 1st 2014, the tanker *Poti* flying the Argentinian flag and owned by an Argentinian subsidiary of the Brazilian Petrobras was sold, deflagged to St. Kitts & Nevis and renamed **Popidio**. On February 4th, her official status in the Equasis database became "to be broken up" and her final destination was India. On February 21st, she suffered an engine failure 100 miles off the South African coasts and went adrift. She was assisted by the tug *Smit Amandla Marine*, resumed sailing towards Mauritius and is now waiting off Port Louis, the shelter for distressed ships. Soon to be beached for demolition on an Indian Ocean beach ? (Cf. the case of [Hansa Brandenburg](#)).



Arriving in Santos (Brazil), February 2008, with the three tugs *Smit Tora*, *Smit Tupi*, *Smit Tuxa*
© Bruno Pricoli

Southernpec 3 (ex-*Agios Nikolaos III*, ex-*Unity Lake*, ex-*Agios Nikolaos*, ex-*Sawako*, ex-*Channel Commander*). IMO 8903246. Tanker. Length 328 m, 33,129 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Ariake (Japan) by Hitachi ; converted in 2009 to Floating Storage Unit (FSU). Owned by Southernpec Shipping Ltd (Singapore). Sold for demolition in Pakistan.

Southernpec 8 (ex-*Pericles GC*, ex-*Taos*, ex-*General Monarch*, ex-*Sea Duke*). IMO 8906793. Tanker. Length 326 m, 33,182 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1990 in Ariake (Japan) by Hitachi. Owned by Southernpec Shipping Pte Ltd (Singapore). Detained in 2008 in Ulsan (South Korea). Sold for demolition in Pakistan. 450 \$ per ton.



Southernpec 8 at Tanjung Pelepas (Malaysia) anchorage, March 2011 © Jerzy Nowak:

Sri Kadriah 1 (ex-Verona, ex-Columbia). IMO 8706131. . Length 326 m, 33,267 t. Deflagged from Thailand to St. Kitts & Nevis for her last voyage as **Sri 1**. Classification society Lloyd's Register of Shipping. Built in 1989 in Ariake (Japan) by Hitachi Zosen. Sold for demolition summer 2012 after the inauguration of the new oil terminal in Tanjung Pelapas (Malaysia), she actually remained anchored off the coast and went on her floating storage career. In January 2014, she was sold to Autumn Harvest Maritime Co, a Liberia-based shell company, renamed and finally beached for demolition in Bangladesh.

January 07, 2012 Moored at submerged buoy at Tanjung Pelepas West Anchorage Area, Malaysia and used at Storage Tanker.

© Emiliyan



Sritara (ex-Hung Kuk No,5). IMO 8031861. Tanker. Length 74 m, 753 t. Thai flag. Unknown classification society. Double bottom tanker built in 1978 in Tongyeong (South Korea) by Shin A SB Co. Owned by Namsai Co Ltd (Thailand). Sold for demolition in Bangladesh.



Success Ocean XXX (ex-Knock Muir, ex-Chemtrans Lyra, ex-Eagle Lyra, ex-Neptune Lyra, ex-Athina II, ex-Dalby, ex-Consensus Dalby). IMO 9006899. Tanker. Length 243 m, 14,500 t. Indonesia flag. Unknown classification society. Double hull tanker built in 1993 in Koje (South Korea) by Samsung. Owned by Putra Utama Mandiri Lines PT (Indonesia). Sold for demolition in Pakistan. 435 \$ per ton.



Trader (ex-Asphalt Trader, ex-Asphalt Navigator, ex-Mar Caterina, ex-Astorga, ex-Caterina). IMO 7922623. Bitumen tanker. Length 150 m, 6,042 t. St. Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1981 in Sevilla (Spain) by Astilleros Espanoles. Owned by Givenergy FZC (United Arab Emirates). Detained in 2000 in Baltimore (United States) and in 2013 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



Vinashin Atlantic (ex-Noiseless, ex-Chanda, ex-Signal Hill). IMO 9014834. Tanker. Length 274 m, 20,784 t. Deflagged from Panama to Comoros for her last voyage in tow as *Atlanta*. Classification society American Bureau of Shipping. Double hull tanker built in 1992 in Koje (South Korea) by Samsung. Owned by Vinashin Ocean Shipping Co Ltd (Vietnam). Detained in 2000 in St Croix (United States) and in 2003 in Quebec City (Canada). Sold for demolition in Bangladesh.



Ya Zhou Xiong Shi (ex-Asia Lion). IMO 9203992. Tanker. Length 180 m. Chinese flag. Classification society China Classification Society. Double hull tanker built in 1999 in Huludao (China) by Liaoning Bohai. Owned by Nanjing Yangyang Chemical (China). Sold for demolition in China.

Chinese tanker *Ya Zhou Xiong Shi* sailing up Yangtze River, November 2009 © Lakhtikov Dmitriy



Yan Shui Hu. IMO 9038646. Tanker. Length 182 m, 9,147 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Dalian (China) by Dalian Shipyards. Owned by Dalian Yuanchang Shpg Co Ltd (China). Sold for demolition in China. 355 \$ per ton.

Chemical tanker

Breeze A (ex-*Gemini I*, ex-*Iver Gemini*, ex-*Gemini*). IMO 9086708. Chemical tanker. Length 179 m, 10,830 t. Maltese flag . Classification society Det Norske Veritas. Built in 1994 in Kherson (Ukraine) by Khersonskiy Sz. Owned by Ancora Investment Trust (Greece). Detained in 2001 in Los Angeles (United States). Sold as is in Nakhodka (Russia) for demolition in Bangladesh. 385 \$ per ton.



August 2010 © MarineTraffic

Endeavor 1 (ex-*New Endeavor*, ex-*Jo Redwood*, ex-*North Wind*, ex-*Toranus*, ex-*Oranus*). IMO 7901497. Chemical tanker. Length 174 m, 10,299 t. Panamanian flag. Classification society RINA. Built in 1981 in Forde (Norway) by Ankerlokken Forde. Owned by Navimar SA (Switzerland). Sold for demolition in India.



Endeavor-1 being helped by 2 tugboats into Birth #9 of Mombasa Port (Kenya), May 2010. © Mohamed Hamdhan



Ermor (ex-*Petrobulk Power*, ex-*Torm Helene*). IMO 8711095. Chemical tanker. Length 186 m, 8,653 t. Liberian flag. Classification society Lloyd's of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by IMS SA (Greece). Sold for demolition in Pakistan.

Grace (ex-*Baffin*, ex-*Cielo di Baffin*, ex-*Maersk Baffin*, ex-*Rasmine Maersk*). IMO 8410134. Chemical tanker. Length 170 m, 7,790 t. Liberian flag. Classification society Bureau Veritas. Double hull tanker built in 1986 in Lindo (Denmark) by Odense Stalskibs. Owned by Zigana Gemi Isletmeleri AS (Turkey). Detained in 2010 in Cartagena and in Barcelona (Spain). Sold for demolition in India.



August 2011 © Burak AI

Gulf Oasis 2 (ex-Argoat, ex-Argoat Star, ex-Dali, ex-Vingavag, ex-Tarnwag, ex-Vuosaari). IMO 7306738. Chemical tanker. Length 107 m, 2,548 t. Panamanian flag. Classification society Macosnar. Built in 1973 in Helsinki (Finland) by Valmet. Owned by Power Plus General Trading LLC (United Arab Emirates). Detained in 2004 and in 2011 in Bandar Abbas (Iran). Sold for demolition in India.



Ning Hua 401. IMO 8912948. Chemical tanker. Length 115 m. Chinese flag. Classification society China Classification Society. Single hull tanker built in 1992 in Wuhan (China) by Qingshan. Owned by Nanjing Yangyang Chemical (China). Sold for demolition in China.

Theresa Bitung (ex-Varden, ex-Bunga Anggerik). IMO 8618229. Chemical tanker. Length 172 m, 9,287 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1989 in Busan (South Korea) by Korea SB & E Corp. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1998 in Rotterdam (Netherlands), in 2009 in Shantou (China), in 2010 in Yuzhnyy (Ukraine) and in 2012 in Kandla (India). Sold for demolition in India.



Bunga Anggerik, future *Theresa Bitung* May 1994
© Michael Neidig



Gas tanker

Bluegas (ex-Enigmagas, ex-Spicagas, ex-Hebe). IMO 7909839. Gas tanker. Length 77 m. Sierra Leone flag. Classification society Bureau Veritas. Built in 1981 in Moss (Norway) by Moss Rosenberg. Owned by Milenyum Denizcilik Gemi (Turkey). Detained twice in 2009 in Piraeus (Greece). Sold for demolition in Turkey.



BW Hermes (ex-Oscar Viking, ex-Oscar Gas, ex-Tielrode, ex-Petrogas III). IMO



8131104. Gas tanker. Length 155 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1983 in Tamise (Belgium) by Boelwerf. Owned by BW Gas AS (Norway). Sold for demolition in Turkey.



BW Hermes in Santos (Brazil), March 2013
© Rogério Cordeiro

Gaz Symphony (ex-Palembang). IMO 7904190. Gas tanker. Length 135 m, 4,756 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Sasebo (Japan) by Sasebo H.I.. Owned by Naftomar Shipping (Greece). Detained in 2000 in Brindisi (Italy). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 468 \$ per ton including 500 t of bunkers.



Gaz Symphony at Perama, Piraeus, (Greece),
September 2010 © Dennis Mortimer





Lagas Rainbow (ex-*Kyokai Maru*). IMO 8013962. Gas tanker. Length 70 m, 1,320 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1980 in Kure (Japan) by Kegoya. Owned by Saehan Marine Gas Co Ltd (South Korea). Sold for demolition in China. 320 \$ per ton.

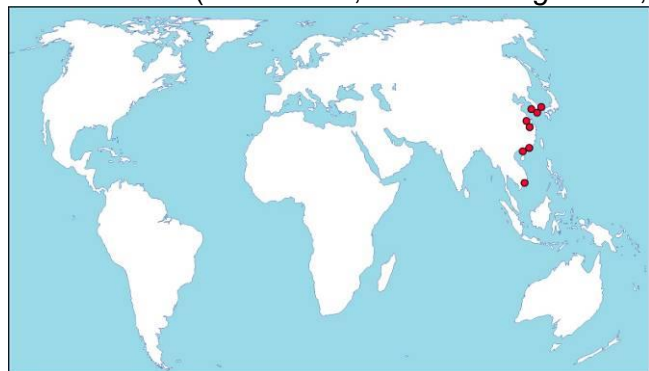
Kyokai Maru future *Lagas Rainbow* in Kanmon Strait (Shimonoseki, Japan), May 2012 © V Tonic

LNG Aries. IMO 7390193. Gas tanker. Length 285 m, 29,834 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1977 in Quincy (United States) by General Dynamics. Owned by BGT Ltd (United States). Sold for demolition in India. 585 \$ per ton.

LNG Aries sailing from Ras Laffan (Qatar), May 2005
© CaptainP



New Season (ex-*Picnic 4*, ex-*Formosagas n°2*, ex-*Aries Gas*, ex-*Sunny Gas*). IMO



The detentions of the *New Season* © Robin des Bois

8323525. Gas tanker. Length 95 m, 1,884 t. Thai flag. No classification society according to her last Port State Control. Built in 1984 in Kinoue (Japan) by Kishimoto Zosen. Owned by Seamanship Co Ltd (Thailand). Detained in 2004 in Ulsan (South Korea), in 2006 in Yeosu (South Korea), in 2008 in Dongnai (Vietnam), in 2012 in Daesan (South Korea) and in 2013 in Yangjiang, in Changshu, in Zhanjiang and in Jiaxing (China). Sold for demolition in Bangladesh.



PP 5 (ex-*Senho Maru*). IMO 8613384. Gas tanker. Length 69 m, 1,009 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Kochi (Japan) by Kochi Eiho. Owned by PP Global Line Co Ltd (Thailand). Sold for demolition in Bangladesh.

SCF Polar (ex-*Methane Polar*, ex-*Polar Alaska*). IMO 6901892. Gas tanker. Length 243 m, 18,378 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1969 in Malmö (Sweden) by Kockums MV. Owned by Unicom Management Services (Cyprus). Sold as is in Durban (South Africa) for demolition in Pakistan but she has been deflagged, renamed **Aris** and is now heading to India. 540 \$ per ton.



Berthing at Berth N.1 in Point Fortin (Trinidad & Tobago) helped by the tugs *Hercules* and *Zeus 1*, April 2013 © Amantilla

Sigloo Discovery (ex-*Polar Discovery*, ex-*Eurogas*). IMO 8511964. Gas tanker. Length 131 m, 5,237 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Viareggio (Italy) by Benetti Gecan. Owned by Evergas Solvang Ethylene A/S (Denmark). Detained in 2004 in Tees (United Kingdom), in 2005 in Moerdijk (Netherlands) and in 2008 in Antwerp (Belgium). Sold for demolition in India.



Symphony (ex-*Berge Okoloba Toru*, ex-*Berge Sisar*) IMO 7411557. Gas tanker converted to floating storage in 2004. Length 225 m. Deflagged from Bermuda to Tanzania. Classification society Det Norske Veritas. Built in 1979 in Perno (Finland) by Wartsila. Owned by Global Gas & Refining Ltd (Nigeria). On November 3rd, 2013, the *Symphony* ran aground off Ogidigbo (Nigeria) in the Bonny Channel. 3 days later, the tug *Gudri* sank while monitoring the situation. *Symphony* was not repaired after her grounding and is now expected for demolition in India.



© Tugspotter *Symphony*



Symphony and *Gudri* © Tugspotter

Bulk carrier



Achilleas (ex-*Thor Lotus*, ex-*H. Ismail Kaptanoglu*, ex-*Global Fame*, ex-*Dooyang Champion*, ex-*Hwang Yong*). IMO 8308070. Bulk carrier. Length 192 m, 8,593 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Busan (South Korea) by Korea SB & E Corp. Owned by Worldwide Shipmanagement SA (Greece). Detained in 1999 in Ghent (Belgium), in 2010 in Khark Island (Iran) and in 2011 in Vishakhapatnam (India). The ship suffered a fire off Western Sahara on November 20th 2013, was towed to Cyprus and finally auctioned and sold for 2,7 millions \$ to a Turkish ship-breaking yard, i.e. 310 \$ per ton.



In Chalkis (Greece), April 2011 © N.Gorgorinis

Adrian (ex-*Iran Jamal*, ex-*Delight*, ex-*Iran Jama*). IMO 8320133. Bulk carrier. Length 190 m, 9,391 t. Iraniaen vessel used to repeated changes of flags and names; in March 2013, the Hong Kong citizen **Adrian** became the **Goldis** under Iranian flag, then in December 2013 the Comorian **Teval**. Classification society Germanischer Lloyd. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Sold to the Indian Prayati Shipping just prior to be beached for demolition in India.



Adrian in the Suez Canal, October 2011 © Ivan Meshkov

Alabama Belle (ex-*Aliki*, ex-*Sanmar Pageant*, ex-*Patricia*, ex-*Yavorov*, ex-*Coastas N. Pateras*). IMO 8412144. Bulk carrier. Length 184 m, 8,169 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Roymar Ship Management Inc (United States). Detained in 2003 in Iquique (Chile), in 2004 in Quebec City (Canada), in 2005 in Newcastle (United Kingdom) and in 2011 in Ningbo (China). Sold for demolition in Bangladesh. 481 \$ per ton including 500 t of bunkers.



Alabama Belle on the river Weser, Brake (Germany), May 2012 © Claus Schaeffe

Amira Mariam (ex-*Osios David II*, ex-*Noble Empress*, ex-*Sandra M*, ex-*Cynthia n°8*, ex-*World Crystal*). IMO 8103195. Bulk carrier. Length 160 m, 5,947 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by El-Amira for Maritime Agencies Co (Egypt). Detained in 2002 in Antwerp (Belgium). Sold for demolition in India. 465 \$ per ton.



Ariadne (ex-*Antikeri*, ex-*Oneida*, ex-*Cashin*, ex-*Millenium Hawk*, ex-*LT Argosy*). IMO 8200503. Bulk carrier. Length 185 m, 7,198 t. Barbados flag. Classification society Det Norske Veritas. Built in 1984 in Setoda (Japan) by Naikai. Owned by G Bulk Corp (Greece). Detained in 2000 in Quebec City (Canada), in 2004 in Naples (Italy), in 2006 in Novorossiysk (Russia) and in 2008 in Avonmouth (United Kingdom). Sold for demolition in Bangladesh. 475 \$ per ton. She is sailing some more time in South-East Asia prior to her final departure.



Atlantik Pride (ex-*Victoria M*, ex-*Alkistis*, ex-*Hamburg Carrier*, ex-*Midway II*, ex-*Pacific Source*, ex-*Pacific Grace*). IMO 8313336. Bulk carrier. Length 175 m. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as **Pride**. Classification society Bureau Veritas. Built in 1985 in Numakuma (Japan) by Tsuneishi. Detained in 2011à Xiamen (China) and in 2013 in Haldia (India). Sold to the Romanian White Star Shipmanagement just prior to her departure for demolition in India.



Barbaros Kiran (ex-*Maxhutte*, ex-*Bahia*). IMO 7433684. Bulk carrier. Length 194 m, 10,431 t. Turkish flag. Classification society Bureau Veritas. Built in 1985 in Rio de Janeiro (Brazil) by EMAQ. Owned by Pasifik Gemi Isletmeciligi (Turkey). Detained in 2002 in Newcastle (Australia) and in 2006 in New Orleans (United States). Sold for demolition in India.



In Vlissingen (Netherlands), May 2009 © Frank-Peter Mecklenbeck

Bin Hai no. 1 (ex-Taiyoh II). IMO 9006746. Bulk carrier. Length 225 m, 13,045 t. Panamanian flag. Classification society RINA. Built in 1991 in Tadotsu (Japan) by Hachihama Zosen. Owned by Binhai Shipping Co Ltd (China). Sold for demolition in Bangladesh. 445 \$ per ton.

Bright Royal (ex-Spar Ruby, ex-Solveig, ex-Manilla Bellona, ex-Liberty Sky, ex-Astral Neptune). IMO 8406913. Bulk carrier. Length 178 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Setoda (Japan) by Naikai Shipbuilding. Owned by Vanguard Maritime Ltd (Bangladesh). Detained in 2003 in Becancour (Canada) and in 2011 in Nanjing (China). Sold as is in Vietnam for demolition in China. 220 \$ per ton.



Cathay Morski (ex-Seaparos, ex-Floriana Breeze, ex-Floriana, ex-Xanadu, ex-Millennium Express, ex-Fairwind Express, ex-Future Express). IMO 8318879. Bulk carrier. Length 181 m, 6,973 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Accord Maritime Services Ltd (China). Detained in 2003 in Port Hedland (Australia). Sold for demolition in India. 430 \$ per ton.



Chennai Perrumai (ex-Chennai Valarchi). IMO 8128066. Bulk carrier. Length 190 m, 9,223 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by India Cements Ltd (India). Detained in 1999 in Port Hawkesbury (Canada), in 2000 in Antwerp (Belgium) and Dunkirk (France) and in 2003 in Singapore. Sold for demolition in Bangladesh.



CSL Atlantic (ex-Enforcer II, ex-Capo Noli, ex-Timpe, ex-Cinthia no 4, ex-Great Tempo, ex-World Tempo). IMO 8103171. Bulk carrier. Length 160 m. Maltese flag. Classification society RINA. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by CSL Australia Pty Ltd (Australia). Detained in 2008 in Newcastle (Australia) and in 2010 in Melbourne (Australia). Sold for demolition in China by Civet Guandong.



CSL Atlantic in Brisbane (Australia) February 05, 2013 © John Wilson

Dalal Al Ghanim (ex-Mare-Tank, ex-Mare, ex-Osmare, ex-Moon Valley, ex-Amstelvlief). IMO 8010257. Bulk carrier. Length 202 m, 10,198 t. Kuwaiti flag. Classification society Bureau Veritas. Built in 1981 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Alghanim Shipping & Transport (Koweit). Detained in 1999 in Antwerp (Belgium). Sold for demolition in India.



Delphis (ex-Silvergate, ex-Glory Hope). IMO 8418978. Bulk carrier. Length 225 m, 10,739 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Mihara (Japan) by Koyo DY Co. Owned by Ocean Sentinels Shipmanagement Ltd (Singapore). Detained in 2000 in St. Croix (United States) and in 2009 in Portland (United States). Sold for demolition in Bangladesh.



Ding Hu Shan (ex-Silver An, ex-Ding Hu Shan). IMO 8827466. Bulk carrier. Length 195 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Dalian (China) by Dalian SY Co. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in Jiangyin, China.



Father S (ex-*Ata*, ex-*Japan Apricot*). IMO 8406377. Bulk carrier. Length 300 m, 25,464 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC (Ukraine). Detained in 2003 in Port Hedland (Australia), Ningbo (China) and Vancouver (Canada) and in 2013 in Tianjin (China). Sold as is in Singapore for demolition in Bangladesh. 461 \$ per ton.



Father S under discharging operation at Cao Fei Dian (China), June 2009 © Yubiblade

Fortune Cloud (ex-*Lena*, ex-*Anangel Eagle*, ex-*Libexport*). IMO 8103846. Bulk carrier. Length 178 m, 7,423 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Soosung Corp Ltd (South Korea). Sold for demolition in Bangladesh. 415 \$ per ton including 200 t of bunkers.



Full Strong. IMO 9065388. Bulk carrier. Length 225 m, 9,323 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Cosco (China). Sold for demolition in China. 302 \$ per ton.

Green Ocean 1 (ex-*Med Integrity*, ex-*Glenita*, ex-*Gleneagles*). IMO 8307961. Bulk carrier. Length 186 m, 8,299 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Bulk Shipping Lines (Bangladesh). Detained in 2009 in Koper (Slovenia) and Gwangyang (South Korea), in 2011 in Taizhou (China) and in 2012 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh. 430 \$ per ton.



Hai Xiang (ex-*Pacific Yuangeng*, ex-*Zorbas*, ex-*La Cordillera*, ex-*Leopold L.D.*). IMO 9075785. Bulk carrier. Length 282 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Pacific King Shipmanagement (China). Detained in 2001 in Port Hedland (Australia) and in 2010 in Dampier (Australia) and Shanghai (China). Sold for demolition in China. 320 \$ per ton.



Hong Kong Pearl (ex-*Portoroz*, ex-*Tinita*, ex-*Gracious*, ex-*Bulk Genie*). IMO 8403791. Bulk carrier. Length 183 m, 7,320 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Tradewind Ship Management Ltd (Bangladesh). Detained in 2011 in Quangninh (Vietnam) and in 2013 in Tianjin (China) and in Rizhao (China). Sold for demolition in Bangladesh. 450 \$ per ton including 300 t of bunkers.



Hong Wang 1 (ex-*Megalohari*, ex-*Hanei Star*, ex-*Sanko Star*). IMO 8307052. Bulk carrier. Length 188 m, 7,339 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Global Peace Shipping Ltd (China). Detained in 2002 in Pohang (South Korea) and in 2012 in Guangzhou (China). Sold for demolition in Bangladesh. 425 \$ per ton.



In Kaohsiung (Taiwan), May 2013 © CY Chen



© C.Y. Chen

Hussa Alghanim (ex-Niebla, ex-Petros R, ex-Rahmi Pak, ex-Cerusa, ex-Hellespont Valour). IMO 8323226. Bulk carrier. Length 181 m, 7198 t. Kuwaiti flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Alghanim Shipping & Transport (Kuwait). Detained in 2009 in Port-Arthur (United States) and in 2011 in Bandar Khomeini (Iran). Sold for demolition in India.



Hussa Alghanim, berthed at Bitterlake, Suez Canal (Egypt) on November 2010 © Wil Weijsters

Infinite Prosperity (ex-Grand Panagiotis, ex-Panagiotis I, ex-Panagiotis L). IMO 8124876. Bulk carrier. Length 225 m, 13,617 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by Vanguard Shipping (Taiwan). Detained in 2002 in Dampier (Australia), in 2004 in Ghent (Belgium), in 2005 in Newcastle (Australia) and in 2011 in Taizhou (China). Sold for demolition in Bangladesh. 472 \$ per ton including spares and 250 t of bunkers.



Jin Cang. IMO 9118240. Bulk carrier. Length 143 m. Chinese flag. Classification society China Classification Society. Built in 1995 in Tianjin (China) by Tianjin Xingang. Owned by China Shipping Development Co (China). Sold for demolition in China in Ningde.

Kaptan Nevzat Kacar (ex-Vakhtangov, ex-Yevgeniy Vakhtangov). IMO 8325896. Bulk carrier. Length 184 m, 7,755 t. Turkish flag. Classification society Bureau Veritas. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Pasifik Gemi Isletmeciligi (Turkey). Detained in 1998 in Montreal (Canada), in 2000 in Immingham (United Kingdom), in 2001 in Rouen (France) and in Setubal (Portugal), in 2002 in Antwerp (Belgium), in 2010 in Nikolayev (Ukraine) and in 2012 in Kavkaz (Russia). In 2003, she is on the first black list of 66 banned from the European ports by the EU directive on Port State Controls. Sold for demolition in India.



Kaptan Nevzat Kacar in Istanbul (Turkey), February 2013 © Cavit Ege Tulça

Karia (ex-Plamer, ex-Flame, ex-Seaglor, ex-Inger, ex-Federal Inger, ex-Doris Javelin). IMO 7600172. Bulk carrier. Length 181 m, 6,599 t. Panamanian flag. Classification society Turk Loydu. Built in 1978 in Muroran (Japan) by Hakodate Dock. Owned by Karya Denizcilikve Gemi Insaat Sanayi (Turkey). Detained in 1997 in Glasgow (United Kingdom), in 1998 in Rotterdam (Netherlands) and Kiel (Germany) and in 2000 in Amsterdam (Netherlands). Sold for demolition in India. 466 \$ per ton.



At Gulleuk, (Turkey), November 2010 © MarineTraffic

Li Da (ex-Kirti, ex-Ispat Kirti, ex-Nora, ex-Araucaria, ex-Polestar Maru). IMO 8500109. Bulk carrier. Length 225 m, 10,232 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Kudamatsu (Japan) by Kasado Docks. Owned by Century Shipping & Trading Pte Ltd (Singapore). Detained in 2013 in Ningbo (China). Sold for demolition in Bangladesh.



Kirti, future *Li Da* in Westerschelde, Terneuzen (Netherlands), November 2010 © **Elmar Calbo**

M. Faruk (ex-Elpis, ex-Arrow Pride, ex-Asian Thistle). IMO 8028890. Bulk carrier. Length 225 m, 11,123 t. Turkish flag. Classification society Det Norske Veritas. Built in 1984 in Kudamatsu (Japan) by Kasado Docks. Owned by Denak Depoculuk (Turkey). Detained in 2001 in Geraldton (Australia), in 2002 in Dampier (Australia), in 2006 in Qinhuangdao (China) and in 2009 in New Orleans (United States). Sold for demolition in Pakistan. 450 \$ per ton.



Mariner II (ex-Teo, ex-Golden Leaf, ex-Green Wood) IMO 8301656. Bulk carrier. Length 153 m, 5,209 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Shin Yamamoto. Owned by Aroania Maritime SA (Greece). Sold for demolition in Bangladesh.



Mariner II off Kythira Island (Greece), June 2010 © **Samios Georgios** and in San Nicolas, Buenos Aires (Argentina), August 2011 © **Dimitrios**

Mikaeel (ex-Thor Pilot, ex-Brahms, ex-Bronislaw Czech). IMO 8219358. Bulk carrier. Length 195 m, 8,766 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Silvia Shipmanagement Pte Ltd (Singapore). Detained in 2005 in Orkanger (Norway) and Singapore and in 2011 in Kandla (India). Sold for demolition in Bangladesh.



Mimar Sinan (ex-Olympic Melody, ex-Olympic Memory). IMO 8307674. Bulk carrier. Length 183 m, 6,627 t. Cook Islands flag. Classification society American Bureau of Shipping. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Emiroglu Deniz Nakliyatı (Turkey). Detained in 2009 in Constanta (Romania). Sold for demolition in Bangladesh. 450 \$ per ton.



Mistral (ex-Ikan Sepat, ex-Trident Venture). IMO 8300585. Bulk carrier. Length 180 m, 6,332 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Vitip Co Ltd (Russia). Detained in 2013 in Tangshan (China). Sold for demolition in India. 470 \$ per ton.



Naxos Warrior (ex-*Cleopatra Dream*, ex-*Highlander*, ex-*Mineral Liege*). IMO 8809385. Bulk carrier. Length 269 m, 17,472 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Polembros Shipping Ltd (Greece). Detained in 2009 in Hay Point (Australia). Sold for demolition in Pakistan. 460 \$ per ton.



Racer Express (ex-*Racer*, ex-*Grace Taio*). IMO 8507779. Wood chip carrier. Length 196 m, 8,914 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Toyama (Japan) by Nipponkai. Owned by Nova Shipping & Logistics Pte Ltd (Singapore). Sold for demolition in Bangladesh.

Racer at Ijmuiden (Netherlands), April 2009
© Marcel & Ruud Coster

Rising Phoenix (ex-*Chalkidon*, ex-*C.S. Sunny*, ex-*C.S. Fortune*). IMO 8319653. Bulk carrier. Length 190 m, 7,475 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by Swedish Management Co SA (United Arab Emirates). Sold for demolition in India. 430 \$ per ton.

Safarini (ex-*Feyza*, ex-*Ursuya*, ex-*General Lim*, ex-*Lindnes*). IMO 8118566. Bulk carrier. Length 189 m, 9,213 t. St. Kitts & Nevis flag. Classification society Turk Loydu.



Built in 1984 in Imari (Japan) by Namura. Owned by Saqr Logistics (United Arab Emirates). Detained in 1999 in Portsmouth (New Hampshire, United States), in 2001 in Genoa and in Porto Empedocle (Italy), in 2004 in Newcastle (Australia), in 2005 in Qinhuangdao (China), in 2006 in Port Hedland (Australia), in 2008 in Sorel (Canada) and in 2009 in Port Hedland again. Sold for demolition in Pakistan. 450 \$ per ton.

The detentions of the *Safarini* © Robin des Bois

Sea Grace. IMO 9057020. Bulk carrier. Length 280 m, 20,037 t. Panamanian flag. Classification society China Classification Society. Built in 1994 in Sasebo (Japan) by Sasebo HI. Owned by COSCO (China). Sold for demolition in Jiangyin, China. 350 \$ per ton.



Sea Grace arriving Port Hedland (Australia) to load iron ore, March 2006. © Tropic Maritime Photos



Sunny Voyager (ex-*Eurydice D*, ex-*Nord Sea*). IMO 8408404. Bulk carrier. Length 280 m, 18,643 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Winning Shipping (China). Sold for demolition in Bangladesh.



Eurydice D. at Europoort (Netherlands), February 2003
© Pilot Frans

Winning Pride (ex-Golden Huaxin, ex-CSE *Courage*, ex-China Steel *Realist*). IMO 8128717. Ore carrier. Length 293 m, 23,293 t. Deflagged from Panama to Comoros for her last voyage as **Winner**. Classification society RINA. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Winning Shipping (China). Detained in 2003 in Dampier (Australia) and in 2007 in Port Hedland (Australia). Sold as is in Singapore for demolition in Pakistan. 440 \$ per ton including 200 t of bunkers.



CSE *Courage* in Taiwan Strait on February, 2009 © Ivan Meshkov

Xinsheng Hai (ex-*Topaz*, ex-*Chita Maru*). IMO 8606094. Bulk carrier. Length 290 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in Xinhui, China.

Xin Sheng Hai in Baoshan, Shanghai (China), February 2008
© AAA - Shipspotting



Yalibel (ex-*Glorious Morning*, ex-*Danuta*, ex-*Lake St. Clair*, ex-*Elegance*, ex-*Star Elegance*, ex-*Elegance*, ex-*West Monnis*). IMO 8200462. Bulk carrier. Length 193 m, 7,985 t. Panamanian flag. Unknown classification society. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Pacship Pte Ltd (Singapore). Detained in 2002 in Vancouver (Canada) and in 2004 in Venice (Italy). Sold for demolition in India.



Cement carrier

Conberria (ex-*Berrria*). IMO 7914250. Cement carrier Length 107 m. Marshall Islands flag. Classification society Bureau Veritas. Built in 1981 in Rios (Spain) by Construcciones. Owned by Eureka Shipping Ltd (Cyprus). On November 6th 2013, the *Conberria* ran aground on rocks south of Stabben light near Floro (Norway). 700 t of the cement cargo were removed to lighten the vessel which was then refloated and towed to Floro on November 11th. The damage sustained was too significant, and in January 2014, the *Conberria* was towed for demolition in Ghent (Belgium) by Galloo Recycling.



Off Grip (Norway), August 2013 © Mats Brevik







The distressed *Conberria* © Knut Hove.

Fujisan Maru (ex-*Camia 1*, ex-*Silver Peak*). IMO 7509732. Bulker converted to cement carrier in 1998. Length 147 m, 5,336 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1976 in Imabari (Japan) by Imabari Zosen. Owned by Great Circle Shipping Agency (Thailand). Detained in 2011 in Pipavav (India) and in 2013 in Porbandar (India). Sold for demolition in India. 441 \$ per ton.







Ro Ro




Al Dhafrah (ex-*Stena Timer*, ex-*City of Burnie*, ex-*Tasmania B*, ex-*Stena Timer*, ex-*Bazias 8*, ex-*Balder Strand*). IMO 8009038. Ro Ro. Length 121 m, 3,856 t. Deflagged from United Arab Emirates to Tuvalu for her last voyage as **Rah**. Classification society Det Norske Veritas. Built in 1984 in Galati (Romania) by Galati SN. Sold to the Indian Doehle Danautic just prior to her departure for demolition in India.  

Cabot (ex-*Cavallo*). IMO 7700051. Ro Ro. Length 172 m, 7,500 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in South Docks (United Kingdom) by Smith's Dock Co; jumboized in 1996 and lengthened from 147 to 172 m. Owned by Oceanex Inc (Canada). Sold as is in Halifax (Canada) for demolition in India. 316 \$ per ton.  







Cabot, Ste-Anne de Sorel (Canada), July 2007 © Martin Palardy

Eurocargo Africa (ex-*Tor Flandria*, ex-*Stena Partner*, ex-*American Falcon*, ex-*Zenit Clipper*, ex-*Finnclipper*). IMO 7909982. Ro Ro. Length 194 m, 13,221 t. Maltese flag. Classification society RINA. Built in 1981 in Malmö (Sweden) by Kockums MV. Owned by Malta Motorways Of The Sea Ltd (Malta). Detained in 2010 in Rouen (France). Sold for demolition in India. 493 \$ per ton.    

Iron Butterfly (ex-*Spirit of Vision*, ex-*Godewind*, ex-*Scandutch Liguria*, ex-*Godewind*). IMO 8215716. Ro Ro. Length 94 m, 2,151 t. Sierra Leone flag. Classification society Korean Register of Shipping. Built in 1983 in Rendsburg (Germany) by Nobiskrugwerft. Owned by Intraglobal Shipping & Freight Services (United Arab Emirates). Detained in 2007 and twice in 2009 in Bandar Abbas (Iran) and in 2011 in Mumbai (India). Early January 2014, the *Iron Butterfly* became the *Shangrila* and was beached for demolition in India.   

July 28th 2007 © MarineTraffic



Jolly Bianco (ex-*Poznan*). IMO 7931765. Ro Ro. Length 199 m. Italian flag. Classification society RINA. Built in 1982 in Puerto Real (Spain) by AESA. Owned by Ignazio Messina & C SPA (Italy). Detained in 2012 in Marseille (France). Sold for an unknown destination of demolition.    

Paromay (ex-*Joseph D*, ex-*Aurelia*, ex-*Carp*, ex-*Link*, ex-*King America*, ex-*Tamanaco*, ex-*Tackler Arabia*, ex-*Maersk Rando*, ex-*Tackler Arabia*). IMO 7800239. Ro Ro. Length 115 m, 3,174 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Kudamatsu (Japan) by Kasado Dock. Owned by Sakhalin Shipping Co - Sasco (Russia). Detained in 2004 in Castellon de la Plana (Spain). Sold for demolition in China.



At Kholmok Port (Russia), September 2009
© Denis Madjar

Ulusoy 6 (ex-*Tor Gothia*). IMO 7116913. Ro Ro. Length 163 m. Turkish flag. Classification society Lloyd's Register of Shipping. Built in 1971 in Sandefjord (Norway) by Framnaes; jumboized in 1977 and lengthened from 137 to 163 m. Owned by Ulusoy Denizyollari (Turkey). Sold for demolition in Turkey.



Vinni (ex-*Novorossiysk*). IMO 9070931. Ro Ro. Length 169 m, 10,524 t. Norwegian flag (international register). Classification society Lloyd's Register of Shipping. Built in 1994 in St. Petersburg (Russia) by Baltiyskiy Zavod; new car deck built in 2005. Owned by Norwegian Car Carriers ASA (Norway). Sold for demolition in India. 470 \$ per ton.



Vinni on the Kiel Canal (Germany), January 2011 © PixelOpa/ MarineTraffic

Car carrier

GMT Venus (ex-*Sea Venus*, ex-*Kazahaya*, ex-*Orchid Ace*). IMO 8211514. Car carrier. Length 176 m, 9,455 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Doriko Ltd (South Korea). Detained in 2001 in Emden (Germany), in 2010 in Pyeongtaek (South Korea) and in 2012 in Tianjin (China). Sold for demolition in Bangladesh.



GMT Venus departing Vancouver, (British Columbia, Canada), running downstream on the Fraser River, June 2010 © Mike Zelt

Morning Cedar (ex-*Carmen*). IMO 8016548. Car carrier. Length 200 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Malmö (Sweden) by Kockums MV. Owned by Eukor Car Carriers Inc (South Korea). Sold for demolition in Jiangyin, China.



Singa Ace. IMO 8313324. Car carrier. Length 199 m, 12,226 t. Deflagged from Singapore to Tuvalu for her last voyage as **Singa**. Classification society Nippon Kaiji Kyokai remplacée by International Ship Classification. Built in 1984 in Numakuma (Japan) by Tsuneishi ; jumboized in 1987 and lengthened from 175 to 199 m. Detained in 2006 in Seattle (United States). Sold as is in Singapore to Urizen Shipping Ltd, a British Virgin Islands-based shell company just prior to her departure for demolition in Bangladesh. 445 \$ per ton.



At Port Phillip Heads (Australia), August 2013. © Mark Ridgway

Miscellaneous

Tug

Bramco 6T (ex-*Haider*, ex-*Albatros*, ex-*Alianza San Pedro*, ex-*Serviceman*). IMO 7419171. Tug. Length 47 m, 1,001 t. Bahraini flag. Classification society Nippon Kaiji Kyokai. Built in 1976 in Capelle (Netherlands) by Ysselwerf. Owned by Bramco Wll (Bahrein). Sold for demolition in India.



Offshore supply vessel

Crown 1 (ex-*Sirio Tide*, ex-*Fritz Tide*). IMO 7417226. Offshore supply vessel. Length 59 m, 828 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Moss Point (United States) by Halter Marine. Owned by Crown Maritime Co Ltd (India). Sold for demolition in Mumbai (India).

Dredger

Kamal XXV (ex-*Kutch Vallabh*). IMO 7356719. Dredger. Length 96 m, 2,005 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Mumbai (India) by Mazagon Dock. Owned by Jaisu Shipping Co Pvt Ltd (India). Sold for demolition in India.

Kamal XXV at Cochin (India), December 2008
© John Wilson



Kamal XXVII (ex- *Varaha*). IMO 7344302. Dredger. Length 98 m, 2,699 t. Indian flag. Classification society Indian Register of Shipping. Built in 1977 in Kolkata (India) by Garden Reach. Owned by Jaisu Shipping Co Pvt Ltd (India). Sold for demolition in India.

Usedom (ex-*Leningrad*). IMO 9030163. Dredger. Length 80 m. Maltese flag
 Classification society Germanischer Lloyd. Built in 1990 in Rostock (Germany) by
 Neptun VEB. Owned by Van Oord NV (Netherlands). Sold for demolition in Belgium
 by Galloo Recycling.



Passing Rendsburg (Germany) westbound in NOK /
 Kiel Canal on September 2007. © Aleks Lindström



On January 04, 2014 at Galloo Recycling in Ghent
 (Belgium) © bs1mrc /Shipspotting

Training ship

RTS Sindbad Bitic (ex-*RTS Sindbad*, ex-*Glommen* ex-*Ostfold*, ex-*Skule*, ex-*Soroy*).
 IMO 5334614. Training ship. Length 51 m, 695 t. St. Kitts & Nevis flag. Unknown
 classification society. Built in 1949 in Brevik (Norway) by Trosvik Verksted.



This vessel was originally a small Norwegian coastal ferry under the name *Soroy*, then *Skule* (1966).
 The Norwegians had her transformed into a training ship in 1979 and she was renamed *Ostfold* in 1981
 (*Ostfold Maritime Skole*), then *Glommen* in 1991. She was then acquired by RTS Maritime Ltd with
 management by RAK Training Ship *Sindbad* of Ras Al Khaimah (United Arab Emirates) and continued
 her function of a “floating university” for the formation of sailors in Asia under the name *RTS Sindbad*
 and with the flag of St.Kitts & Nevis. The first courses began in 2005 after the ship was used to help the
 inhabitants of Chagos Islands, an archipelago in the Indian Ocean between India and Mauritius, struck
 by the tsunami of December 26, 2004. Renamed *RTS Sindbad Bitic* in 2008. Sold for demolition in
 Pakistan.



© RAK Training Ship Sindbad Fz Llc

Ferry / Passenger ship

Anna Marine – Ant-1 – Ant-2

These three ships have in common of having passed the essential of their career in the Irish Sea on the
 Fleetwood (United Kingdom) – Larne (Ireland) link, first under the colors of P&O as *Buffalo*, *Bison* and
Puma, then *European Leader*, *European Pioneer* and *European Seafarer*, then for the Stena Line (*Stena*
Leader, *Stena Pioneer*, *Stena Seafarer*). They were sold in 2011 and were deflagged to Moldova as
Anna Marine, *Ant-1* and *Ant-2*, they were operated by the Russian company Anrusstrans. They were
 affected to services in the Black Sea, between the Turkish, Ukrainian, or Russian ports and also
 between Mersin (Turkey), Port Said (Egypt) and Saudia Arabia.

The three ships were delivered for demolition in Aliaga: *Anna Marine* and *Ant-1* on February 10 and *Ant-2*
 on February 6.

Anna Marine (ex-*Stena Leader*, ex-*European Leader*, ex-*Buffalo*). IMO 7361582. Ferry. Length 156 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1981, lengthened from 125 to 142 m and refitted for the transport of passengers and then lengthened again in 1998 to 156 m. Owned by Anship LLC (Russia). Detained in 2012 in Port Said (Egypt) and in 2013 in Kavkaz (Russia) and in Zonguldak (Turkey). Sold for demolition in Turkey.



Buffalo © Glyn Woods



Anna Marine © Yevgenii

Ant-1 (ex-*Stena Pioneer*, ex-*European Pioneer*, ex-*Bison*). IMO 7361570. Ferry. Length 142 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas ;



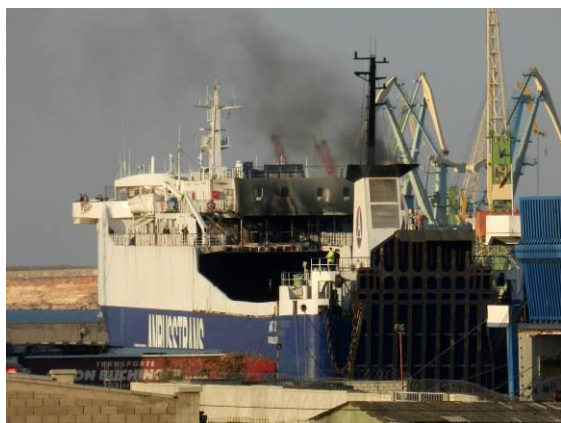
jumboized in 1981, lengthened from 125 to 142 m and refitted for the transport of passengers and then lengthened again in 1995. Owned by Anship LLC (Russia). Detained in 2012 in Zonguldak (Turkey) and in 2013 in Kavkaz (Russia) and Kdz Eregli (Turkey). Sold for demolition in Turkey.

Ant-1, in Sevastopol (Ukraine), September 2011 © Yevgenii

Ant-2 (ex-*Stena Seafarer*, ex-*European Seafarer*, ex-*Puma*, e-*Union Trader*, ex-*Union Melbourne*). IMO 7361594. Ferry. Length 142 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1980, lengthened from 125 to 142 m and refitted for the transport of passengers. Owned by Anship LLC (Russia). In the afternoon of November 2, 2013, the *Ant-2* suffered a fire on her service between Skadovsk (Ukraine) and Zonguldak (Turkey). The ship reduced her speed and made her way to Sevastopol where the fire that took in one of the embarked trucks was finally controlled. The 34-crew members and 68 passengers that refused to be evacuated were safe; the fire destroyed six vehicles in the garage deck. Sold for demolition in Turkey.



↑ *Stena Seafarer* © Jack Taylor



Ant-2, November 2013 © Yevgenii

Gardenia – Larkspur

The two former Transeuropa Ferries were acquired by Oilchart International, of Antwerp, that was their provider of bunkers. The bills were unpaid. The *Gardenia* became the *Ardenia* and the *Larkspur*, *Larks*. This shortening of names bodes the sale to the demolition, though this is not the case officially to date. The *Ardenia* is still laid up in Ostend and *Larks* is drydocked in Sluiskil (P.B) on the canal Gand-Terneuzen.

Gardenia (ex-European Endeavour, ex-European Enterprise). IMO 7711139. Ferry. Length 118 m. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Bremerhaven (Germany) by Schichau-Unterweser. Former Transeuropa Ferries (Slovenia) ship. Awaiting her future destiny, very likely the demolition in Turkey or India.



European Enterprise, July 1987, Zeebrugge (Belgium) © Jack Sparrow



Gardenia, October 2012, Ostend (Belgium) © Jack Sparrow



November 2013 © Danny Vyve

Larkspur (ex-Eurotraveller, ex-Sally Sky, ex-Viking 2, ex-Gedser). IMO 7500451. Ferry. Length 144 m. Cyprus flag. Classification society Bureau Veritas. Built in 1976 in Bremerhaven (Germany) by Schichau-Unterweser ; jumboized in 1990 and lengthened from 123 to 144 m. Detained in 2009 in Ostend (Belgium). Former Transeuropa Ferries (Slovenia) ship. Awaiting her future destiny, very likely the demolition in Turkey or India.



The proud *Larkspur*, August 2012 © Frank Behrends



The anonymous *Larks*, March 3rd, 2014 © G.Gyssels

Harput (ex- Mikolaj Kopernik). IMO 7336721. Ferry. Length 126 m, 3,404 t. Turkish flag. Classification society Turk Loydu. Built in 1974 in Brevik (Norway) by Trosvik Verksted. As *Mikolaj Kopernik*, this ship had been serviced for her entire Polish career (1974-2008) on the link between Świnoujście (outer harbor of Szczecin) and Ystad, in Sweden, under the colors of the Polish Ocean Lines. She was sold in 2008 to the Turkish group Konin, rather known in the domain of public works. she has been awaiting an assignment since April 2009. In February 2014, she is finally sold for demolition in Turkey.



Harput, in Cuxhaven (Germany), June 2008 © Klaus Fruehauf



St. Joseph the Worker (ex-*Hankyu n°24*). IMO 7518393. Ferry. Length 151 m, 6,604 t. Pavillon Philippines. Classification society American Bureau of Shipping. Built in 1976 in Kure (Japan) by Kanda Zosen-sho. The ex Japanese ferry *Hankyu n°24* owned by Hankyu Ferry was acquired in 1999 by Negros Navigation Company (inner lines of Philippines) and renamed *St. Joseph The Worker*. This company was incorporated in the 2GO Group (Chinese-funded) in 2012. Towed and beached for demolition in Chittagong (Bangladesh) as the simple *Joseph*. 422 \$ per ton.



2009, *St Joseph the Worker*,
© Migu /Philippines Shippers Society



March 2014, *Joseph* awaiting her grim fate at one of breaking yards north of Chittagong © Iappino

Ocean Countess (ex-*Ruby*, ex-*Ocean Countess*, ex-*Lili Marleen*, ex-*Ocean Countess*, ex-*Olympia Countess*, ex-*Olympic Countess*, ex-*Awani Dream*, ex-*Cunard Countess*). IMO 7358561. Passenger ship. Length 164 m, 9,229 t. Portuguese flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Majestic International Cruises In (Greece). Sold for demolition in Turkey. 303 \$ per ton. See the chapter The END p 60.



Ocean Countess, Piraeus Port (Greece), March 2010 © Dennis Mortimer

Palm Beach Princess (ex-*Viking Princess*, ex-*Ilmatar*) IMO 6402937. Passenger ship. Length 128 m. Bolivian flag. Classification society Det Norske Veritas jusqu'en 2010. Built in 1964 in Helsinki (Finland) by Wartsila Sandviken as the Finnish *Ilmatar* for Finska Angfartygs Aktiebolaget (Finland Steamship Company). This vessel lived the first part of her career on the lines between Finland and Sweden and between Finland and Germany.



Ilmatar © Peter Asklander

Nine years after entering service, in 1973, she was lengthened of 20 meters at Hamburg by the Howaldtswerke Deutsche Werft shipyard, which brought her capacity from 1,000 to 1,250 passengers and from 50 to 75 cars. In 1978, she was refitted as a cruise ship.



June 19th 1981, *Ilmatar* outbound the Port of Copenhagen (Denmark) © **Wolfgang Gosselke**



September 1991, *Viking Princess* berthed in Freeport Bahamas © **Rolf Larsson**.

She was sold in 1980 to the Norwegian Vesteralens, that kept her name and Norwegian flag, but she was decommissioned in Toulon (France) in November 1982. She was acquired in 1984 by Grunstad Shipping that renamed her *Viking Princess* under the Panamanian flag and operated her on the Crown Cruise Lines departing from San Diego (California) to Mexico, and then from Palm Beach (Florida) to the Caribbean. She was decommissioned again in 1995 and laid up until she was acquired at the end of 1997 by a society that planned to operate her as a floating casino under the name of *Palm Beach Princess*. She then changed ownership several times still in the same activity that ended up on a bankruptcy in 2010. Detained in 2005 in Miami (United States) and in 2009 in Palm Beach (United States).



Palm Beach Princess entering Palm Beach Port (United States), June 2007. © **Robert Murray**

The ship was decommissioned and left for the Bahamas in August 2010. Her owner tried without success to charter her for the housing of the volunteers of the disaster relief mission in Haiti after the earthquake that had struck beginning of the year, and then in 2012 for the housing of oil spill response workers in the Gulf of Mexico after the platform Deepwater Horizon disaster. The *Palm Beach Princess* was deflagged to Bolivia in 2011 and finally ended up in Santo Domingo. She would be dismantled by the Blade Iron Group, based in Santo Domingo Este since 2009 and yet specialized in the recycling of marine generators and engines. The society employs a dozen people and in its offer of demolition, seems to be only interested in the lightship tonnage and delivery delays.

Robin des Bois has already interrogated on the conditions of ship dismantling in America (Cf. [Ship-Breaking # 30](#), "Demolition in America") and in particular in Santo Domingo. Also remember that this is in Santo Domingo the *Lyubov Orlova* was to be demolished before her disastrous expedition.

The END

CUNARD COUNTESS, she has had all sorts of experiences

Originally constructed for Cunard, the Portuguese vessel (Madeira registry) *Ocean Countess* was ravaged by a fire November 30, 2013 at her decommissioning berth in Chalkis. The 5 sailors of her guard crew were evacuated. The damages were too important; she was declared a total loss and headed towards the demolition yards of Aliaga (Turkey) where she arrived March 10 under the Sierra Leone flag on tow of the Greek tug *Christos XXII*.



© greekhelicopters.gr



© DR



Launched on September 20 1974 by Burmeister and Wain, under the name of *Cunard Countess*, she was taken in May 1975 to La Spezia to receive her cruise vessel amenities at the Industry Navali Meccaniche Affini Industry (INMA) site. She entered service in August 1976 and was mainly affected to cruises in the Caribbean area.

Cunard Countess © Simplon Postcards

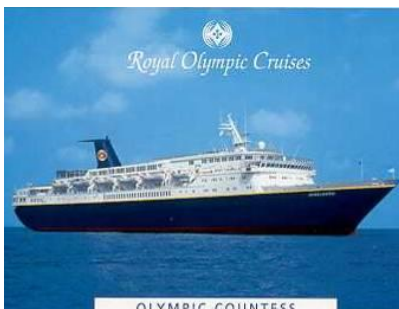
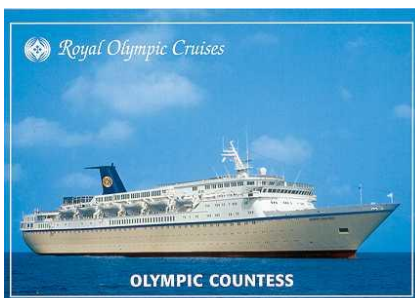
In October 1982, she was chartered for 6 months by the Royal Navy for British troop transport shuttles between Port Stanley (Falklands) and Ascension Island, pending Port Stanley airport to be put back in service. Later, she resumed her Caribbean cruises; she was reflagged from the United Kingdom to the Bahamas in 1999.

In 1996, she was sold to Awani Modern Hotels, in Djakarta, and became the Panamanian *Awani Dream 2* (the first *Awani Dream* was the old French *Renaissance*). She was then operated in southeast Asia.

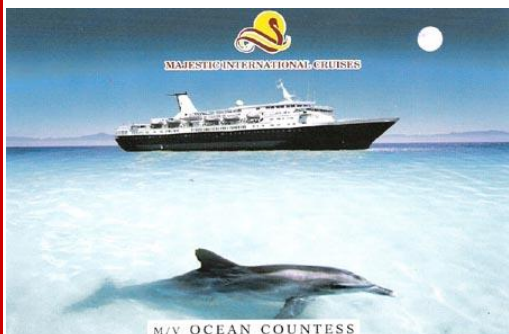
She was resold in 1998 to the Greek company Royal Olympic Cruises, which had her renamed *Olympic Countess* under the Greek flag, then *Olympia Countess*, but following the bankruptcy of the company she was auctioned in 2004.



The Panamanian *Awani Dream 2* © Flickriver



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She was acquired by Maximus Navigation Ltd and registered in the Marshall Islands, under the management of the Athens-based Majestic International Cruises Ltd. Later on, she was renamed Ocean Countess under the Madeira flag. She will be henceforth chartered by miscellaneous cruise companies, including the German Holiday



Kreuzfahrten which renamed her *Lili Marleen* in 2005-2006, then by the Cyprus-based Louis Cruise Line in 2007 under the name *Ruby* and the Greek flag as a temporary replacement of *Sea Diamond* capsized of Santorini on April 6.



Lili Marleen, Sognefjorde (Norway) © **CO77 Shipspotting**



Ruby, Split (Croatia) © **Sinisa Aljinovic**

Returning to her name of *Ocean Countess* and the Madeira flag, she carried out her last navigation seasons during the summers of 2010, 2011 and 2012 under the charter of the English company Cruise & Maritime Voyages. Decommissioned at the end of 2012, she should have resumed sailing in spring 2014 under a Russian charter.



Dunkirk, France © **R Fournier**



Liverpool, United Kingdom © **R Phelan**



Eidfjord, Norway © **A Harrison**

The *Ocean Countess* measured 164 meters long and 22.80 meters wide; she had a gross tonnage of 16,795. She could accommodate about 800 passengers and 350 crewmembers.

The sister-ship of *Cunard Countess*, put in service in 1977, is always in service as the Panamanian *Golden Iris* owned by Mano Maritime of Haifa which operates her in the Eastern Mediterranean.



Aliaga, March 12th, 2014 © **Selim San**

The *Ocean Countess* arrived at the Aliaga ship-breaking yards (Turkey) in tow of the *Christos XXII*. This tug has been identified by Robin des Bois for her repeated and defaulting towing operations. (Cf. [Christos XXII, the tug which brings bad luck](#)).

Sources :

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