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Information bulletins on ship demolition, # 19 - 22
from January 1st to December 31st, 2010



Robin des Bois
2011

Ship-breaking.com

Bulletins of information and analysis on ship demolition

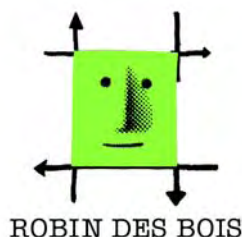
2010

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January 1st to April 4th 2010



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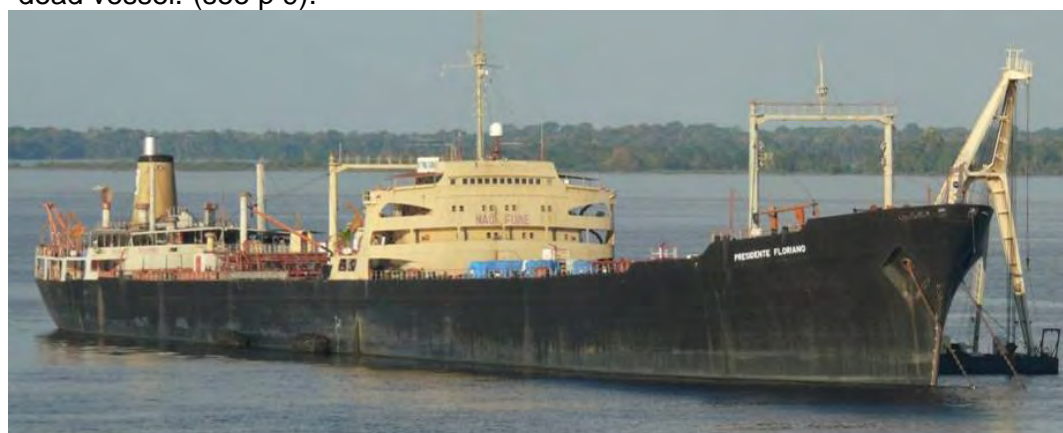
Between January 1st and April 4th 2010, **233 ships** were sent to be demolished. The rhythm remains elevated, with 18 ships per week. In number of ships to be demolished as well as tonnage, India, with 120 ships (42%), remains destination number 1 before Bangladesh with 55 (24%), Pakistan with 25 (11%), and China with 23 (9%). The accumulated demolition will permit the recycling of nearly 2 million tons of metal.

The crisis is over !

The prices offered by the demolition yards have significantly increased and continue to increase in the yards of the Indian subcontinent, but also in China; they have reached \$400, even \$500 for oil tankers and more for ships containing stainless steel. The record of the trimester was obtained by the Norwegian chemical tanker *Spirit*, bought for \$780 per ton by an Indian yard, a price rarely reached even in 2008.

The twilight of tankers

There has been a great return of tankers, which began in the last trimester. While in 2009 they represented less than 20% of demolished ships, oil, chemical and gas tankers constituted the largest category of ships going to the breaking yards this trimester with 95 ships (41%). Despite announcements of an alleged boom in their demolition, only 37 were single-hull tankers. Their median age is 26.6 years while it is only 24.3 years for double-hull, double-bottom or double-wall ships, perhaps a sign that the difficulty of their upkeep shortens their careers. General cargo ships, with 53 (23%) as well as container ships with 27 (12%) and bulk carriers with 23 (10%) are marking time. In volume, the tankers together represent more than 1 million tons, or 55%, of recycled metal. 11 VLCC (Very Large Crude Carrier) were sent to the breaking yards. A number of ancient oil tankers, used for years as floating storage and without self propulsion, arrived at the end of their lives. For example, the case of the fifty year old Brazilian *Presidente Floriano*, the demolition of which was announced in 2003, but which continued acting as floating storage in the Amazon. The ship, towed from Manaus, was received at Alang as a "dead vessel." (see p 9).



Presidente Floriano, August 14th, 2008, Manaus, Brazil. Launched in 1960, she is a true sistership to the *Speedol Star* from « Tintin and the Land of Black Gold » (1950). © Vladimir Knyaz

A rudderless Europe

Unlike Japan, which has just financially contributed to the experimental dismantling of the car carrier *New York Highway* in the local breaking yard of Muroran (see p 31), the European Union delays putting into reality its potentially good and compassionate resolutions concerning the dismantling of ships. Despite the proposals and consultation of the Environmental Directorate of the European Commission,

the regulatory advances are frozen. The shipping industry opposes the creation of a fund supplied by ships entering European ports, the establishment of a list of ships ready for demolition, and more generally any potential constraint on maritime transport activities.

European owners therefore continue to export their scrap with hardly any restrictions. The *Margaret Hill* was detained in summer 2009 by the British authorities, who suspected its demolition in Asia, then let it leave to continue its operations. In reality, the ship had passed a warm but idle winter in Dubai. It was just rechristened *Chill* and took on the flag of the Comoros, one of the worst flags of convenience on the blacklist of the Paris Memorandum. She may be in the Indian Ocean en route for demolition in a Chinese breaking yard. If one uses as a reference the French ship (formerly) *Descartes* destroyed in Bangladesh, there is at least 1,500 tons of asbestos aboard the *Margaret Hill*.

The *MSC Nikita* collided with the *Nirint Pride* on August 30, 2009 20 nautical miles off the Dutch coast, while she was returning to Anvers from Klaipeda (Lithuania). The ship was towed to Rotterdam and relieved of its cargo; this container ship built in 1980 has since been declared "lost" in light of the damage to its engine room. Despite the proximity of the breaking yards in Hartlepool, Belfast or Ghent, and contrary to what had happened for the *MSC Napoli* (property of the British company Zodiac Maritime) which was dismantled in Belfast by Harland & Wolff, the Swiss owner Mediterranean Shipping Company just sold the *MSC Nikita* (renamed *Niki*) for demolition in China. The *Niki* left in tow from Vlissingen for Shanghai on April 2. All identification marks of MSC have been erased, including on the chimney.



MSC Nikita, september 1st, 2009, towed to Rotterdam. © Hans Esveldt



Niki, 2 April 2nd, 2010, leaving Vlissingen in tow. © Richard Wisse

Onyx, the worst, Tor Anglia, the best

The pilgrimage of the Onyx from Autumn 2009 to Spring 2010



The symbol of the European Union's willful blindness is the ferry *Onyx*, which departed from Vaasa (Finland), was immobilized in Brest (France), took refuge in Lisbon (Portugal), and toured the Mediterranean around Malta and Cyprus. After having crossed the Suez Canal, she is currently sailing in the Indian Ocean. She is expected soon by the ship breaking yards where her Indian owner sends its ships. (Cf. *Rose S*, p 29).

EU member countries pretend to believe in the continued operation of old and useless ships and let them leave for demolition in Asia. Rare are the European owners who assume their responsibilities concerning the demolition of their discarded ships.

The Danish owner DFDS, despite it all, has just sold its ro-ro *Tor Anglia* for demolition in a Chinese breaking yard while adding to the contract a clause according to which it reserves the right to approve the yard. Some of the pollutants were removed from the ship before its departure and its bilge waters will be pumped and then sent back for treatment in Europe. At the appeal of Robin des Bois, a commitment in this direction was made in France: "Support that the European Union require proof that the dismantling country has adequate capacity for the treatment or storage of dangerous waste or that it impose, as a transitional measure, the return to Europe of dangerous waste in the framework of the Basel Convention."



Tor Anglia. Cuxhaven, February 2006 © Vesseltracker

Old ferries and passenger ships built in Europe consistently supply the Asian ship breaking yards and particularly the Indian ones, with toxic materials. The flow is persistent of these old ships originating from Germany, Denmark, France, Italy or the United Kingdom. They were used for a time for the risky transport of pilgrims to Mecca like the *Mogador* (formerly *Pride of Cherbourg*) or directly scrapped by their European owners like the Greek cruise ship *Ivory*, renamed *Winner 5*.

A failure in the United States

In the United States, the Maritime Administration continues the destocking of its old ships. The last two Victory Ships of the reserve fleet of California as well as an old oil tanker built in 1943 were the object of demolition contracts. An agreement was made between the federal government, the regional authorities of San Francisco Bay, and environmental associations in order to eliminate the sources of pollution due to the positioning of this old fleet in Suisun Bay. The Administration promised to assure the maintenance and cleaning of the ships. The ship decks should be cleared of paint flakes in under 4 months, the hulls cleaned within 2 years, the 28 ships in the worst state (there are 52 total) sent to be demolished before September 30, 2012 and the other waiting ships before September 30, 2017. All these veterans will undergo a preliminary cleaning of their hull in dry dock before leaving for the demolition yards of Texas via the Panama Canal.



Suisun Bay Reserve Fleet, California, August 2008 © Michael Gordon



The cleaning in floating dock of the *Mission Santa Ynez*, April 10, 2010. © Andrew Dyer



The sinking of the *Oriskany*, May 17, 2006, Gulf of Mexico © US Navy

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 But on the opposite side of recycling, which shows its respect for the environment and federal and state laws, US MARAD is renewing the old and economical method of reefing. One remembers that the day after the return of the *Clemenceau* to Brest in May 2006, the American Navy sank the aircraft carrier [Oriskany](#) without drawing reproach from ecologists. This practice, which is contrary to international legislation, has since been virtually abandoned. The American Administration has revived the practice: it is going to make a “gift” to the Cayman Islands of another old ship built in 1945, the submarine support ship *Kittiwake*. The *Kittiwake* will be sunk the next 4th of July and will become an artificial reef for an exotic diving site after a cursory cleaning and the cutting of openings to permit divers to easily visit the ship; it will join the Cuban frigate of Russian origin 356, renamed *Captain Keith Tibbets* before its submersion in 1996. This “gift” permits the United States to save \$170,000, the cost of demolition in an American breaking yard, at the rate of \$96 per ton requested for the dismantling of the *Escape*, another support ship, in August 2009.



Kittiwake, February 2010. © Mabel Clark

After the bars, the breaking yard

The substandard ships are prioritized for breaking, but they were not demolished in the countries, notably European, which detained them: at least 108 ships (47%) were the object of prior detention(s) in world ports, with a detention rate of more than 80% for bulk carriers; 67 (29%) were controlled by a classification society not belonging to IACS (International Association of Classification Societies) or were without classification.

Years and meters

The age at the end of life for ships leaving the fleet during the period from January 1st to April 4, 2010 ranges from 16 years for the tanker *Eco Africa*, victim of a fire in October 2009 while offloading its cargo of crude oil (see p. x) and 65 years for the Victory Ships of the American Administration; the median age is 30 years; it is 26 years for tankers, 27 years for container ships and 39 years for ferries and passenger ships. 79 ships have a length of less than 150 m, 99 measure between 150 and 199 m and 55 between 200 and 336 m.



Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).



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



Vessel controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or without a known classification



Vessel and crew detained in port for deficiencies.

Ships leaving for demolition : Tanker (p 5) / Chemical tanker (p 11) / Gas carrier (p 15) / Passenger ship (p 15) / Ferry (p 16) / General cargo (p 17) / Ro Ro (p 23) / Container ship (p 24) / Reefer (p 27) / Bulk carrier (p 27) / Cement carrier (p 30) / Car carrier (p 30).

Baltimore. IMO 8001189. Barge and pusher. 210 m long, 11,489 t. United States flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1983 in Mobile (Alabama, United States) by Halter Marine. Owned by USS Chartering LLC (United States). Sold for demolition in India where she arrived under the name *Altimo*.



Barge *Baltimore* and her pusher, Longview, Washington State © Vesseltracker

Tanker

Aegiali (ex- *Isuzugawa Maru*). IMO 8613516. Tanker. 315 m long, 34,858 t. Liberian flag. Classification Society Nippon Kaiji Kyokai. Single-hull ship built in 1987 in Sakaide (Japan) by Kawasaki. Owned by Aeolos Management SA (Greece). Detained in 2003 in Port Stanvac (Australia). Sold for demolition in Bangladesh. \$428 per ton.



Africa (ex-*Hawaian Leader*, ex-*Clare Spirit*, ex-*Bona Ranger*, ex-*Venliza*, ex-*Feliz*, ex-*Beryl*, ex-*Colorado*) .IMO 7826207. Tanker. 247 m long, 18,860 t. Bahamian flag. Classification Society Det Norske Veritas. Single-hull ship built in 1986 in Gdynia (Poland) by the Common Shipyards of Paris. Owned by Tsakos Shipping & Trading SA (Greece). Detained in 2002 in Trieste (Italy). Sold for demolition in Bangladesh. \$400 per ton.



Al Awdah. IMO 9004803. Tanker. 322 m long, 32,205 t. Kuwaiti flag. Classification Society Det Norske Veritas. Single-hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Kuwait Oil Tankerco (Kuwait). Sold for demolition in Pakistan. \$363 per ton.

Al Hamriyah Star (ex-Marshal Bagramyan). IMO 8330293. Tanker. 242 m long, 16,500 t. Panamanian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1985 in Kerch (Russia) by Zaliv. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Sold as is in Dubai for demolition in India where it arrived under the name *Riyah*. \$390 per ton.

Al Shuhadaa. IMO 9013311. Tanker. 322 m long, 31,440 t. Kuwaiti flag. Classification Society Det Norske Veritas. Single-hull ship built in 1992 in Okpo (South Korea) by Daewoo. Owned by Kuwait Oil Tankerco (Kuwait). Detained in 2001 in Rotterdam (Netherlands). Sold for demolition in Pakistan. \$365 per ton.



Al Tahreer. IMO 9016868. Tanker. 322 m long, 32,205 t. Kuwaiti flag. Classification Society Det Norske Veritas. Single-hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Kuwait Oil Tankerco (Kuwait). Sold for demolition in Pakistan. \$363 per ton.



Al Tahreer © Vesseltracker

Aldan (ex-Deneb, ex-Glefi II, ex-Sarda). IMO 8318996. Tanker. 243 m long, 14,182 t. Maltese flag. Classification Society American Bureau of Shipping. Double-hull ship built in 1985 in Sakaide (Japan) by Kawasaki HI. Owned by Eurotankers Inc (Greece). Detained in 2006 in Genoa (Italy) and Kavkaz (Russia). Sold for demolition in Pakistan.



Anette (ex-Songa Anette, ex-Nichian, ex-World S, ex-Cabo de Hornos, ex-World Shangai). IMO 8710065. Tanker. 224 m long, 13,706 t. Liberian flag. Classification Society unknown. Single-hull ship built in 1979 in Shangai (China) by Hudong. Sold for demolition in Bangladesh.



Attalya (ex-Black Point, ex-Liepaya, ex-Loyalty, ex-Miletos I). IMO 7907790. Tanker. 192 m long, 11,432 t. Liberian flag. Classification Society Russian Maritime Register of Shipping. Double-hull ship built in 1986 in Gdansk (Poland) by Lénine Shipyards. Owned by Project Shipping Inc (Greece). Detained in 2009 in Amsterdam (Netherlands). Sold for demolition in Pakistan.



Biz (ex-Iz). IMO 8113360. Tanker. 175 m long, 9,415 t. Liberian flag. Classification Society Bureau Veritas. Double-hull ship built in 1984 in Trogir (Croatia) by Lozovina-Mosor. Owned by Delfi SA (Greece). Detained in 2008 in Ventspils (Latvia) and Rotterdam (Netherlands). Sold for demolition in Bangladesh.



Chin (ex-Chin Yun, ex-Shui An). IMO 8104163. Tanker. 194 m long, 9,796 t. Taiwanese flag. Classification Society unknown. Single-hull ship built in 1984 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Taiwan Navigation Co Ltd (Taiwan). Sold for demolition in Bangladesh. \$345 per ton.



Devsī (ex-Clyde Spirit, ex-Bona Sbyrow, ex-Pretty Lady, ex-Golden Fleece). IMO 8319926. Tanker. 243 m long, 15,737 t. Indian flag. Classification Society Indian Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Sold for demolition in Bangladesh. \$365 per ton.

Eco Africa. IMO 9030929. Tanker. 275 m long, 25,000 t. Italian flag. Classification Society American Bureau of Shipping. Double-hull ship built in 1994 in Marghera (Italy) by Fincantieri. Owned by Carbofin Energia Trasporti (Italy). In October 2009, a fire occurred onboard the *Eco Africa* during the unloading of its cargo of crude oil in a terminal in the Gulf of Suez. The ship was towed to Dubai then sold for demolition in Pakistan.

Emerald (ex-Lady, ex-Friendly Lady, ex-Thorsfreddy, ex-Product Endeavor). IMO 7921980. Tanker. 173 m long, 7,663 t. Nigerian flag. Classification Society unknown. Single-hull ship built in 1980 in Setoda (Japan) by Naikai. Detained in 2006 in Rotterdam (Netherlands). Sold for demolition in Bangladesh.



Energy (ex-Ekavi, ex-Felicity L). IMO 8106458. Tanker. 228 m long, 13,804 t. Tuvalu flag. Classification Society American Bureau of Shipping. Double walled ship built in 1984 in Sasebo (Japan) by Sasebo HI. Sold for demolition in Bangladesh. \$400 per ton.

Evan 1 (ex-Alwahda 1, ex-Ocean Fidelity, ex-Athenian Fidelity). IMO 8206935. Tanker. 179 m long, 8,680 t. Panamanian flag. Classification Society unknown. Double-bottom ship built in 1984 in Kherson (Ukraine) in Khersonskiy SZ. Owned by Evan-1/Khor Al Zubir (United Arab Emirates). Sold for demolition in Pakistan.



Flying Officer Nirmal Jit Singh Sekhon. IMO 8311170. Tanker. 193 m long, 10,206 t. Indian flag. Classification Society Indian Register of Shipping. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by The Shipping Corporation of India Ltd -SCI (India). Sold as is in India for demolition in Bangladesh. \$355 per ton.

Front Voyager (ex-Virgo Voyager, ex-William E.Crain). IMO 8902668. Tanker. 274 m long, 20,858 t. Bahamian flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1992 in Rio de Janeiro (Brazil) by Ishikawajima-Brésil. Owned by Frontline AS (Norway). Sold as is in Singapore for demolition in Bangladesh. \$417 per ton.



George Sea (e-CKS Ace, ex-Ocean Ace, ex-Daeyong Ace). IMO 8517554. Tanker. 107 m long, 2,080 t. Panamanian flag. Classification Society Korean Register of Shipping. Single-hull ship built in 1986 in Ochi (Japan) by Hakata Shipbuilding. Owned by Link Marine Pte Ltd (Singapore). Detained in 2001 in Tauranga (New Zealand) and in 2009 in Bandar Abbas and Bandar Khomeini (Iran). Sold for demolition in Pakistan.



Golden River (ex-Hebei River, ex-Front Lord, ex-Sea Lord). IMO 8906901. Tanker. 322 m long, 31,025 t. Singaporean flag. Classification Society Det Norske Veritas. Single-hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Frontline AS (Norway). Detained in 2002 in Las Palmas (Spain). Sold as is in Singapore for demolition in Bangladesh. \$418 per ton.



Hesnes. IMO 8907187. Tanker. 242 m long, 16,350 t. Maltese flag. Classification Society Bureau Veritas. Double-hull ship built in 1976 in Kerch (Russia) by Zaliv. Owned by Tsakos (Greece). Detained in 1999 in Montréal (Canada), in 2000 in Trieste (Italy) and in 2002 in Göteborg (Sweden). Sold as is in Singapore for demolition in Bangladesh. \$465 per ton.



Hida Maru (ex-Hua San, ex-Apollo Sun). IMO 7376965. Tanker. 336 m long, 37,216 t. Singaporean flag. Classification Society American Bureau of Shipping. Built in 1976 in Nagasaki (Japan) by Mitsubishi. Owned by Ocean Tankers Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh. \$420 per ton.

Iron Monger 10 (ex-Tribuana, ex-Matilda, ex-Matilde). IMO 8711124. Tanker. 268 m long, 21,051 t. Liberian flag. Classification Society unknown. Single-hull ship built in 1989 in Ulsan (South Korea) by Hyundai. Sold for demolition in Pakistan. \$403 per ton.



Kadriah II (ex-Severn, ex-Valiant Express). IMO 8800729. Tanker. 160 m long, 6,103 t. Malaysian flag. Classification Society Nippon Kaiji Kyokai. Single-hull ship built in 1988 in Usuki (Japan) by Minami. Owned by KIC Oil & Gas Ltd (Malaysia). Detained in 2005 in Singapore. Sold for demolition in Bangladesh.



Kanchana Silver (ex-Global Ceres, ex-Crane Phoenix). IMO 8413904. Tanker. 106 m long, 2,281 t. Thai flag. Classification Society Nippon Kaiji Kyokai. Single-hull ship built in 1984 in Imabari (Japan) by Higaki. Detained in 2000 in Guangzhou (China), in 2002 in Kolkata (India), in 2003 in Mumbai (India) and in 2005 again in Kolkata. Sold for demolition in Bangladesh.



Kriti Akti. IMO 8412572. Tanker. 178 m long, 8,597 t. Greek flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Avin International SA (Greece). Sold for demolition in Bangladesh. \$440 per ton.



Kriti Color. IMO 8420282. Tanker. 194 m long, 10,588 t. Panamanian flag. Classification Society Lloyd's Register of Shipping. Double-hull ship built in 1987 in Split (Croatia) by Brodosplit. Owned by Avin International SA (Greece). Sold for demolition in Bangladesh.



Kriti River. IMO 8412596. Tanker. 178 m long, 8,584 t. Greek flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Avin International SA (Greece). Detained in 2007 in New Haven (United States). Sold for demolition in India.



Kriti Rock (ex-Jag Leena, ex-Magellan Spirit, ex-Nikko Maru). IMO 8413423. Tanker. 246 m long, 16,093 t. Panamanian flag. Classification Society Nippon Kaiji Kyokai. Single-hull ship built in 1985 in Innoshima (Japan) by Hitachi. Owned by Avin International SA (Greece). Detained in 2000 in Port Jackson (Australia). Sold as is in Singapore for demolition in Bangladesh where it arrived under the name *Rocky*. \$395 per ton.



Lieutenant Arun Khetarpal PVC. IMO 8311182. Tanker. 193 m long, 10,409 t. Indian flag. Classification Society Indian Register of Shipping. Single-hull ship built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Shipping House (India). Sold for demolition in Pakistan. \$376 per ton.

Lysaker (ex-World Prime). IMO 8618839. Tanker. 322 m long, 35,205 t. Panamanian flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1989 in Okpo (South Korea) by Daewoo. Owned by Wallem Shipmanagement Ltd (Norway). Sold for demolition in Bangladesh. \$402 per ton.



Magnitude (ex-Sanko Byagon). IMO 8907553. Tanker. 241 m long, 14,203 t. Norwegian flag (international registry). Classification Society American Bureau of Shipping. Single-hull ship built in 1992 in Imari (Japan) by Namura. Owned by OSM Maritime AS (Norway). Sold for demolition in Bangladesh.



Mission Santa Ynez. IMO 8450627. Tanker. 159 m long, 5,532 t. United States flag. Without a Classification Society; retired from the naval registry on November 1, 1990. Single-hull ship built in 1943 in Sausalito (United States) by Marinship Corp. Owned by US MARAD (United States). The recycling of the three Californian ships *Rider Victory*, *Winthrop Victory*, and *Mission Santa Inez* will cost a total of \$3.4 million for the American government.



Modec Venture 1 (ex-Skua Venture, ex-Olympiad, ex-Juan A Lavalleja, ex-Solfonn). IMO 7373212. Tanker. 273 m long, 24,000 t. Singaporean flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1975 in Kobe (Japan) by Kawasaki; converted into a floating storage and production unit in 1991. Owned by Elang EPS Pte Ltd (Singapore). Sold as is in Indonesia for demolition in Bangladesh. \$346 per ton.

My Julietta (ex-Agrari, ex-Andromeda). IMO 8303666. Tanker. 228 m long, 13,692 t. Maltese flag. Classification Society Bureau Veritas. Double-hull ship built in 1984 in Ariake (Japan) by Hitachi. Owned by Worldwide Green Tankers Ltd (Greece). Sold for demolition in Bangladesh. \$451 per ton.



Nichiryu. IMO 8920763. Tanker. 324 m long, 31,119 t. Panamanian flag. Classification Society Nippon Kaiji Kyokai. Single-hull ship built in 1991 in Ariake (Japan) by Hitachi Zosen. Owned by Nissho Shipping Co Ltd (Japan). Sold for demolition in India. \$385 per ton.

Nichiwa (ex-Nissho). IMO 9020027. Tanker. 324 m long, 31,222 t. Panamanian flag. Classification Society Nippon Kaiji Kyokai. Single-hull ship built in 1992 in Ariake (Japan) by Hitachi. Owned by Nissho Shipping (Japan). Sold for demolition in Bangladesh. \$395 per ton.

Nireus (ex-Hellenic Blue, ex-Team Anmaj, ex-Anmaj, ex-Galahad). IMO 8613982. Tanker. 178 m long, 9,197 t. Liberian flag. Classification Society Det Norske Veritas. Double-wall ship built in 1988 in Okpo (South Korea) by Daewoo. Owned by Mantinia Shipping Co SA (Greece). Sold for demolition in India. \$386 per ton.



Ocean Producer (ex-Baltimore Sea, ex-Amoco Baltimore). IMO 6914277. Tanker. 240 m long, 15,476 t. Liberian flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1969 in Tamano (Japan) by Mitsui. Sold for demolition in India.

Ojars Vacietis (ex-Oyar Vatsietis). IMO 8207305. Tanker. 151 m long, 5,610 t. Liberian flag. Classification Society Russian Maritime Register of Shipping. Double-bottom ship built in 1985 in Rijeka (Croatia, ex-Yougoslavia) by 3 Maj. Owned by LSC Shipmanagement (Latvia). Detained in 2004 in Hull (United Kingdom). Sold for demolition in India. \$412 per ton.



Opal (ex-Hsing Yun). IMO 8025836. Tanker. 195 m long, 9,756 t. Indonesian flag. Classification Society American Bureau of Shipping. Single-hull ship built in 1983 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Cakra Bahana (Indonesia). Sold for demolition in Bangladesh.

Pavayacu. IMO 8008577. Tanker. 171 m long, 6,844 t. Panamanian flag. Classification Society Lloyd's Register of Shipping. Single-hull ship built in 1985 in Callao (Peru) by Sima. Owned by Petrolera Transoceanica SA (Peru). Sold for demolition in India. \$257 per ton.

Pisces 8 (ex-Envoy V, ex-Amadeus, ex-Vishwadoot, ex-Petrobulk Rover, ex-OSCO Ingram Osprey, ex-Ingram Osprey). IMO 8009246. Tanker. 170 m long, 7,200 t. North Korean flag. Classification Society unknown. Single-hull ship built in 1982 in Wallsend (United Kingdom) by Swan Hunter. Sold for demolition in India where she arrived under the name *Ruby*.



Premvati (ex-Sponsalis). IMO 8500238. Tanker. 244 m long, 16,653 t. Indian flag. Classification Society Lloyd's Register of Shipping. Double-wall ship built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Mercator Lines Ltd (India). Sold for demolition in Pakistan.

Presidente Floriano (Dead Vessel) IMO 5284194. Tanker. 241 m long, 12,250 t. Brazilian flag. Classification Society Bureau Veritas. Built in 1960 in Tsurumi (Japan) by Nippon Kokan ; jumboized in 1968. Announced as sold for demolition in Brazil in 2003, the ship disappeared from all official databses. She was since used as floating storage on the Amazon near Manaus (Brazil) and has arrived in Alang in tow as a « dead vessel ». Sold for demolition in India.

Punita (ex-Ottawa, ex-TN Opal, ex-Dakota, ex-Donna Rita). IMO 8219073. Bulk ore carrier converted into tanker in 1990. 194 m long, 11,266 t. Indian flag. Classification Society Det Norske Veritas. Single-hull ship built in 1984 in Castellammare (Italy) by Italcantieri. Owned by Mercator Lines (India). Sold for demolition in Bangladesh.



Rio Gallegos I (ex- Rio Gallegos, ex-Equity, ex-Liquid Bulk Equity) . IMO 8407539. Tanker. 123 m long, 3,579 t. Argentinean flag. Classification Society Lloyd's Register of Shipping. Double-hull ship built in 1985 in Akitsu (Japan) by Taihei. Owned by Antares Naviera SA (Argentina). Sold as is in Uruguay for demolition in India. \$242 per ton.

Rixos (ex-Frixos, ex-Era). IMO . Tanker. 230 m long, 17,610 t. Liberian flag. Classification Society Lloyd's Register of Shipping. Double-wall ship built in 1987 in Koje (South Korea) by Samsung. Owned by Worldwide Green Tankers Ltd (Greece). Detained in 2002 in Port Jackson (Australia). Sold for demolition in Pakistan.



Shinyo Jubilee (ex-Seryna, ex-T.Y. Draco). IMO 8705979. Tanker. 333 m long, 32,714 t. Liberian flag. Classification Society unknown. Single-hull ship built in 1988 in Kure (Japan) by Ishikawajima-Harima. Sold for demolition in Bangladesh. \$415 per ton including 3,200 t of fuel.



Shiraz (ex-Westralia, ex-Appleleaf, ex-Hudson Cavalier). IMO 7342017. Tanker used as floating storage, waiting since 2006 in Fremantle (Australia) then Karinum (Indonesia). 170 m long, 7,939 t. Cayman Islands flag. Classification Society unknown. Single-hull ship built in 1979 in Birkenhead (United Kingdom) by Cammell Laird. Owned by AGR Asia Pacific (Australia). Sold for demolition in Turkey.



Skill (ex-Ocean Skill, ex-British Skill). IMO 8011809. Tanker. 261 m long, 2,464 t. Comorian flag. Classification Society unknown. Single-hull ship built in 1983 in Belfast (United Kingdom) by Harland & Wolff. Owned by Ocean Tankers Pte Ltd (Singapore). Sold for demolition in Bangladesh.



Sbyos (ex-Baynunah). IMO 8026206. Tanker. 231 m long, 17,500 t. Liberian flag. Classification Society unknown. Double-wall ship built in 1983 in Pusan (South Korea) by Korea Shipbuilding. Owned by Delfi SA (Greece). Sold for demolition in China. \$384 per ton.



Sunflower (ex-Docomo, ex-Eagle Aries, ex-NOL Aries, ex-Neptune Aries). IMO 8103274. Tanker. 174 m long, 7,084 t. Indonesian flag. Classification Society Lloyd's Register of Shipping. Single-hull ship built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Cakra Bahana (Indonesia). Sold for demolition in Bangladesh.

Tiheroula (ex-La Roux, ex-United Peace). IMO 8316194. Tanker. 177 m long, 9,176 t. Liberian flag. Classification Society Lloyd's Register of Shipping. Double-wall ship built in 1984 in Sakaide (Japan) by Kawasaki. Owned by Worldwide Green Tankers Ltd (Greece). She was chartered as *La Roux* by Trafigura simultaneously to the *Probo Koala* affair in 2006. Sold for demolition in Bangladesh.



Tiheroula, Amerikahaven Amsterdam © Tony Driessen

Valentin Tsvetkov (ex-Kapitan Yershov). IMO 8208070. Tanker. 142 m long, 5,661 t. Russian flag. Classification Society Russian Maritime Register of Shipping. Double-bottom ship built in 1985 in Split (Croatia) by Brodosplit. Owned by Transit Sever (Russia). Sold for demolition in Bangladesh. \$400 per ton.

Vera Cruz A (ex-Vera Cruz 1, ex-Vera Cruz, ex-Alpha Intelligence, ex-Anangel Intelligence, ex-Award, ex-Crown Award, ex-World Award). IMO 7932575. Tanker. 177 m long, 9,179 t. Panamanian flag. Classification Society unknown. Single-hull ship built in 1982 in Toyohashi (Japan) by Kanasashi. Owned by Worldwide Green Tankers Ltd (Greece). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in Bangladesh.



Wind (ex-*Amundsen Wind*, ex-*Lake Lisi*, ex-*Bakradze*, ex-*David Bakradze*). IMO 8207044. Tanker. 151 m long, 6,173 t. Comorian flag. Classification Society unknown. Double-hull ship built in 1985 in Split (Croatia) by Brodosplit. Sold for demolition in Bangladesh.

Chemical tanker

Addarraq. IMO 7925716. Chemical tanker. 172 m in length, 8,250 t. Moroccan flag. Classification Society Bureau Veritas. Double-hull ship built in 1982 at Dunkirk (France). Owned by Maroc Phosphor Océan (Morocco). Detained in 1999 in Genoa (Italy), in 2001 in Barcelona (Spain), in 2006 in Rotterdam (Netherlands) and in 2008 in Bremen (Germany). Sold for demolition to India at US\$ 575 per ton. This ex phosphoric acid tanker is likely to contain some scales of radium and other progenies of uranium in tanks, valves and pumps.



Al Farabi. IMO 8000123. Chemical tanker. 172 m in length, 8,250 t. Moroccan flag. Classification Society Bureau Veritas. Double-hull ship built in 1982 in Dunkirk (France). Owner Maroc Phosphor Océan (Morocco). Detained in 2001 in Lisbon (Portugal). In September 2006, the *Al Farabi* which was transporting molasses from Karachi (Pakistan) to Bristol (United Kingdom) was found with a 19 km hydrocarbon pollution in its wake. Diverted to Brest, she returned to the sea after a deposit of € 250,000 (\$340,000). In December 2007, the owner, who denied the gas spill and blamed an accidental spill of cooking oil, was fined € 400,000 (\$544,000). Sold for demolition in India. The same observation about radioactivity for the *Addarraq* can be made for the *Al Farabi*



Al Farabi, Brest, 2006 © Hervé Cozanet

Al Farabi. IMO 8409678. Chemical tanker. 178 m in length, 12,568 t. Saudi Arabian flag. Classification Society Det Norske Veritas. Double hull ship built in 1986 in (South Korea) by Daewoo. Owned by Arabian Chemicalcarriers LLC (Saudi Arabia). Sold for demolition to Bangladesh. \$470 per ton including 170 t of stainless steel.

Anitra (ex-*Martha A*). IMO 8513364. Chemical tanker. 132 m in length, 4,105 t. Liberian flag. Classification Society American Bureau of Shipping. Double-hull ship built in 1986 in Chofu (Japan) by Kyokuyo. Owned by Prime Marine Management (Greece) which is also the ship manager of th *Gulf Jash*, ex *Probo Koala*. Detained in 2007 in Amsterdam (Netherlands). Sold for demolition in India where she arrived under the name of Itra. \$375 per ton.



Bow Fighter. IMO 8012126. Chemical tanker. 173 m in length, 12,007 t. Norwegian flag (international registry). Classification Society Det Norske Veritas. Built in 1982 in Greaker (Norway) by Sarpsborg MV. Owned by Odfjell Management AS (Norway). Sold for demolition in India. \$570 per ton including 600 t of stainless steel.



Bow Maasslot (ex-Maasslot L, ex-Maasslot). IMO 8010520. Chemical tanker. 172 m in length, 10,843 t. Singaporean flag. Classification society Det Norske Veritas. Double hull ship built in 1982 in Krimpen (Netherlands) by Giessen-de Noord. Owned by Odfjell AS (Norway). Sold for demolition in India. \$350 per ton.



Bow Maasstroom (ex-Maasstroom L, ex-Maasstroom). IMO 8106927. Chemical tanker. 182 m in length, 10,843 t. Singaporean flag. Classification Society Det Norske Veritas. Double-hull ship built in 1982 in Krimpen (Netherlands) by Giessen-de Noord. Owned by Odfjell AS (Norway). Detained in 2005 in Kwinana (Australia) and in 2008 in Rotterdam (Netherlands). Sold for demolition in India. \$417 per ton.



Bow Pioneer. IMO 7926289. Chemical tanker. 158 m in length, 8,000 t. Bahamian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1982 in Okpo (South Korea) by Daewoo. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. \$390 per ton.



Bow Power (ex-Powerventure L). IMO 8420490. Chemical tanker. 176 m in length, 12,200 t. Singaporean flag. Classification Society Det Norske Veritas. Double-hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Management AS (Norway). Detained in 2006 in New York (United States). Sold for demolition in India. \$400 per ton.



Celfin (ex-Cervin, ex-Volmer). IMO 8028333. Chemical tanker. 106 m in length, 2,521 t. Turkish flag. Classification Society Turkish Lloyd. Built in 1982 in Slikkerveer (Netherlands) by De Groot & v.Vliet. Owned by Beykim Petrolculukgemi (Turkey). Detained in 1998 in London (United Kingdom), in 2004 in Contanta (Romania) and in 2007 in Novorossiysk (Russia). Sold for demolition in India. \$390 per ton.



Escube 1 (ex-Sichem Etilico, ex-Etilico, ex-Stainless Kobe, ex-Stainless Governor, ex-Shoun Victoria). IMO 8419037. Chemical tanker. 115 m in length, 2,678 t. Comorian flag. Classification Society Lloyd's Register of Shipping. Single-hull ship built in 1985 in Hashihama (Japan) by Taihei. Owned by Escube Shipping Inc (United Arab Emirates). Detained in 1999 in Amsterdam (Netherlands), in 2007 in Lisbon (Portugal) and in 2009 in Bandar Khomeini (Iran). Sold for demolition in India. \$360 per ton.



Halki (ex-Transchemica, ex-Castor Chemica, ex-Corsica). IMO 7509354. Chemical tanker. 96 m in length, 1,309 t. Panamanian flag. Classification Society Det Norske Veritas. Single hull ship built in 1977 in Kalmar (Sweden) by Kalmar Varv. Owned by Soysay Denizcilic Nakliyat (Turkey). Detained in 2007 in Chalkis (Greece). Sold for demolition in Turkey. \$180 per ton.



Kamee (ex-Sichem Holger, ex-Holger Sif, ex-Stephanie, ex-Pacific Prince). IMO 8408284. Chemical tanker. 107 m in length, 2,271 t. Thai flag. Classification Society Lloyd's Register of Shipping. Built in 1984 in Akitsu (Japan) by Taihei. Owned by Thaioil Marine Co Ltd (Thailand). Detained in 2005 in Xiamen and Shenzhen (China). Sold for demolition in Bangladesh. \$450 per ton.



Kefre (ex-Sichem Metanol, ex-Metanol, ex-Toumodi). IMO 8211722. Chemical tanker. 99 m in length, 2,160 t. Turkish flag. Classification Society Turk Loydu. Single-hull ship built in 1984 in Slikkerveer (Netherlands) by De Groot & v.Vliet. Owned by Beykim Petrolculukgemi (Turkey). Detained in 2001 in Rotterdam (Netherlands), in 2005 in Marseille (France) in 2007 in Brussels (Belgium) and in 2008 in Constanta (Romania). Sold for demolition in India.



Mars T (ex-Samarina, ex-Maria Q, ex-Maria N.E., ex-Montecristo, ex-Tomoe 8). IMO 8511110. Chemical tanker. 116 m in length, 2,749 t. Panamanian flag. Classification Society Bureau Veritas. Double-hull ship built in 1986 in Imabari (Japan) by Asakama. Owned by Galata Denizcilikticaret AS (Turkey). Detained in 2000 in Belle Chasse (Louisiana, United States), in 2003 in Algesiras (Spain) and in 2009 in Batumi (Georgia). Sold for demolition in Pakistan. \$362 per ton.



Merlin Champion (ex-Alfios, ex-Saucon, ex-Mobil Enterprise). IMO . Chemical tanker. 171 m in length, 9,827 t. Liberian flag. Classification Society American Bureau of Shipping. Double-hull ship built in 1983 in Oppama (Japan) by Sumitomo. Owned by Genoa Maritime SA (Greece) Sold for demolition in India. \$399 per ton.



Merlin Explorer (ex-Venus G, ex-Venus, ex-Team Venus, ex-Team Erviken). IMO 8028151. Chemical tanker. 182 m in length, 9,962 t. Liberian flag. Classification Society RINA. Built in 1982 in Koje (South Korea) by Samsung. Owned by Genoa Maritime SA (Greece). Sold for demolition in India. \$370 per ton.



Mont Ace (ex-Cielo del Baltico, ex-Maersk Baltic, ex-Magdalena, ex-Rita Maersk). IMO 8410122. Chemical tanker. 170 m in length, 7,790 t. Singaporean flag. Classification Society Det Norske Veritas. Double-hull ship built in 1986 in Lindo (Denmark) by Odense Staalskibs. Owned by Timur Ship Management Pte Ltd (Singapore). Detained in 2006 in Montreal (Canada) and in 2009 in Rotterdam (Netherlands). Sold for demolition in India. \$410 per ton.



Monte Casino (ex-Cielo di Bothnia, ex-Maersk Bothnia, ex-Rebecca, ex-Romo Maersk). IMO 8406341. Chemical tanker. 170 m in length, 7,459 t. Singaporean flag. Classification Society Det Norske Veritas. Double-hull ship built in 1986 in Lindo (Denmark) by Odense Staalskibs. Owned by Timur Ship Management Pte Ltd (Singapore). Sold for demolition in India. \$406 per ton.



Mostraum (ex-Alpine Rose, ex-Alpine Finn, ex-Aleksandr Kaverznev, ex-Stena Bosphorus, ex-OT-Bosphorus). IMO 8023773. Chemical tanker. 129 m in length, 3,533 t. Norwegian flag (international registry). Classification Society Det Norske Veritas. Built in 1981 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Utkilen AS (Norway). Sold for demolition in India. \$610 per ton including 312 t of stainless steel.



Mountain Blossom. IMO 8412962. Chemical tanker. 160 m in length, 6,402 t. Bahamian flag. Classification Society Det Norske Veritas. Built in 1986 in Usuki (Japan) by Minami-Nippon. Owned by Laurin Maritime (United States). Sold for demolition in China.

New Setokaze (ex-Setokaze, ex-Norwegian Crown, ex-Day Star). IMO 8217312. Chemical tanker. 151 m in length, 5,849 t. Singaporean flag. Classification Society Nippon Kaihi Kyokai. Double-hull ship built in 1983 in Usuki (Japan) by Minami-Nippon. Owned by Glory Ship Management (Singapore.) Detained in 1997 in Rotterdam (Netherlands). Sold for demolition in Bangladesh.



Palawan (ex-Gulf Pride, ex-Elfateh, ex-Sea Beauty, ex-Asrah Beauty, ex-Silver Crane). IMO 8000329. Chemical tanker. 105 m in length, 2,220 t. North Korean flag. Classification Society Lloyd's Register of Shipping. Single-hull ship built in 1980 in Imabari (Japan) by Higaki. Owned by Arab Maritime Petroleum Transport (United Arab Emirates). Sold for demolition in Pakistan.

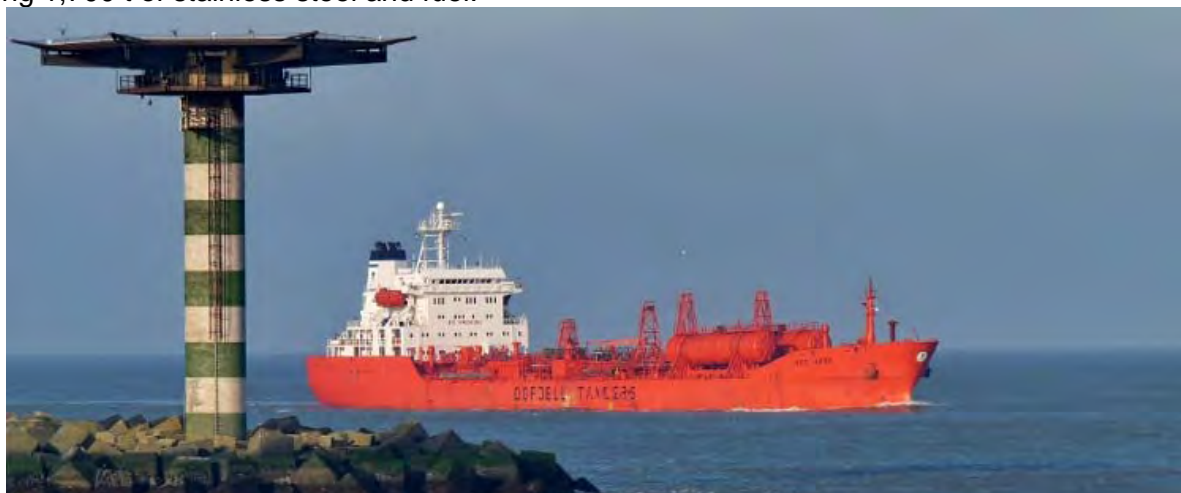
Petros (ex-Bow Petros, ex-Owl Petros, ex-Atlas Petros). IMO 8001270. Chemical tanker. 173 m in length, 10,457 t. Liberian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1984 in Rijeka (Croatia) by 3 Maj. Owned by Delfi SA (Greece). Sold for demolition in India. \$435 per ton.



Sarinaz (ex-Maria C, ex-Polisan I, ex-Stainless Patriot). IMO 7368968. Chemical tanker. 96 m in length, 1,370 t. Turkish flag. Classification Society unknown. Single-hull ship built in 1974 in Mandal (Norway) by Baatservice. Owned by Onal Gemiciliksanayi (Turkey). Sold for demolition in India. \$675 per ton including 200 t of stainless steel.



Spirit (ex-Bow Arar). IMO 7926291. Chemical tanker. 159 m in length, 8,339 t. Bahamian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1982 in (South Korea) by Daewoo. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. \$780 per ton including 1,700 t of stainless steel and fuel.



Spirit, ex-Bow Arar. Rotterdam Maasvlakte, December 2008. © Vesseltracker

Stolt Falcon (ex-Stolt Seoul). IMO 7533551. Chemical tanker. 176 m in length, 9,239 t. Liberian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1978 in Pusan (South Korea) by Korea Shipbuilding. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



Sydpolen (ex-Chem Cosmos, ex-Aristotelis, ex-Mekhanik Khmelevskiy, ex-Antibyos). IMO 8323379. Chemical tanker. 170 m in length, 8,346 t. Marshall Islands flag. Classification Society Korean Register of Shipping. Double-hull ship built in 1986 in Kawajiri (Japan) by Kanda. Owned by V Ships UK Ltd (United Kingdom). Detained in 2006 in Genoa (Italia). Sold for demolition in Bangladesh \$380 per ton.



Theresa II (ex-Golden Shield, ex-Andino Challenger). IMO 8126068. Chemical tanker. 127 m in length, 5,269 t. Singaporean flag. Classification Society Nippon Kaiji Kyokai. Single-hull ship built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by Raffles Shipmanagement (Singapore). Detained in 2002 in Lianyungang (China). Sold for demolition in Bangladesh. \$398 per ton.



Transport (ex-Bow Transporter, ex-Owl Transporter, ex-Atlas Transporter). IMO 7923574. Chemical tanker. 173 m in length, 10,504 t. Liberian flag. Classification Society Det Norske Veritas. Double-hull ship built in 1983 in Rijeka (Croatia) by 3 Maj. Owned by Delfi SA (Greece). Detained in 2006 in Rijeka (Croatia) and in 2009 in Belfast (United Kingdom) and Bremen (Germany). Sold for demolition in Bangladesh. \$420 per ton.

Wind Star (ex-B nova, ex-Maersk Harrier, ex-Hans Maersk). IMO 8000094. Chemical tanker. 127 m in length. 4,600 t. Comorian flag. Classification Society unknown. Double-hull ship built in 1982 in Nakskov (Denmark) by Nakskov SV. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Detained in 2008 in Bushire (Iran). Sold for demolition in India. \$410 per ton.



Gas carrier

Borthwick. IMO 7604867. Gas carrier. 79 m long, 1,377 t. Panamanian flag. Classification Society Bureau Veritas. Single-hull ship built in 1977 in Leith (United Kingdom) by Robb Caledon. Owned by Transgas Shipping Line (Peru). Sold for demolition in India.



Gaz Baraka (ex-Toyosu, ex-Toyosu Maru). IMO 8323173. Gas carrier. 176 m long, 11,040 t. Panamanian flag. Classification Society Bureau Veritas. Single-hull ship built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Naftomar Shipping and Trading Co (Greece). Sold for demolition in India.



Gohshu. IMO 8806216. Gas carrier. 217 m long, 15,788 t. Panamanian flag. Classification Society Nippon Kaiki Kyokai. Double-bottom ship built in 1990 in Nagasaki (Japan) by Mitsubishi. Owned by Mitsui Osk Lines- MOL (Japan). Detained in 2001 and in 2004 in Westernport (Australia). Sold for demolition in China. \$365 per ton including 1,000 t of fuel.



Sigloo Moss (ex-Igloo Moss). IMO 8311297. Gas carrier. 135 m long, 6,200 t. Norwegian flag (international register). Classification society Det Norske Veritas. Single-hull ship built in 1985 in Moss (Norway) by Moss Rosenberg. Owned by EMS Ship Management (Singapore). Sold for demolition in India.



Surrey (ex-Maersk Surrey, ex-Svend Maersk). IMO 7928201. Gas carrier. 153 m long, 8,000 t. British flag. Classification Society Lloyd's Register of Shipping. Double-bottom ship built in 1982 in Lindo (Denmark) by Odense Staalskibs. Owned by Zodiac Maritime Agencies Lt (United Kingdom). Sold for demolition to Bangladesh.



Z Atlantic (ex-Gaz Atlantic, ex-Lensovet). IMO 7640196. Gas carrier. 234 m long, 22,556 t. Panamanian flag. Classification Society Bureau Veritas. Double-bottom ship built in 1980 in Marghera (Italy) by Breda. Owned by Naftomar Shipping and Trading Co. (Greece). Sold for demolition in India. \$390 per ton.



Passenger ship

Blue Monarch II (ex-Grand Victoria, ex-World Renaissance, ex-Awani Dream, ex-Homeric, ex-Renaissance). IMO 6604834. Passenger ship. 150 m long, 7,032 t. Portuguese flag. Classification Society Lloyd's Register. Built in 1966 in Saint-Nazaire (France) by Atlantic Shipyards. Owned by Elysian Ship Management Inc (United States). Sold as is in Piraeus (Greece) for demolition in India. \$270 per ton.



Blue Monarch, ex-Renaissance. June 2008, Kusadasi. Turkey. © Rinus Noordhoek

Winner 5 (ex-Ivory, ex-Aegean Two, ex-The Ausonia, ex-Ausonia). IMO 5031078. Passenger ship. 159 m long, t. Greek flag abandoned for that of Saint Kitts and Nevis for its last voyage under its new name of *Winner 5*.

Classification Society RINA. Built in 1957 in Monfalcone (Italy) by Riuniti Adriatico. Owned by Core Marine Ltd (Greece). Detained in 2001 in Messina (Italy). Sold for demolition in India.



Ferry

Isla De Botafoc (ex-*Stena Cambria*, ex-*St. Anselm*). IMO 7813937. Ferry. 129 m in length. Spanish flag. Classification Society unknown. Built in 1980 in Belfast (United Kingdom) by Harland & Wolff. Owned by Balearia (Spain). Sold as is in Spain. Destination of demolition unknown. \$240 per ton.



Menhir (ex-*Lobo dos Mares*, ex-*Lobo Marinho 1*, ex-*Lobo Marinho*, ex-*Safari*, ex-*Pernas Safari*, ex-*Christian IV*). IMO 6727193. Ferry. 87 m in length. Panamanian flag. Classification Society unknown. Built in 1968 in Aalborg (Denmark) by Aalborg Vaerft. Detained in 2004 in Viana do Castelo (Portugal). Destination for demolition unknown.



Mogador (ex-*Nador*, ex-*Pride of Al Salam 1*, ex-*Pride of Cherbourg A*, ex-*Pride of Cherbourg*, ex-*Pride of Le Havre*, ex-*Viking Valiant*). IMO 7358298. Ferry 128 m in length, 7,280 t. Sierra Leone flag. Classification Society RINA. Built in 1975 in Aalborg (Denmark) by Aalborg Vft. Sold for demolition in India. \$352 per ton.



Pride of Cherbourg, 1994 © Brian Fisher



Mogador, 2009 © Richard Wisse

Oujda (ex-*Pride of Al Salam*, ex-*Pride of Hampshire*, ex-*Viking Venturer*). IMO 7358286. Ferry. 146 m in length, 5,766 t. Sierra Leone flag. Classification society RINA. Built in 1975 in Aalborg (Denmark) by Aalborg Vft; extended in 1986. Owned by Arab Ship Management (Syria). Sold for demolition in India.



Ouzoud (ex-*Guido*, ex-*Fedra*, ex-*Robin Hood*, ex-*Peter Pan*). IMO 7350088. Ferry. 148 m long, 7,927 t. Panamanian flag. Classification Society RINA. Built in 1974 in Rendsburg (Germany) by Nobiskrug Werft. Owned by El Salam Shipping & Trading (Egypt). Detained in Genoa (Italy) in 2003, 2007 and 2008. Sold as is in Port Suez for demolition in India. \$330 per ton.



Siren (ex-*Venus*, ex-*Gesner Link*, ex-*Dana Hafn*, ex-*Drachenfels*, ex-*Dana Gloria*, ex-*Dana Agricola*). IMO 7358743. Ferry. 145 m long, 7,829 t. Saint Kitts and Nevis flag. Classification Society Polski Rejestr Statkow. Built in 1976 in Elsinor (Denmark) by Helsingor Vaerft. Owned by Wavelord Navigation Co Ltd (Greece). Detained in 2010 in Brinidisi (Italy). Sold for demolition in India. \$385 per ton.



General Cargo

Abdurreis (ex-Sai Kung, ex-Neptune lolite). IMO 7633777. General Cargo. 143 m long, 3,990 t. Panamanian flag. Classification Society unknown. Built in 1978 in Singapor by Jurong. Sold for demolition in India.



Ahmed M. (ex-Zahra, ex-Abu Al Abbas Al Morsi, ex-Sofi, ex-Ghada H, ex-Niki, ex-Karel). IMO 5182102. General cargo. 62 m long, 1,874 t. Flag unknown. Classification Society unknown. Built in 1956 in Foxhol (Netherlands) by Vooruitgang. Sold for demolition in Pakistan.



Al Fateh (ex-Captain Ayaham, ex-Queen Suzan, ex-Bosut, ex-Raknes). IMO 6723886. General cargo. 98 m long, 1,300 t. Panamanian flag. Classification society unknown. Built in 1967 in Vegesack (Germany) by Lurssen. Owned by Arabian Kuwait International (United Arab Emirates). Sold for demolition in Pakistan.



Al Shahd (ex-Alrabab, ex-Anwarina, ex-Blue Marine, ex-Marialena, ex-Miguel Corte Real, ex-Franka, ex-Frieda Graebe, ex-Gitta von Bergen). IMO 7000504. General Cargo. 90 m long, 1,300 t. Panamanian flag. Classification Society unknown. Built in 1969 in Emden (Germany) by Schulte & Bruns. Owned by Arabian Kuwait International (United Arab Emirates). Sold for demolition in Pakistan



Anna K (ex-Safmarine Lobito, ex-Pritzwalk, ex-Katina). IMO 7818456. General cargo. 150 m long, 6,160 t. Liberian flag. Classification Society Germanischer Lloyd. Built in 1978 in Rostock (Germany) by Neptun VEB. Owned by Oceanstar Management Inc (Greece). Detained in 1998 in Saint-Petersburg (Russia) and in 2002 in Anvers (Belgium). Sold for demolition in India.



Ao Yang Fen Jin (ex-Jiang Ning Guan). IMO 8400842. General cargo. 103 m long. Chinese flag. Classification Society Chinese Classification Society. Built in 1984 in Nagasaki (Japan) by Hayashikane. Owned by Shanghai Ao Yang Marine Co Ltd (China). Sold for demolition in China.



Atlantic Joy (ex-Med General I, ex-Joy, ex-Aurora). IMO 7433775. General cargo. 127 m long, 2,919 t. Panamanian flag. Classification Society Polski Rejestr Statkow. Built in 1978 in Porto Alegre (Brazil) by EBIN. Owned by Newport Shipmanagement Ltd (Greece). Detained in 2004 in Samsun (Turkey) and in 2008 in Venice (Italy). Sold for demolition in India. \$352 per ton.



Blue Wing (ex-Da Sheng). IMO 9550058. General cargo. 905 t. Tanzanian flag. Classification Society unknown. Built in 1993. Owned by Amandla Icon Shipping (India). Sold for demolition in India.



Boris Babochkin (ex-Vast Bangalore). IMO 8227264. General cargo. 162 m long, 6,931 t. Ukrainian flag. Without a classification society according to the last inspection of the state of port on March 13, 2009 in Pohang (South Korea.) Built in 1984 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Commercial Fleet of Donbass Ltd (Ukraine). Detained in 2004 in Contanta (Romania), in 2006 in Lisbon (Portugal) and in 2007 in Bandar Abbas (Iran). Sold for demolition in India. \$355 per ton.



BSLE Empress (ex-Bosco Jumbo, ex-Delmas Jacaranda, ex-PathfIndiar, ex-Lykes PathfIndiar, ex-Charles Lykes, ex-Nedlloyd Bahrain). IMO 7704461. General cargo. 173 m long, 10,145 t. Cyprus flag. Classification Society Bureau Veritas. Built in 1978 in Krimpen a/d IJssel (Netherlands) by Giessen-de Noord. Owned by Cyprus Maritime Co Ltd (Cyprus). Detained in 2009 in Anvers (Belgium) and Hamburg (Germany). Sold for demolition in India. \$380 per ton.



BSLE Energy (ex-Delmas Acacia, ex-Columbine Express, ex-Joseph Lykes, ex-Nedlloyd Bangkok). IMO 7708895. General cargo. 173 m long, 10,145 t. Cyprus flag. Classification Society Bureau Veritas. Built in 1978 in Krimpen a/d IJssel (Netherlands) by Giessen-de Noord. Owned by Cyprus Maritime Co Ltd (Cyprus). Detained in 2005 in Mangalore (India). Sold for demolition in India. \$380 per ton.



Calemax Enterprise (ex-Elf, ex-Sibir, ex-Seacombe Trader). IMO 7343372. General cargo. 42 m long. British flag. Classification Society unknown. Built in 1974 in Hull (United Kingdom) by Yorkshire DD. Owned by Big Ditch Shipping Co Ltd (United Kingdom). Detained in 1998 in Middlesbrough (United Kingdom), in 1999 in Göteborg (Sweden), in 2000 in Mariager (Denmark) in 2001 in Kolding (Denmark) and in 2002 in Nykobing Falstar (Denmark) and Wismar (Germany). Sold for demolition in India. \$350 per ton.



CB Confidence (ex-Thor Spirit, ex-Belmonte, ex-Nuevik, ex-Bahia de Nuevitas). IMO 8404707. General cargo. 149 m long, 4,913 t. Saint Kitts and Nevis flag. Classification Society Lloyd's Register of Shipping. Built in 1986 in Seville (Spain) by AESA. Owned by CB Marine Ltd (United Kingdom). Sold for demolition in India. \$382 per ton.



Cemrem (ex-Lydia I, ex-Rise, ex-Sunrise R, ex-Nikos II, ex-Lakonikos II, ex-Laser Atlantic, ex-Laconikos). IMO 7641217. General cargo. 160 m long, 5,550 t. Panamanian flag. Classification Society Lloyd's Register of Shipping. Built in 1979 in Bremerhaven (Germany) by Weser Seebeck. Owned by CMP Denizcilik Ve Tkaret A.S. (Turkey). Sold for demolition in India where it arrived in tow from Mauritius. \$340 per ton.



Diana DV (ex-Grand Union, ex-Ample Glory, ex-Annoula, ex-Anna, ex-Joint NaIMO, ex-Eastern Faith, ex-Victoria Freedom, ex-Mozart Festival, ex-Ocean Treasure). IMO 8105416. General cargo. 109 m long, 2,039 t. Russian flag. Classification Society Russian Maritime Register of Shipping. Built in 1982 in Pusan (South Korea) by Daedong. Owned by Tranzit Sever Vostok Co Ltd (Russia). Detained in 2003 in Hong Kong and Guangzhou (China) and in 2009 in Lianyungag (China) and Pohang (South Korea). Sold for demolition in China. \$320 per ton.



Elena (ex-Pearl, ex-Grace, ex-Bright Five, ex-Gemstar I, ex-Sun Star, ex-AI Razak). IMO 7621982. General cargo. 143 m long, 4,046 t. Comorian flag. Classification Society Phoenix Register of Shipping. Built in 1977 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Marine Fleet Management (Pakistan). Detained in 2003 in Chennai (India) and Tuticorin (India), in 2007 again in Tuticorin (India) and in 2008 in Bandar Abbas (Iran). Sold for demolition in India. \$335 per ton.



Epos (ex-Miami, ex-Phoenix I, ex-Rickmers Seoul, ex-Libra Miami, ex-Jalisco, ex-Barbara Mariana). IMO 7722138. General cargo. 178 m long, 7,693 t. Panamanian Pavilion. Classification Society Lloyd's Register of Shipping. Built in 1979 in Innoshima (Japan) by Hitachi Zosen. Detained in 2006 in Anvers (Belgium), in 2007 in Bandar Abbas (Iran) and in 2008 in Teesside (United Kingdom). Sold for demolition in India. \$360 per ton.



Fu Yang (ex-Asteri, ex-Ken Su,, ex-Lancelot Sun, ex-Nobility C, ex-Johanna K, ex-John L, ex-Shinko Maru). IMO 7916363. General cargo. 154 m long, 5,417 t. Panamanian flag. Classification Society Isthmus Bureau of Shipping. Built in 1980 in Uwajima (Japan) by Uwajima Zosen. Owned by Pacific King Shipmanagement (Singapore). Detained in 2009 in Mormugau (India). Sold for demolition in India. \$430 per ton.



Geni 3 (ex-Lydia, ex-Sun King, ex-Sea Mana, ex-Sun Kung n°3, ex-Regent Ranger). IMO 7419420. General cargo. 129 m long, 3,137 t. Panamanian flag. Classification Society International Naval Surveys Bureau. Built in 1975 in Hashihama (Japan) by Hashihama Zosen. Owned by Ademar Shipping Lines SARL (Lebanon). Detained in 1999 in Cardiff (United Kingdom), in 2001 in Lisbon (Portugal), in 2003 in Monfalcone (Italy), in 2006 in Nikolayev (Ukraine), and in 2007, twice in 2008, and in 2010 in Novorossiysk (Russia). Sold for demolition to Pakistan.



Georgios I (ex-*Ayios Giorgios I*, ex-*Dali*, ex-*Atlantic Confidence*, ex-*Gardenia*). IMO 7632565. General cargo. 146 m long, 4,428 t. Panamanian flag. Classification society Nippon Kaihi Kyokai. Built in 1977 in Kochi (Japan) by Kochi Jyuko. Owned by Altoun Shipping (Syria). Detained in 1998, 1999 and 2004 in Anvers (Belgium), in 2000 and 2002 in Setubal (Portugal) and in 2009 in Novorossiysk (Russia). Sold for demolition in India. \$345 per ton.



Global Progress (ex-*Ile Maurice*, ex-*Cezanne*). IMO 7504586. General cargo. 164 m long, 10,713 t. Bahamian flag. Classification Society Bureau Veritas. Built in 1977 in Saint-Nazaire (France) by the Building yards of the Atlantic. Owned by Gulf Liner Shipping Agencies LLC (United Arab Emirates). Sold as is in Karachi (Pakistan) for demolition in India.



Global Prosperity (ex-*Bandama*, ex-*Ile de la Réunion*, ex-*Degas*). IMO 7504603. General cargo. 164 m long, 10,713 t. Bahamian flag. Classification Society Bureau Veritas. Built in 1977 in Saint-Nazaire (France) by the Building yards of the Atlantic. Owned by Gulf Liner Shipping Agencies LLC (United Arab Emirates). Sold as is in Kandla (India) for demolition in India.



Golina (ex-*Abudi*, ex-*Romanati*, ex-*Segarcea*). IMO 7646982. General cargo. 106 m long, 2,409 t. Panamanian flag. Classification Society Panama Maritime Documentation Services. Built in 1977 in Braila (Romania) by Braila SN. Owned by Adoulis Shipping (United Arab Emirates). Detained in 2004 and 2008 in Mumbai (India). Sold for demolition to Pakistan.



Irini Trader (ex-*Nerint Trader*, ex-*Tolteca*, ex-*Angeliki D*, ex-*Pasewalk*). IMO 7906980. General cargo. 150 m long, 6,150 t. Liberian flag. Classification Society Germanischer Lloyd. Built in 1979 in Rostock (Germany) by Neptun VEB. Detained in 2003 in Iquique (Chile) and in 2007 in Odessa (Ukraine). Sold for demolition to Bangladesh.



J. S. Mattu (ex-*Anamaria I*, ex-*Tavros*, ex-*Malka*). IMO 8507482. General cargo. 107 m in length, 2,240 t. Saint Vincent and Grenadines flag. Classification Society International Naval Surveys Bureau. Built in 1986 in Gebze (Turkey) by Sedef Shipyard. Owned by Goodrich Maritime Pvt Ltd (India). Detained in 2000 in Bremen (Germany), on two occasions in 2005 and 2006 in Koper (Slovenia), in 2008 in Kandla (India), and in 2009 in Bushehr (Iran). Sold for demolition in India.



Jasim 1 (ex-*Tbark III*, ex-*Jupiter IV*, ex-*Jupiter*, ex-*Edith Nielsen*). IMO 6622434. General cargo. 108 m long, 1,800 t. Sierra Leone flag. Classification Society International Register of Shipping. Built in 1967 in Aalborg (Denmark) by Aalborg Ind. Detained in 2008 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



Jasim 1, Suez Canal © Mauro Bolognini

Kalliope (ex-Donbass). IMO 8872801. General cargo. 108 m long, 3,360 t. Maltese flag. Classification Society Germanischer Lloyd. Built in 1994 in Saint Petersburg (Russia) by Zavod. Owned by Osterreichischer Lloyd Ship (Germany). Detained in 2003 in Southampton (United Kingdom). Sold for demolition in India. \$257 per ton.



Katharina (ex-Romer, ex-Byandowski). IMO 8030879. General cargo. 156 m long, 7,828 t. Maltese flag. Classification society Det Norske Veritas. Built in 1982 in Gdansk (Poland) by Lenine Shipyards. Owned by G Bulk Corp (Greece). Detained in 1999 in Szczecin (Poland), in 2002 in Anvers (Belgium) and in 2008 in Chennai (India). Sold for demolition in Bangladesh. \$425 per ton.



Kerem Hantal (ex-Kaptan Osman) IMO 6922468. General cargo. 2,705 t. Cambodian flag. Classification Society International Register of Shipping. Built in 1969 in Turku (Finland) by Kvaerner Masa Yards. Owned by Transmet Denizcilik Turizm (Turkey). Detained in 2003 in Thessaloniki (Greece) and in 2008 in Nikolayev (Ukraine). Sold for demolition in India. \$362 per ton.



Lady Maga (ex-Lina K, ex-Bisanzio, ex-Trade Sky, ex-Peltainer, ex-Vernia, ex-Rane). IMO 7030573. General cargo. 81 m, 1,236 t. Sierra Leone flag. Classification Society International Register of Shipping. Built in 1970 in Zaandam (Netherlands) by Zaalandse. Owned by ISM Group Ltd (Syria). Detained in 2006 in Taranto (Italy). Sold for demolition in India. \$320 per ton.



Lorcon Luzon (ex-Marina Sky, ex-Fremantle Express, ex-Devon, ex-Bavaria Trieste, ex-Colombus Canada, ex-Walkure). IMO 7228285. General cargo. 143 m long, 4,855 t. Filipino flag. Classification Society unknown. Built in 1973 in Lübeck (Germany) by Orenstein. Owned by Lorenzo Shipping Corp (Philippines). Sold for demolition in India.



Maribel (ex-Baltic Stone, ex-Finnoak, ex-Tuira). IMO 7224966. General cargo. 118 m long, 3,716 t. Saint Vincent and Grenadines flag. Classification Society RINA. Built in 1972 in Turku (Finland) by Wartsila. Owned by Alfamarine Shipping Co Ltd (Syria). Detained in 2006 in Turku (Finland) and Larvik (Norway) and in 2007 in Pasaia (Spain) and Kotka (Finland). Sold for demolition in India. \$350 per ton.



Marwan H (ex-Ekaterina A, ex-Floresti). IMO 7735044. General cargo. 130 m long, 3,600 t. Bolivian flag. Classification Society Maritime Bureau of Shipping. Built in 1977 in Galati (Romania) by Galati SN. Owned by Phoenicia Maritime Co (Syria). Detained in 2004 in Novorossiysk (Russia). Sold for demolition in India.



Maya S (ex-Claudia C, ex-Luminita T, ex-Luminita, ex-Omar II, ex-Litos K, ex-Vicky K, ex-Chrysoula K, ex-Cryoulla, ex-Mimis, ex-Tecuci). IMO 7618430. General cargo. 88 m long, 1,362 t. Moldovan flag. Classification Society International Register of Shipping. Built in 1978 in Drobeta (Romania) by Drobeta-TS. Owned by Euromet Consulting S.R.L. (Romania). Detained in 2005 on two occasions in Constanta (Romania), in 2007 in Castellon de la Plana (Spain) and Ravenna (Italy), in 2008 in Ravenna (Italy) and Koper (Slovenia) and in 2009 in Monfalcone (Italy). Sold for demolition in India. \$340 per ton.



Monique 1 (ex-Monique, ex-Monique Delmas, ex-Christine Delmas, ex-NB Lagos, ex-Toamasina). IMO 7911686. General cargo. 157 m long. Panamanian flag. Classification society Bureau Veritas. Built in 1980 in Seville (Spain) by AESA. Owned by Dubai Coast Shipping LLC (United Arab Emirates). Detained in 1999 and 2001 in Lisbon (Portugal) and in 2002 in Iquique (Chile). Destination for demolition unknown.



Namibia (ex-*Secil Namibia*, ex-*Northern Merchant*, ex-*Nortween Merchant*, ex-*Eastern Merchant*, ex-*Lamda*, ex-*Aldabi*). IMO 7600823. General cargo. 143 m long, 4,350 t. Bahamian flag. Classification Society Lloyd's Register of Shipping. Built in 1977 in Krimpen (Netherlands) by Giessen-de Noord. Owned by Nordane Shipping A/S (Denmark). Detained in 1997 in Anvers (Belgium), in 2005 in Emshaven (Netherlands) and in 2008 in Leixoes (Portugal). Sold as is in South Africa for demolition in India \$295 per ton



Noor-E-Madina (ex-*Skyman*, ex-*Everdawn*) IMO 7639719. General cargo. 155 m long, 6,442 t. Comorian flag. Classification Society International Naval Surveys Bureau. Built in 1977 in Shimonoseki (Japan) by Hayashikane. Owned by Ruby Enterprise Inc (Bangladesh). Detained in 2007 in Bandar Abbas (Iran) and Mormugao (India). Sold for demolition in India. \$350 per ton.



Novanoor (ex-*Berga*, ex-*Tamamina*, ex-*Northman*, ex-*Tamathai*, ex-*Crestbank*). IMO 7523922. General cargo. 161 m long, 5,985 t. Sierra Leone flag. Classification Society unknown. Built in 1978 in Pallion (United Kingdom) by Sunderland SB. Owned by Alfamarine Shipping Co Ltd (Syria). Sold for demolition in Pakistan. \$349 per ton.



Ocean Project II (ex-*Atyaab*, ex-*Rouba*, ex-*Mansoor*, ex-*Zarka*, ex-*Mercandian Caix*, ex-*Lindinger Coral*). IMO 7227188. General cargo. 81 m long. Panamanian flag. Classification Society unknown. Built in 1972 in Husum (Germany) by Husumer. Destination for demolition unknown.



Pokoj (ex-*Terrier*, ex-*Hoegh Carrier*, ex-*Barber Terrier*). IMO 7515315. General cargo. 121 m long, 9,295 t. Cyprus flag. Classification Society Polski Rejestr Statkow. Built in 1977 in Tsu (Japan) by Nippon Kokan. Owned by Chinase-Polish Shipping Company (Poland). Detained in 2003 in Kunsan (South Korea), in 2004 in Shimonoseki (Japan) and in 2008 in Tianjin (China). Sold for demolition in India. \$374 per ton.



Radnor (ex-*Alegre*, ex-*Telfair Lady*, ex-*Hermina*). IMO 7357036. General cargo. 143 m long, 3,885 t. Cyprus flag. Classification Society American Bureau of Shipping. Built in 1975 in (Singapore) by Jurong. Owned by Cape Shipping SA (Greece). Detained in 1999 in Saint Petersburg (Russia). Sold for demolition in India. \$392 per ton.



Ramlah (ex-*Zahra IV*, ex-*Zahra*, ex-*Abdulkader F*, ex-*Amna-A*, ex-*Mona S*, ex-*Doris*). IMO 6806511. General cargo. 93 m long. Panamanian flag. Classification Society Germanischer Lloyd. Built in 1968 in Stockholm (Sweden) by Finnboda. Sold for demolition in India.



Razan (ex-*Al Naser*, ex-*Fadel*, ex-*Babtai*, ex-*Bolgrad*, ex-*McDermott*, ex-*Bolina*, ex-*Jotina*, ex-*Sigyn*). IMO 6913522. Bulk tanker. 114 m long, 2,432 t. Syrian flag. Classification Society International Naval Surveys Bureau. Built in 1969 in Rostock (Germany) by Neptun VEB. Owned by Alfamarine Shipping Co (Syria). Sold for demolition in India. \$350 per ton.



Rider Victory . IMO 5294670. General cargo. 138 m long, 4,620 t. United States flag. Without a classification society. Built in 1945 in Los Angeles (United States) by California Shipbuilding. Owned by US MARAD (United States). Laid up in the reserve fleet in Suisun Bay, California. Demolition by the ESSCO Marine yards of Brownsville, Texas after cleaning of the hull by BAE Systems in San Francisco and towing through the Panama canal. Demolition in the United States by the ESCO Marine Shipyard, Brownsville, Texas. (Cf. *Mission Santa Ynez p 8*).



Sal Sabila (ex-*Krokus*, ex-*Turkus*, ex-*Hermia*, ex-*CMBT Effort*, ex-*Guatemala*, ex-*Eal Ruby*, ex-*Euro Florida*). IMO 7712157. General cargo. 145 m long, 5,970 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1979 in Szczecin (Poland) by A Warskiego. Detained in 2009 in Novorossiysk (Russia). Sold for demolition in India. \$355 per ton.



San Sebastian (ex-Cape Superior, ex-Telfair Challenger, ex-Estina). IMO 7357012. General cargo. 142 m long, 3,891 t. Cyprus flag. Classification Society Lloyd's Register of Shipping. Built in 1974 in Singapore by Jurong. Owned by Cape Shipping SA (Greece). Sold for demolition in India. \$432 per ton.



Sang Thai Lumber (ex-Welfare Diana, ex-Sang Thai Diana, ex-Arcadia, ex-Tenshin, ex-Pebble Beach). IMO 7352256. General cargo. 110 m long, 2,317 t. Thai flag. Classification society unknown. Built in 1974 in Hashihama (Japan) by Hashihama Zosen. Owned by Sinsimon Navigation Co Ltd (Thailand). Sold for demolition in India. \$285 per ton.



Sea Jay (ex-Donbass, ex-Manley Havant, ex-Saturn, ex-Las Coloradas, ex-Alvaro Perez). IMO 7602352. General cargo. 149 m long, 4,326 t. Saint Kitts and Nevis flag. Classification Society Russian Maritime Register of Shipping.



Built in 1979 in El Ferrol (Spain) by SN Bazan. Owned by IT Maritime Engineering (Cyprus). Detained in 2000 in Cardiff (United Kingdom) and in 2002 in Lisbon (Portugal). Sold as is in Durban (South Africa) for demolition in India. \$282 per ton.

Sofia VI (ex-Agia Sofia, ex-Bao Heng Men, ex-Eletherotria, ex-Lefkothea, exUnique C, ex-San John). IMO 7639680. General cargo. 146 m, 5,103 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1979 in Saiki (Japan) by Usuki Tekkosho. Detained in 2000 in Santa Cruz de Tenerife (Spain), in 2001 in Hamburg (Germany) and in 2003 in San Juan (Puerto Rico). Sold for demolition to Pakistan.



Surya Tama (ex-Danau Kalimantan, ex-Pan Hope, ex-Yulsan Poseidon, ex-Ryuhu). IMO 7519335. General cargo. 164 m, 5,701 t. Indonesian flag. Classification Society Biro Klasifikasi Indonesia. Built in 1977 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Karya Citra Danau Kalimantan (Indonesia). Detained in China in 2004 in Rizhao, in 2006 in Zhangjiagang and Shanghai and in 2007 in Guangzhou. Sold for demolition in India where it arrived under the name *Star 2*.



Tarpon Santiago (ex-Laser Santiago). IMO 7705441. General cargo. 146 m long, 5,653 t. Cyprus flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Mukaishima (Japan) by Hitachi. Owned by Tarpon Ship SAM (Monaco). Sold for demolition in China. \$360 per ton.



Team Al Emirates (ex-Kahloun, ex-Rawan, ex-Lolo, ex-Kretinga). IMO 7113208. General cargo. 102 m long. Panamanian flag. Classification Society unknown. Built in 1971 in Uusikaupunki (Finland) by Nystads. Owned by Team Marine Enterprise (United Arab Emirates). Sold for demolition to Pakistan.



Tina I (ex-Stina, ex-Garden, ex-Mistress, ex-Lucia, ex-Tor Forest, ex-Lucia Bos). IMO 7047370. General cargo. 76 m long, 814 t. Sierra Leone flag. Classification Society unknown. Built in 1971 in Korneuburg (Austria) by Korneuburg SW. Sold for demolition in India.



Winthrop Victory. IMO 5392147. General cargo. 138 m long, 4,526 t. United States flag. Without a classification society. Built in 1945 in Los Angeles (United States) by California SB Corp. Owned by US MARAD (United States). Laid up in the Reserve Fleet in Suisun Bay, California. Demolition in the United States by the ESCO Marine Shipyard of Brownsville, Texas. (Cf. *Mission Santa Ynez p 8*).



Roll on/roll off

Amanda 1 (ex-Amanda, ex-Amandine, ex-Vega, ex-Bruarfoss, ex-Persia, ex-Merzario Persia). IMO 7729045. Ro-ro. 173 m long, 7,010 t. Belize flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Kiel (Germany) by LIndianau Schiffswerft. Owned by Konvoy Maritime LTD (Turkey). Detained in 1999 in Rotterdam (Netherlands), in 2004 in Purfleet (United Kingdom) and in 2008 in Sète (France). Sold for demolition in India. \$375 per ton.



Danoosh (ex-Iran Bagheri, ex-Altenbels, ex-Stathesk). IMO 7428811. Ro-ro. 169 m long, 7,760 t. Iranian flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Gdansk (Poland) by Lénine Shipyards. Owned by IRISL (Iran). Detained in 2001 in Incheon (South Korea), in 2007 in Koper (Slovenia) and in 2008 in Algeiras (Spain). In April 2009, the *Danoosh* collided with the Indonesian container ship *Lagun Mas* in the strait of Singapore. Damaged, it was grounded for the repair of the cargo combytment. Sold for demolition in India. \$250 per ton.



Diamond Land (ex-Columbine, ex-Conti Bavaria ; ex-Genova, ex-Costa Ligure). IMO 7824687. Ro-ro. 177 m long, 11,477 t. Marshall Islands flag. Classification Society Germanischer Lloyd. Built in 1981 in Monfalcone (Italy) by Italcantieri. Owned by Maritime Carrier Shipping (Germany). Sold for demolition in India.



Ducky Science (ex-North Moon, ex-Burhan Dai, ex-Yellow K, ex-Aleksandr Starostenko). IMO 8623901. Ro-ro. 152 m long, 6,572 t. Panamanian flag. Classification Society Lloyd's Register of Shipping. Built in 1986 in Saint Petersburg (Russia) by A Zhdanov. Owned by NOS Shipmanagement Pte. Ltd. (India). Detained in 2006 in Vladivostok (Russia). Sold for demolition in India. \$380 per ton.



Ducky Splendid (ex-Global Byamount, ex-Nordana Successor, ex-Taabo, ex-Guyane, ex-Bright Amsterdam, ex-Ganda Gama, ex-Transpacifico). IMO 7719090. Ro-ro. 154 m long, 7,800 t. Panamanian flag. Classification Society Bureau Veritas. Built in 1981 in Monfalcone (Italy) by Italcantieri. Owned by Univan Ship Management Limited (China). Detained in 2001 in Anvers (Belgium), in 2003 in Vancouver (Canada) and in 2008 in Guangzhou (China). Sold for demolition in India. \$386 per ton.



Garibaldi. IMO 8020848. Ro-ro. 146 m long, 5,392 t. Italian flag. Classification Society RINA. Built in 1982 in Palermo (Italy) by Riuniti. Owned by Rete Ferroviaria (Italy). Sold as id in Italy for demolition in India. \$180 per ton.



Global Precision (ex-Chang Yi, ex-Yi Xing, ex-Hua Yuan Kou). IMO 7822146. Ro-ro. 146 m long, 5,768 t. Panamanian flag. Classification Society unknown. Built in 1979 in Sakaide (Japan) by Kawasaki Heavy Ind. Owned by Gulf Liner Shipping Agencies (United Arab Emirates). Sold for demolition in India. \$285 per ton.



Melih K (ex-Merdif 3, ex-Pella I, ex-Pella, ex-Wesley D, ex-Marc Spyros, ex-Mercandian Trader III). IMO 7725386. Ro-ro. 106 m long, 2,379 t. Panamanian flag. Classification Society Macosnar Corp. Built in 1980 in Frederikshavn (Denmark) by Frederikshavn Vft. Owned by Kalyoncu Ro Ro Denizcilik (Turkey). Sold for demolition in India.



Niledutch Prodigy (ex-NDS Prodigy, ex-Silkeborg, ex-Hudson, ex-Yuriy Maksaryov). IMO 8500666. Ro-ro. 182 m long, 10,200 t. Cyprus flag abandoned for that of the Comores for its last voyage. Classification Society Lloyd's Register of Shipping. Built in 1985 in Gdansk (Poland) by Lénine Shipyards. Owned by Schulte Shipmanagement (Germany). Sold for demolition in India. \$308 per ton.



Tor Anglia (ex-Comanav Tanger, ex-African Gateway, ex-Nordic Wasa, ex-Tana, ex-Merzrio Gallia). IMO 7707736. Ro-ro. 171 m long, 4,814 t. Danish flag. Classification Society Det Norske Veritas. Built in 1977 in Kiel (Germany) by LIndianau. Owned by DFDS A/S (Denmark). Sold for demolition in China. \$300 per ton.



Vans Queen (ex-Ceki Cedar). IMO 7727683. Ro-ro. 121 m long, 5,342 t. Liberian flag abandoned for that of Saint Kitts and Nevis. Classification Society Nippon Kaiji Kyokai. Built in 1978 in Kure (Japan) by Kegoya. Owned by Osterreichischer Lloyd Cyprus (Cyprus). Sold for demolition in India. \$356 per ton



Container ships

Asian Cygnus (ex-*Heung-A Jupiter*, ex-*Erimo Maru*). IMO 8404111. Container ship. 106 m long, 2,359 t. South Korean flag. Classification Society Korean Register of Shipping. Built in 1984 in Usuki (Japan) by Usuki Tekkosho. Owned by HAS Management Co Ltd (South Korea). Sold for demolition in China. \$340 per ton.

Cap Trafalgar (ex-*CMA CGM Pasteur*, ex-*CGM Pasteur*). IMO 8710950. Container ship. 200 m long, 13,266 t. Liberian flag. Classification Society Germanischer Lloyd. Built in 1990 in Lubeck-Siems (Germany) by Flender. Owned by Ofer Ships Holding (Israel). Sold for demolition to Bangladesh. \$392 per ton.



Cape May (ex-*Yamataka Maru*). IMO 8518209. Container ship. 248 m long, 15,000 t. Flag unknown. Classification Society Nippon Kaiji Kyokai. Built in 1986 in Innoshima (Japan) by Hitachi Zosen. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2003 in Shanghai (China). Sold for demolition in China.



Formosa Container n° 1 (ex-*Flame*, ex-*Niver Flame*, ex-*Penelope II*, ex-*Union Endeavour*, ex-*Dagmar Reeckmann*, ex-*Norasia Dagmar*). IMO 8115631. Container ship. 176 m long, 9,140 t. Liberian flag. Classification Society Bureau Veritas. Built in 1982 in Wismar (Germany, former Democratic Republic) by Mathias Thesen. Owned by Formosa Plastics Marine Corp (Taiwan). Sold for demolition in India. \$380 per ton.



Gati Suvidha (ex-*Furnas*, ex-*Zim Napoli III*, ex-*Zim Caribe II*, ex-*Ostestern*). IMO 8209561. Container ship. 104 m long, 2,415 t. Indian flag. Classification Society Indian Register of Shipping. Built in 1983 in Büsum (Germany) by Busumer. Sold for demolition to Bangladesh.



Golden Merchant (ex-*Eagle Comet*, ex-*Choyang Sun*, ex-*Lamon Bay*). IMO 8119699. Container ship. 176 m long, 8,340 t. South Korean flag. Classification Society Korean Register of Shipping. General cargo transporter built in 1985 in Szczecin (Poland) by A Warskiego and converted into a container ship in 2006. Owned by STX Pos Shipmanagement Co (South Korea). Detained in 2006 in Singapore. Sold for demolition in China. \$340 per ton.



Golden Trade (ex-*Americana*). IMO 8608119. Container ship. 176 m long, 9,045 t. South Korean flag. Classification Society Korean Register of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by STX Pos Shipmanagement Co (South Korea). Detained in 2002 in Hamburg (Germany). Sold for demolition in China. \$340 per ton.



Gothenburg Express (ex-*CP Liberator*, ex-*Lykes Liberator*, *Stella Lykes*, ex-*President Garfield*, ex-*Tillie Lykes*). IMO 8415952. Container ship. 259 m long, 16,847 t. Bermudian flag. Classification Society American Bureau of Shipping. Built in 1987 in Tamano (Japan) by Mitsui. Owned by Hapag-Lloyd Ships Ltd (Germany). Sold for demolition in India. \$320 per ton.



Jakarta Star II (ex-*Fas Semarang*, ex-*Jakarta Star I*, ex-*Zim Salerno*, ex-*City of Salerno*, ex-*ZIM Antwerpen*, ex-*Zim Eilat*). IMO 8100662. Container ship. 152 m long, 6,413 t. Cyprus flag. Classification Society Lloyd's Register of Shipping. Built in 1983 in Bremerhaven (Germany) by Schichau-Unterweser. Owned by ZIM Integrated Shipping (Israel). Sold for demolition in India. \$403 per ton.



Kiss (ex-*Delmas Kissama*, ex-*MOL Horizon*, ex-*Suzanne Delmas*, ex-*Suzanne*, ex-*Marfret Caraibes*, ex-*Ville de Marseille*). IMO 8002585. Container ship. 175 m long, 9,906 t. Bahamian flag. Classification Society Bureau Veritas. Built in 1982 in Saint-Nazaire (France) by Atlantic Shipyards. Owned by Midocean (Isle of Man). Sold for demolition in India. \$356 per ton.



Montserrat B (ex-Trsat, ex-Neptunia Atlantico, ex-Rijeka Express, ex-Medi Express). IMO 7826879. General cargo transporter converted in 2006 into a container ship. 175 m long, 9,017 t. Spanish flag. Classification Society Germanischer Lloyd. Built in 1981 in Szczecin (Poland) by A Warskiego. Owned by Boluda Lines (Spain). Detained in 2003 in Livorno (Italie). Sold as is in Spain for demolition in India. \$340 per ton as is in Spain. \$257 per ton pour weber. Et Cottzias



MSC Bulgaria (ex-Kestrel I, ex-Pelican I, ex-Zim Antwerp I, ex-Asia Opal, ex-LT Mediteranea, ex-Nuova Mediterranea, ex-Genova, ex-Erna Oldendorff, ex-Erna Oldendorff, ex-H Cegielski). IMO 8302143. Container ship. 202 m long, 13,485 t. Liberian flag. Classification Society Lloyd's Register of Shipping. Built in 1988 in Gdansk (Poland) by Lénine Shipyards. Owned by Cosmship Management S.A (Greece). Sold for demolition in India.



MSC Calcutta (ex-Hanjin Busan). IMO 7811367. Container ship. 200 m long, 9,842 t. Cyprus flag. Classification Society Korean Register of Shipping. Built in 1979 in Ulsan (South Korea) by Hyundai. Owned by Varship Shipping Co Ltd (Greece). Detained in 2001 in Singapore, in 2003 in Manila (Philippines) and in 2009 in Hong Kong (China). Sold for demolition in India. \$387 per ton.



MSC Idil (ex-MSC Al Amine, ex-Safmarine Galana, ex-Tarpon Silver, ex-Ivaran Cuarto, ex-Bangkok Glory, ex-Chalya Bhum, ex-Lanka Athula). IMO 8012877. Container ship. 136 m long, 4,438 t. Panamanian. Classification Society Germanischer Lloyd. Built in 1983 in Tigre (Argentina) by Astarsa. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2006 in Sines (Portugal). Sold for demolition in India. \$364 per ton.



MSC Koper (ex-Maersk Koper, ex-Sea Adventure, ex-Maersk Constanza, ex-Sea-Land Adventurer). IMO 7714351. Container ship. 201 m long, 9,534 t. Gibraltar flag. Classification Society American Bureau of Shipping. Built in 1978 in Kobe (Japan) by Mitsubishi from the main cargo section of the *San Francisco* (IMO 5309815, built in 1963). Owned by Target Marine SA (Greece). Sold for demolition in India.



MSC Leader (ex-Sea Leader, ex-Sea-Land Leader). IMO 7714325. Container ship. 201 m long, 13,250 t. Gibraltar flag. Classification Society American Bureau of Shipping. Built in 1978 in Kobe (Japan) by Mitsubishi from the main cargo section of the *Elizabethport* (IMO 5101835, built in 1962). Owned by Target Marine SA (Greece). Sold for demolition in India. \$368 per ton.



MSC Mekong (ex-Beauty, ex-Sea Lotus, ex-Worl Tiger). IMO 7618507. Container ship. 153 m long, 5,402 t. Maltese flag. Classification Society China Classification Society. Built in 1978 in Mie (Japan) by Yokkaichi. Owned by Goldenport Shipmanagement Ltd (Greece). Detained on two occasions in 2003 in Hong Kong (China). Sold for demolition to Bangladesh.



MSC Pioneer (ex-Sea Pioneer, ex-Sea-Land Pioneer). IMO 7714337. Container ship. 201 m long, 9,416 t. Gibraltar flag. Classification Society American Bureau of Shipping. Built in 1978 in Kobe (Japan) by Mitsubishi from the cargo combytment of the *Los Angeles* (IMO 5212426, built in 1962). Owned by Porter Shipping SA (Greece). Sold for demolition in India. \$393 per ton.



MSC Sena (ex-Hyundai Pioneer, ex-MSC Pioneer, ex-P&O Nedlloyd Miami). IMO 8511328. Container ship. 244 m long, 14,783 t. Panamanian flag. Classification Society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2003 in Hong Kong (China). Sold for demolition in India. \$395 per ton.



MSC Toba (ex-Maersk Toba, ex-Leda Maersk). IMO 7909413. Container ship. 270 m long, 18,558 t. Greek flag. Classification Society Lloyd's Register of Shipping. Built in 1982 in Lindo (Denmark) by Odense Staalskibs; extended in 1985. Owned by Costamare Shipping (Greece). Detained in 2007 in San Francisco (United States) and Shenzhen (China). Sold for demolition in India. \$425 per ton.



Niki (ex-MSC Nikita, ex-Sea-Land Indiapendence). IMO 7820942. Container ship. 257 m long, 17,286 t. Panamanian flag. Classification Society Germanischer Lloyd. Built in 1980 in Nagasaki (Japan) by Mitsubishi; extended in 1985. Owned by MSC - Mediterranean Shipping Company (Switzerland). In August 2009, the *MSC Nikita* collided with the cargo ship *Nirint Pride* off the Dutch coast. It was towed to Rotterdam with a leak near its engine room, emptied of its cargo, and judged irreparable. Sold as is in the Netherlands for demolition in a Chinese ship-breaking yard. Towed by the *Salvage Leader*, it is expected in Shanghai in mid-June. \$240 per ton.



Peyo Yavorov. IMO 8325937. Container ship. 158 m long, 6,695 t. Bulgarian flag. Classification Society Lloyd's Register of Shipping. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navigation Maritime Bulgaria (Bulgaria). Detained in 1998 in London (United Kingdom) and in Havre (France) in 2004 after colliding on April 14 with the trawler *Corona Gloria* in the English Channel. Sold for demolition in Bangladesh.



Peyo Yavorov, August 2005, The Netherlands © Wil Weijsters

Primorye Maru. IMO 7627974. Container ship. 128 m long, 3,685 t. Singaporean flag. Classification Society Nippon Kaiji Kyokai. Built in 1977 in Kagoshima (Japan) by Kagoshima Dock. Owned by Seaspirit Singapore Pte Ltd (Japan). Detained. Sold for demolition in China. \$326 per ton.

Sinokor Shangai (ex-Jubilee Glory, ex-Inco Providence, ex-Providence, ex-Pacific Link, ex-Zim Lisbon, ex-Pacific Link, ex-Maersk Busan, ex-Hayakawa Maru). IMO 8011237. Container ship. 211 m long, 12,376 t. South Korean flag. Classification Society Korean Register of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi. Owned by KC Line Co. Ltd (South Korea). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in China. \$342 per ton.



Toledo (ex-MSC Toledo, ex-Savona Bridge, ex-Maersk Toledo, ex-Mc Kinney Maersk, ex-Lindo Maersk). IMO 8417479. Container ship. 270 m long, 19,222 t. Hong Kong flag. Classification Society Det Norske Veritas. Built in 1985 in Lindo (Denmark) by Odense Staalskibs. Owned by Jahre Wallem AS (Norway). Sold for demolition in Bangladesh.



Tower Bridge. IMO 8505989. Container ship. 226 m long, 13,140 t. Singaporean flag. Classification Society Nippon Kaiji Kyokai. Built in 1985 in Kobe (Japan) by Kawasaki. Owned by K Line Ship Management Co Ltd (Japan). Detained in 2003 in Hong Kong (China). Sold for demolition in China. \$360 per ton.



Zulka-1 (ex-Maria Dolores del Mar, ex-Camerun). IMO 7711684. Container ship. 127 m long. Comorian flag. Classification Society Dromon Bureau of Shipping. Built in 1983 in Huelva (Spain) by Huelva Astilleros. Owned by ISM Group Ltd (Syria). Detained in 2007 in Novorossiysk (Russia). Sold for demolition in India. \$358 per ton.



Refrigerated cargo

Finskiy Zaliv (ex-SulIMO jos Ilanka). IMO 7007540. Refrigerated cargo. 164 m long, 7,090 t. Russian flag. Classification Society Russian Maritime Register of Shipping. Built in 1970 in La Seyne-sur-Mer (France) by Mediterranean Shipyards. Owned by Trans Wind (Russia). Detained in 2002 in Punta Arenas (Chile) et Kinki (Japan). Sold for demolition in China. \$310 per ton.



Kursk (ex-Kurska). IMO 8313843. Refrigerated cargo. 146 m long, 7,790 t. Maltese flag. Classification Society Russian Maritime Register of Shipping. Built in 1983 in Gdansk (Poland) by Lénine Shipyards. Owned by Ost-West-Handel Und Schifffahrt (Germany). Sold for demolition in India.



Snow Land (ex-Kyma, ex-Chiquita Tower, ex-Silver Tower, ex-South Fountain, ex-Malayan King). IMO 7203223. Refrigerated cargo. 173 m long, 9,220 t. Cook Islands flag. Classification Society Lloyd's Register of Shipping. Built in 1972 in La Ciotat (France) by the Workshops and Shipyards of La Ciotat. Owned by Holy House Shipping AB (Sweden). Sold for demolition in India. \$360 per ton.



Snow Land, leaving Antwerp harbour October 2005 © Gerda & Frederik Plets

Bulk carrier

Alexander K (ex-Calliope, ex-Federal Calliope, ex-Federal Saguenay). IMO 7703584. Bulk carrier. 188 m long, 8,208 t. Lebanese flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Chekka Shipping SA (Greece). Detained in 2002 in Eleusina (Greece) and in 2003 in Venice (Italy). Sold for demolition in India. \$370 per ton.



Ali Murtaza (ex-Gulsum Ana, ex-Stadion). IMO 7379266. Bulk carrier. 182 m long, 7,693 t. Comorian flag. Classification Society International Naval Surveys Bureau. Built in 1975 in Shimizu (Japan) by Kanasashi Zosen. Owned by Silvia Shiptrade (Singapore). Detained in 1997 in Rotterdam (Netherlands), in 2000 in Belfast (United Kingdom) and in 2001 in Hong Kong (China). Sold for demolition in Bangladesh. \$348 per ton.



Aqua Grace (ex-*Mustafa Sari*, ex-*Lion Princess*, ex-*Souria*, ex-*Rima*, ex-*Hafnia*, ex-*Capetan Halaris*, ex-*Elbhof*). IMO 7633090. Bulk carrier. 146 m long, 4,830 t. Panamanian flag. Classification Society Bureau Veritas. Built in 1978 in Numakuma (Japan) by Tsuneishi. Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



Brave Richard (ex-*Paul X*, ex-*Athinoula*, ex-*Fanis*, ex-*Celtic Sea*, ex-*Truejoy*). IMO 7639692. Bulk carrier. 176 m long, 7,730 t. Georgian flag. Classification Society International Register of Shipping. Built in 1977 in Shimonoseki (Japan) by Hayashikane. Owned by Litat Line (Lebanon). Sold as is in Ajman for demolition in Pakistan. \$345 per ton.



Castillo de Olivenza (ex-*Docetaurus*). IMO 7433529. Bulk carrier. 216 m long, 10,769 t. Brazilian flag. Classification Society Bureau Veritas. Built in 1983 in Rio de Janeiro (Brazil) by Caneco. Owned by Elcano Navegacao (Brazil). Detained in 2004 in Tilbury (United Kingdom). Sold for demolition in India. \$348 per ton.



DD Master (ex-*Eleni K*, ex-*Negril Bay*, ex-*Seram*, ex-*Dalva*, ex-*Alison*). IMO 7433036. Bulk carrier. 173 m long, 7,929 t. Saint Vincent and Grenadines. Classification Society Korean Register of Shipping. Built in 1983 in Niteroi (Brazil) by CCN Maua. Owned by DD Shipping SA (Russia). Detained in 2000 Eleusina (Greece), in 2004 in Kunsan (South Korea), in 2006 in Mumbai (India) and in 2009 in Zoushan and Dalian (China). Sold for demolition in India. \$365 per ton.



Harita Bauxite (ex-*Orfeas*, ex-*Baha Karahasan*, ex-*IMO Missouri*, ex-*Ogden Missouri*). IMO 103664. Bulk carrier. 192 m long, 9,879 t. Panamanian flag. Classification Society RINA. Built in 1983 in Kure (Japan) by Ishikawajima-Harima. Owned by Century Shipmanagement Pte Ltd (Singapore). Detained in 2007 in Portland (United States). Sold for demolition in China. \$317 per ton.



Holy Light (ex-*CHC n°2*, ex-*Giovanni*, ex-*Fairness*). IMO 7619393. Bulk carrier. 187 m long, 7,450 t. Panamanian flag. Classification Society Russian Maritime Register of Shipping. Built in 1977 in Aioi (Japan) by Ishikawajima-Harima. Owned by DND Management Inc (Greece). Detained in 2002 in Mokpo (South Korea). Sold for demolition in Bangladesh. \$418 per ton.



Ikan Progreso (ex-*Alam Progreso*, ex-*Nomadic Sailor*, ex-*Costis*). IMO 7612929. Bulk carrier. 187 m long. Singaporean flag. Classification Society Lloyd's Register of Shipping. Built in 1977 in Yokohama (Japan) by Ishikawajima-Harima. Owned by PACC Ship Managers Pte Ltd (Singapore). Detained in 2000 in Vancouver (Canada). Sold for demolition in China.



Khaled Muhieddine (ex-*Costas*, ex-*Constellation*, ex-*Nopal Trader*, ex-*Manila Kim*, ex-*Knight Kim*, ex-*Sie KIm*). IMO 7622261. Bulk Carrier. 148 m long, 4,654 t. Panamanian flag. Classification Society Bulgarski Koraben Registrar. Built in 1977 in Takamatsu (Japan) by Shikoku. Owned by Muhieddine Shipping Co (Syria). Detained in 2004 in Venice (Italie), in 2006 in Novorossiysk (Russia) and Alicante (Spain) and in 2009 in Nikolayev (Ukraine). Sold for demolition in India. \$380 per ton.



Kulnatee (ex-*Alperen*, ex-*Berrak-N*, ex-*Aurora Ruby*, ex-*La Cosecha*, ex-*Eishin*, ex-*Scan Challenger*). IMO 7632541. Bulk carrier. 141 m long, 4,129 t. Thai flag. Without a Classification Society according to the last inspection of the port state in June 2009. Built in 1977 in Kochi (Japan) by Kochi Jyuko. Owned by Gunkul Trading & Agency Co Ltd (Thailand). Detained in 1999 in Middlesbrough (United Kingdom), in 2000 in Rouen (France) and Fredericia (Denmark), in 2002 in New Orleans (United States), in 2003 in Middlesbrough and Ipswich (United Kingdom), in 2005 in Fangcheng (China), in 2006 in Chennai (India), in 2008 in Manila (Philippines) and in 2009 in Tanjung Priok (Indonesia). Sold for demolition in India. \$342 per ton.



Kyla (ex-*Bulktiger*, ex-*Gallant Ti*, ex-*ger*, ex-*Juanita II*, ex-*Onstad Trader*). IMO 8000460. Bulk Carrier. 270 m long, 19,200 t. Liberian flag. Classification Society RINA. Built in 1982 in Kobe (Japan) by Kawasaki Heavy Inds. Owned by Kyla Shipping (Greece). Detained in 2005 in Port Kembla (Australia). Sold as is in Brazil for demolition in India. \$205 per ton.



Lucky Safe (ex-*Alison*, ex-*Margie*, ex-*Elevit*, ex-*Darya Chand*, ex-*Bonanza*, ex-*Itel Bonanza*). IMO 7612230. Bulk carrier. 178 m long, 6,839 t. Panamanian flag. Classification Society Panama Maritime Surveyors Bureau Inc. Built in 1977 in Oppama (Japan) by Sumitomo. Owned by Hong Kong Luckyocean Shpg Ltd (China). Detained in China in 2005 in Nanjing, in 2006 in Lianyungang and in 2009 in Humen. Sold for demolition in China.



Maritime Faith (ex-*Crystal Star*). IMO 7701378. Bulk carrier. 158 m long, 5,466 t. Malaysian flag. Classification Society Nippon Kaiji Kyokai. Built in 1979 in Chofu (Japan) by Kyokuyo. Owned by MSI Ship Management Pte Ltd (Singapore). Sold for demolition in Bangladesh.

Micro (ex-*Mikado*, ex-*Elena G*, ex-*Kedma*, ex-*Montalto*, ex-*Moncey*). IMO 714569. Bulk carrier. 145 m long, 4,583 t. Panamanian flag. Classification Society Polski Rejestr Statkow. Built in 1978 in Imari (Japan) by Namura. Owned by Seatrans Management (Greece). Detained in 2003 in Rijeka (Croatia) and in 2007 in La Spezia (Italy). Sold for demolition in India. \$380 per ton.



Milos (ex-*Atlanticway*, ex-*China Progress*, ex-*Benhope*). IMO 7356630. Bulk carrier. 228 m long, 11,703 t. Greek flag. Classification Society Lloyd's Register of Shipping. Built in 1978 in Deptford (United Kingdom) by Sunderland SB Ltd. Owned by Polembros Shipping Ltd (Greece). Detained in 1999 in Fredericia (Denmark) and in New Orleans (United States), in 2000 in Incheon (South Korea) and in 2004 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. \$395 per ton.



Panagia (ex-*St Peter*, ex-*Buyalyk*, ex-*Kapitan Fomenko*, ex-*Bah Kim*). IMO 7909891. Bulk carrier. 186 m long, 10,135 t. Liberian flag. Classification Society Russian Maritime Register of Shipping. Built in 1982 in Gdynia (Poland) by the common shipyards of Paris. Owned by Regal Navigation Ltd (Ukraine). Detained in 2009 in Québec (Canada). Sold for demolition in China. \$345 per ton.



Rose S (ex-*Rose Star*, ex-*Glory Dalian*, ex-*Fantom*, ex-*Salud Ace*, ex-*Colorado Highway*, ex-*Toyota n°24*). IMO 7525530. Bulk carrier. 194 m long, 9,121 t. Panamanian flag. Classification Society Inter maritime Certification Services. Built in 1976 in Marugame (Japan) by Imabari. Owned by Prayati Shipping Pvt Ltd (India). This owner specializes in beating old ships already sent to the breaking yards : the tanker *Presidente* in summer 2009 ; its next Cet armateur spécialisé dans le rabattage des vieilles coques a déjà envoyé à la casse le tanker *Presidente* en été 2009 ; its next case should be the old Finnish ferry *Onyx* which was in the newx throughout Europe since its start in Vaasa (Finland) in October 2009. Detained in 2002 in Liverpool (United Kingdom), in 2005 in Québec (Canada), and in 2007 in Mangalore (India). Sold for demolition in India. \$345 per ton.



St. Luke (ex-*Altestovo*, ex-*Nikolay Kuznetsov*). IMO 8330463. Bulk carrier. 215 m long, 13,580 t. Unknown flag. Classification Society unknown. Built in 1984 in Oktyabrskoye (Russia) by Okean SSZ. Detained in 1999 in Gdynia (Poland) and in 2001 in Bremen (Germany). Sold for demolition in India. \$345 per ton.



St. Peter (ex-*St. Luke*, ex-*Artemida*, ex-*Free Fighter*, ex-*South Glory*, ex-*Tina 1*, ex-*Graigwerdd*, ex-*Vari*). IMO 8027755. Bulk carrier. 201 m long, 10,135 t. Liberian flag. Classification Society Russian Maritime Register of Shipping. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Unimor Shipping Agency (Ukraine). Detained in 2007 in Anvers (Belgium) and in Byadip (India). Sold for demolition in India. \$345 per ton.



Tine (ex-*Matinelli*, ex-*Judi Muhieddine*, ex-*Marine Legend*, ex-*Alexandrite*, ex-*Oceanis*, ex-*Ken Spanker*, ex-*Pacific Spanker*, ex-*Green Spanker*). IMO 916818. Bulk carrier. 160 m long, 5,769 t. Sierra Leone flag. Classification Society unknown. Built in 1980 in Hakata (Japan) by Watanabe Zosen. Owned by Valdivia Ship Management Corp (Greece). Detained in 2004 in Vostochny (Russia), in 2006 in Novorossiysk (Russia) and in 2009 in Nikolayev (Ukraine). Sold for demolition in India.



Winner 4 (ex-Qing Hai, ex-An Yang, ex-Long Hai, ex-Sabrina, ex-Nina, ex-Kyrenia, ex-Forum Victory, ex-Ken Trader, ex-Ysi Trader). IMO 7628382. Bulk carrier. 214 m long, 13,726 t. Panamanian flag. Classification Society Isthmus Bureau of Shipping. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by Ningbo Shanglun Ship Management (China). Detained in 1998 in Cardiff (United Kingdom), in 2003 in Constanta (Romania), in 2004 in Guangzhou (China), in 2006 in Tianjin (China) and on two occasions in 2007 in Fuzhou (China). Sold for demolition in India. \$327 per ton.



Cement Tanker

Cement One (ex-Cap Feno, ex-La Paimpolaise, ex-Bree Helle). IMO 5051028. Cement carrier. 61 m in length, 390 t. Italian flag. Classification society unknown. Built in 1962 in Waterhuizen (Netherlands). Owned by Italiana Navigazione (Italy). Sold for demolition in Pakistan.



Little Vanguard (ex-Tenyo Maru). IMO 7005891. Cement carrier. 128 m in length. Panamanian flag. Classification Society Nippon Kaiji Kyokai. Built in 1969 in Toyama (Japan) by Nipponkai. Owned by TMT Co Ltd (Taiwan). Detained in 2001 in Masam (South Korea) and in 2008 in Tangshan (China). Sold for demolition in India. \$375 per ton.



Dolphin VI (ex-Rig Deliverer, ex-Pimesa, ex-Seabulk Grebe, ex-Red Grebe, ex-Smit-Lloyd 109). IMO 7368281. Supply tug. 63 m in length, 1,480 t. Panamanian flag. Classification Society Universal Shipping Bureau. Built in 1974 in Krimpen (Netherlands) by Giessen-de Noord. Owned by Green Ocean Ship Management (India). Detained in 2008 in Durban (South Africa). Sold for demolition in India.



Car carrier

Car Bridge 1 (ex-Zimcar 1, ex-Delborg, ex-Primavera, ex-Jinto Maru). IMO 8109943. Car carrier. 200 m long, 14,134 t. Liberian flag. Classification Society Nippon Kaiji Kyokai. Built in 1981 in Marugame (Japan) by Imabari Zosen. Owned by Ofer Ships Holding (Israel). Detained in 2009 in Incheon (South Korea). Sold for demolition in Bangladesh.



Hoegh Cochin (ex-Maersk Cloud, ex-Rich Victoria). IMO 8211526. Car carrier. 166 m long, 11,234 t. Singaporean flag. Classification Society Nippon Kaiji Kyokai. Built in 1983 in Saiki (Japan) by Usuki Tekkosho. Owned by Hoegh Fleet Services AS (Norway). Detained in 2005 and in 2007 in Auckland (New Zealand). Sold for demolition in China.



Hoegh Tramper (ex-Hual Tramper, ex-Hual Rolita, ex-Rolita). IMO 7900209. Car carrier. 180 m long, 11,443 t. Bahamian flag. Classification Society Det Norske Veritas. Built in 1980 in Numakuma (China) by Tsuneishi. Owned by Hoegh Fleet Services AS (Norway). Sold for demolition in China.



Leader (ex-Straits Leader, ex-Eufonia, ex-Yujin, ex-Yujin Maru). IMO 8110136. Car carrier. 165 m long, 8,439 t. Tuvalu flag. Classification Society unknown. Built in 1981 in Onishi (Japan) by Kurushima. Sold for demolition in India. \$340 per ton.



Mercury Ace. IMO 8315243. Car carrier. 199 m long, 12,700 t. Panamanian flag. Classification Society Nippon Kaiji Kyokai. Built in 1985 in Mizushima (Japan) by Sanoyasu. Owned by New Asian Shipping Co Ltd (Hong Kong, China). Sold for demolition in India. \$372 per ton.

New York Highway (ex-Morning Sapphire, ex-New York Highway). IMO 8416126. Car carrier. 180 m long, 10,369 t. Japanese flag. Classification Society Nippon Kaiji Kyokai. Built in 1985 in Oshima (Japan) by Oshima SB. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Her demolition in a "green" recycling breaking yard in Hokkaido (Japan) was subsidized by the Japanese government for \$3.37 million.

Pelander (ex-Sun Hope). IMO 7913115. Car carrier. 165 m long, 8,439 t. Panamanian flag. Classification Society Nippon Kaiji Kyokai. Built in 1979 in Onishi (Japan) by Kurushima. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition in China. \$340 per ton.

Sea Ahmed (ex-Aya II, ex-Pioneer Ace). IMO 7801659. Car carrier. 176 m long, 11,375 t. Liberian flag. Classification Society Germanischer Lloyd. Built in 1978 in Onishi (Japan) by Kurushima. Owned by Abou Merhi Ship Management (Lebanon). Detained in 2010 in Woods Hole (United States). Sold for demolition in Bangladesh. \$393 per ton.



Sea Ahmed. Grünendeich, July 2007© Vesseltracker

Sea Atef (ex-Pacific Winner, ex-Repubblica di Pisa). IMO 8511691. Car carrier. 213 m long, 16,312 t. Maltese flag. Classification Society American Bureau of Shipping. Built in 1987 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania SpA ; extended in 1991. Owned by Abou Merhi Ship Management (Lebanon). Detained in 1999 in Barcelona (Spain), in 2002 in Bremen (Germany) and in 2008 in San Francisco (United States). Sold for demolition in Bangladesh. \$393 per ton.



Sea Hana (ex-Scan Car, ex-Emerald Ray, ex-Queen Emerald). IMO 7722188. Car carrier. 178 m long, 5,385 t. Panamanian flag. Classification Society Nippon Kaiji Kyokai. Built in 1978 in Shimizu (Japan) by Kanasashi Zosen ; extended in 1981. Owned by Abou Merhi Ship Management (Lebanon). Detained in 2004 in Brisbane (Australia), in 2006 in Yokohama (Japan) and in 2009 in Jacksonville (United States). Sold for demolition in Bangladesh. \$393 per ton.



Sources

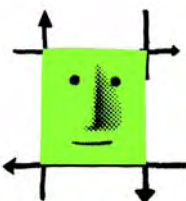
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April 5th to July 1st 2010



ROBIN DES BOIS

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Ships wrecked in the bay of Nouadhibou, Islamic Republic of Mauritania © Jan Smith

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Ship-breaking in Mauritania

It is the largest natural shelter of the Atlantic coast between Tanger and Dakar. For the last hundred years, the Nouadhibou bay has been a sanctuary for disabled and abandoned ships. The *Méduse* was also shipwrecked there before Géricault painted *The Raft of the Medusa* in 1819. Just over 100 wrecks are recorded. Some estimates mention up to 400 sunken wrecks.

Mainland Mauritania is desertic, maritime Mauritania was a natural aquarium overflowing with fish, shrimps, cephalopods and whales. Over and over again, the waters under Mauritanian control have been exploited in the framework of intergovernmental agreements by France since 1961, Greece since 1966, Egypt and Spain since 1964, Bulgaria in 1971, Algeria and Russia in 1973, Romania in 1974, Poland in 1975, Lybia in 1977, Irak in 1979 and Ivory Coast, Ghana, Morocco, Nigeria, and Senegal. Moreover, shipowners from Bermuda, Kuwait, Norway, Panama, Sweden, the former German Democratic Republic, the Netherlands, and Japan, have signed protocols with Mauritania. The whole world has been fishing there, which explains the diversity of shipyards for vessels now turned irreversibly

into wrecks. Among them, two whaling vessels have been mentioned, the *Tekane* and the *Boulenouar*. Despite extensive research by a friend of "A la casse.com", an expert in maritime genealogy, it was impossible to track down the original owners using the names of the ships at the time of their abandon. Yet, according to the international whaling ship registry held by the International Whaling Commission, two Russian units, the *Skromnyy* and the *Solidarnyy*, built in 1960, ended their career under Mauritian flag yet they are larger than the *Tekane* and the *Boulenouar*. Another wreck, the *Idini*, a patrol boat for the military of Mauritania was a former Russian whaling vessel. In 1979, Mauritania conditioned the delivery of fishing permits to the founding of joint venture companies financed by foreign partners and imposing that a large portion of fishing products be brought ashore in Mauritania. But after a few years, the lack of land-based refrigeration and transformation equipment, as well as unfulfilled promises in terms of investment, led to the failure of that attempt in reappropriating halieutic resources. Being unfair players, Mauritania's international partners had sent out fishing vessels that were exhausted and technically out-of-date. These were left behind, and during the 1980s, the ship graveyard of Nouadhibou Bay flourished.

In 2001, the European Union committed itself to clearing this collection of wrecks. This environmental resolution was attached to an agreement with the Mauritian government authorizing a 5-year access to the Mauritian economic zone for European fleets. In 2006, when time came to renew this agreement, the European Union had not yet done anything in that respect, and the commitment was reaffirmed. The Fishing Commissioner then underlined the fact that "this new protocol marks a change with the former ones and respects the mutual interests of both parties, as well as the environment".

In 2008, the Islamic Republic of Mauritania launched a call for « the removal of 57 wrecks from the Nouadhibou Bay ». In fact, 58 vessels which are not accessible from the coast line are listed. All the wrecks which are accessible by foot and at low tide are excluded from the tender. The tenderers have until August 17th to file their proposals. The European Union will pay for this operation. The EU representative in Mauritania will act as a delegate for the Nouadhibou Port Authority, which will be the project owner. The EU will be de facto in charge of controlling the progress of the operation it finances. The problem is that the modalities of waste management and wreck "clearing" are extremely vague. They are based on the need to improve "safety" but none of the options are satisfactory and environmental protection only comes second. The wrecks may be submerged or regrouped in a designated location as near to the shore as possible. The possibility of sinking the wrecks within the framework of a European financed project in Africa is unacceptable. This would open the door to other "oceanisation" of floating wrecks abandoned for exemple in the ports of Dakar or Abidjan. Pollutants that may be technically extracted, and within the limits permitted by the Mauritanian regulations, would be stored in containers and left afterwards under the responsibility of the Nouhadibou Port Authority. It is distressing to note that the partnership offered by the EU to one of the most deprived African countries is so unambitious and recommends negligent and derisory practices that it would not dare to promote in Brittany or in the Mediterranean Sea. To leave Mauritania deal with the dangerous waste at the end of operations is particularly inelegant. It is true that the European Union has no longer a strategy for demolishing vessels. The new Commission and the new Parliament do not care. Welcome to pirates and offshore platforms. The wheel is turning. The sailing route towards Asia for European vessels at the end of their life will remain crowded. **(See the complete list of wrecks page 40 to 44)**



Bay of Nouadhibou © Berny Sèbe - Geographical Magazine.

Ship-breaking across the globe



Norgas Traveller, Houston, United States, August 9 2008 © Michael Martin (see page 18)

Records beaten for 2010

Between April 5th to July 1st 2010, **290 vessels** were sent to be demolished. The pace has accelerated compared with the first quarter to 22 ships per week. The number one destination, whether in terms of number of ships or total tonnage, is India with 117 vessels (40%). Turkey, which acquired 51 small sized ships primarily ferries and general cargo ships (18%), made a remarkable return, the combined steel industries/demolition of vessels is working well. The wrecks are no longer demolished on beaches. The principle is to carry out dry demolition. If the rear of the wreck remains in the water, the potential pollutants are caught in containment booms. Demolition is carried out on solid surfaces and liquid waste can be collected. In the hit parade of ship-breaking, Turkey takes second place ahead of China with 43 vessels (15%), Bangladesh with 24 (8%) and Pakistan with 22 (8%). The cumulative total of the demolitions will allow the recycling of more than 1.7 million tons of metal. The tankers, -oil and chemical tankers, including gas carriers-, constituted the largest category of ships going to the ship breaking yards this trimester with 95 ships (29%). In weight, this group of tankers represents 650,000 tons, or almost 40%, of recycled metal. Only 35 were single hulled ships with a mean age of 32 years while the average for double hull, double bottom or double sided ships was only 26; a sign perhaps that the difficulty of maintenance the aforementioned shortens their lifespan. 25 container ships (9%), 20 bulk containers (7%), 17 car carriers (6%) continue pass time as well as 73 general cargo ships that are also left to float, amongst which 30% are more than 40 years old.

The prices offered by the Asian demolition yards have significantly increased and continued until May, when a slight decline brought prices back to the rates recorded in January. This ebb has been the mildest in China which permits its demolition yards to propose very interesting prices to the owners of old hulls, of around 400 \$ per ton. China is selling a green image for demolition. Of the 75 shipyards, a handful would supposedly carry out good work, considering the available infrastructure; Jiangyin shipyard, where the *Serepca 1* owned by Total was broken up (see shipbreaking.com #13,15,18 and Round Robin n°1¹) is at the forefront. The picture is not as pretty as it looks. The demolition is carried out on the quays. There are no dry docks in China.

Activites suspended in Bangladesh

In Bangladesh, the Supreme Court suspended the authorizations of beaching following a new action by the NGO Bangladesh Environmental Lawyers Association (BELA) who demand respect for environmental and social standards. In consequence, no ships have been beached at Chittagong since the second fortnight of May but the ships which arrived before the court's decision continue to be dismantled in the shipyards. In the meantime one can remember that last year the same court menaced

¹ <http://www.robindesbois.org/english/english.html>

the closure of all the shipyards which do not guarantee environmental standards and banned the importation of vessels which have not undergone prior extraction of pollutants. After some hesitations, business resumed.

Asbestos aboard old and new ships

On the downside: shipyards in Turkey still use asbestos in new ships. This is what a ship-owner from The Netherlands discovered in 2009 when his chemical tanker was delivered. According to Lloyd's List, this is not an isolated case; even though an amendment to the Safety Of Life At Sea convention (SOLAS) bans asbestos since 2002, many shipbuilding and repair yards in Asia and across the globe are still using asbestos.

The car ferry scandal

Ferries and passenger ships have an average age of 44 years. The fate of these veterans riddled with asbestos and dangerous for maritime safety varies. The Finnish *Onyx* which merits a red card after its fraudulent departure from Europe and ultimate slight of hand by those in Dubai, where it was renamed "*Kaptain Boris*", before its beaching for demolition in Pakistan (see the bulletin shipbreaking.com #19² and the group of stories "Hunting down the *Onyx*" on Robin des Bois's website³). Prayati Shipping, the owner of the *Onyx*, have since confirmed their status as a locator of old hulls and as the owners of end of ships last trips with the sales in this quarter of the ferry *Sara I*, Ro-Ro *Bodrum*, general cargo ship *Bulk Express* (each renamed respectively *Winner 10*, *Winner II*, and *Winner 7*), and of the chemical tanker *Antisana*. This cunning ship-owner takes the precaution to register it's vessels for their last trip to countries which have not signed the Basel Convention or it's Ban Amendment. Three ferries from the Isle of Wight *Caedmon*, *Cenred* and *Cenwulf* retired from service in 2008; the various attempts to resell in order for them to continue services have failed, notably to South America or to Sierra Leone where vessels provide a shuttling service between the Lungi-International Airport and Freetown. They have finally been towed all the way to Harlingen (The Netherlands) then to the Smedegaarden demolition yards in Esbjerg (Denmark). The *Pentalina B*, which was judged unfit for navigation in European waters, she left Scotland then France without much hassle, in spite of Robin des Bois and Mor-glaz's warnings (a Brittany based association). She will be used for transport at the risk of passengers and freight in the Cape Verde archipelago. It is to be noted and it is most regrettable that following the French intergovernmental environmental round table "Grenelle de la Mer", implementation of a working group on the renewal of southern countries fleets is not yet operational.

As for the old American troop transporters they continue to be cleaned, and then towed to the demolition yards in Texas.



Caedmon, March 5, 2010, towed out of Southampton for the Danish demolition yards

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² <http://www.robindesbois.org/english/shipbreaking19.pdf>






³ <http://www.robindesbois.org/english/english.html>

After detention, the scrapping

The substandard vessels were the first to leave, but they are not demolished in the countries, notably European, that they were detained in. At least 126 ships (43%) were previously detained in harbours worldwide with a rate of 60% for bulk containers, reefers, and general cargo ships; 104 (36%) were controlled by a classification society which does not belong to the IACS (International Association of Classification Societies) or had no classification.

Years and Meters

The average age of these end-of life ships between April 5th and July 1st ranged between 13 years for the bulk carrier *Bright Century*, victim of a collision, and 67 years for the American troop transporter *General John Pope*. The average age was 31 years old; it is 23 years average for the car carriers, 28 years average for the tankers and container ships, 12 years average for the bulk carriers, 35 years average for the general cargo ships and as mentioned earlier 44 years average for ferries and passenger ships. 171 ships were less than 150m in length, 85 measured between 150 and 199m, and 34 between 200 and 336m.

	Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).
	Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.
	Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.
	Vessel 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.

Ferry

Abbondo (ex-*Giulia D'Abundo*, ex- *Quiberon*, ex-*Nils Dacke*). IMO 7362110. Ferry. Length 129m, 6,129 t. Saint Kitts and Nevis flag. Classification society Bureau Veritas. Built in 1975 in Rendsburg (Germany) by Nobiskrug. Owned by Medmar (Italy). Veteran of Brittany Ferries from 1982 to 2003. Sold for demolition to India.



Athens (ex-*Athens Express*, ex-*Brisbane Trader*). IMO 6909624. Ferry. Length 136 m, 6,095 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1969 in Brisbane (Australia) by Evans Deakin. Owned by Wavelord Navigation Co Ltd (Greece). Sold for demolition to India where she arrived under the name *Winner 11*.



Atlantic (ex-*Old Point Comfort*, ex-*Albany*, ex-*LST 970*). IMO 5262081. Ferry. Length 93 m, 1,575 t. Uruguayan flag. Built in 1945 in Hingham, Massachusetts (United States) by Bethlehem Hingham Shipyard Inc. Finally bought in 1958 by the Virginia Ferry Corporation, she was converted into a passenger and car ferry for the Chesapeake Bay until the opening of Chesapeake Bay Bridge Tunnel in 1964. Owned by Antlantida Navegacion (Uruguay). Sold as is in Argentina. Unknown destination of demolition.



© The Eastern Shore of Virginia

Caedmon. IMO 7314888. Ferry. Length 57 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and sold for demolition in Ejsberg (Denmark) by Smedegaarden demolition yard.



Cenred. IMO 7324091. Ferry. Length 60 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and sold for demolition in Ejsberg (Denmark) by Smedegaarden: a demolition yard.



Cenwulf. IMO 7320021. Ferry. Length 60 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and sold for demolition in Ejsberg (Denmark) by the demolition shipyard Smedegaarden.



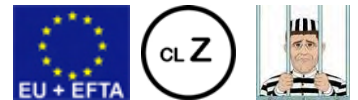
Europa I (ex-Slavija I, ex-Slavija, ex-Skipper Clement, ex-Jens Kofoed) IMO 5405542. Ferry. Length 88 m. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1963 in South Dock (United Kingdom) by Bartram. Owned by Skenderbeg Lines Ltd (Italy). Detained in 2006 and in 2008 in Brindisi (Italy). Sold for demolition to Turkey. 189 \$ US per ton.



Istra (ex-Balkanija, ex-Dana Gloria, ex-Mette Mo, ex-Mette Mols). IMO 6525143. Ferry. Length 92 m. Croatian flag. Classification society Ceskoslovensky Lodin Register. Built in 1966 in Aalborg (Denmark) by Aalborg Vft. Owned by Jadrolinija (Croatia). Sold for demolition to Turkey.



Kilmore (ex-Chong Ming Dao, ex-Graip, ex-N & T 700, ex-Stena Shipper, ex-Constellation Enterprise, ex-Merzario Ionia, ex-Stena Shipper, ex-Norsky)



IMO 7528582. Ferry. Length 151 m, 7,924 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in Ulsan (South Korea) by Hyundai; jumboized in 1987. Owned by Gotech Fibre Ltd (Ireland). Detained in 2007 in Lubeck (Germany), in 2008 in Marseille (France), and three times in Castellon de la Plana (Spain). Sold for demolition to Turkey.

Kilmore, October 2007, Lübeck © M Classens

New Cambay Prince (ex-New Caribbean Princess, ex-Express Adonis, ex-Naias Express, ex-Dimitra, ex-Earl Harold, ex-Ailsa Princess). IMO 7038379. Ferry. Length 112 m, 3,543 t. Flag unknown. Classification society unknown. Built in 1971 in Marghera (Italy) by Breda. Sold for demolition to India.



Onyx (ex-C Express, ex-Casino Express, ex-Fennia). IMO 6600462. Ferry. Length 128 m, 6,000 t. Sierra Leonean flag. Classification society International Register of Shipping in October 2009. Built in 1966 in Landskrona (Sweden) by Oresundsvarvet. Detained in Brest (France) for 79 days following a breakdown. Sold by its Finnish owner RG Lines to Prayati Shipping (India) The *Onyx* left the harbor at Brest on February 10th 2010 despite warnings by Robin des Bois about its actual destination. Somehow arriving in Dubai, it was renamed « *Kaptain Boris* » by its new owner officially based in the Marshal Islands, and it was finally beached for demolition in Gadani, Pakistan on May 8th 2010. On Robin des Bois's website see the entire *Onyx* series "Hunting down the *Onyx*" n^{ums} 1 to 6⁴



⁴ <http://www.robindesbois.org/english/sea/onyx.html>

Ouzoud (ex- *Guido*, ex-*Fedra*, ex-*Robin hood*, ex-*Peter Pan*). IMO 7350088. Ferry. Length 148 m, 7,941 t. Panamanian flag abandoned for that of Saint-Kitts-and-Nevis. Classification society RINA. Built in 1974 in Rendsburg (Germany) by Nobiskrug. Owned by Arab Shipmanagement (Syria). Detained in 2007 and again in 2008 in Genoa (Italy). Sold for demolition to India. Renamed *Winner 8* for her last journey.



Trapesus (ex-*Kanin*). IMO 7045815. Ferry. Length 68 m. South Korean flag. Classification society Korea Classification Society. Built in 1970 in Varna (Bulgaria) by the Georgi Dimitrov shipyard. Owned by Inter-Dolphin Shipping (Turkey). Detained in 2004 in Sochi (Russia). Sold for demolition to Turkey. 183 \$ US per ton.



Winner 10 (ex-*Sara I*, ex-*Betancuria*, ex-*Benchijigua*, ex-*Benchijigua II*, ex-*Djursland*, ex-*Djursland II*). IMO 7360667. Ferry. Length 118 m. Saint Kitts and Nevis flag. Classification society RINA. Built in 1974 in Bremerhaven (Germany) by Schichau UW. Owned by Prayati Shipping Pvt Ltd (India). Detained in 2007 in Algeiras (Spain). Sold for demolition to India.



Sara I, December 22nd 2008, Port of Algeiras © Jörn Prestien

Passenger ship.

Casino Royale (ex- *Fortune Star*, ex-*St Tropez*, ex-*Manistal*, ex-*Talisman*, ex-*Enchanted Sun*, ex-*Sofia*, ex-*Emerald Express*, ex-*Stena Arcadia*, ex-*Tropic Star II*, ex-*Pride of San Diego*, ex-*Scandinavian Saga*, ex-*Castalia*). IMO 7350442. Passenger ship. Length 132 m, 5,189 t. Bahamas flag. Classification society unknown. Built in 1974 in Salamis (Greece) by Kynossoura. Owned by Seahawk Northamerica LLC (United States). Sold to the state of Bahamas for demolition in India. She changed names 13 times. A record?



General Edwin D. Patrick (ex- *Admiral C.F. Hughes*). IMO 6110807. Troop transporter. Length 189 m, 12,600 t. United States flag. Without classification society. Built in 1945 in Alameda (United States) by Bethlehem Steel Corporation. Withdrawn from the naval register on October 9th 1969. Owned by US MARAD (United States). She left the National Reserve Fleet of Suisun Bay in California for the demolition shipyards ESCO Marine of Brownsville, Texas (United States) via the Panama canal.



General John Pope. IMO 6115257. Troop transporter. Length 189 m, 12,833 t. United States flag. Without classification society. Built in 1943 in Kearny (United States) by Federal Shipbuilding and Dry Dock Co. Withdrawn from the naval registry 26th October 1990. Owned by US MARAD (United States). She left the National Reserve Fleet of Suisun Bay in California for the demolition shipyards ESCO Marine of Brownsville, Texas (United States) via the Panama canal.



Tanker



Aristos II, arriving in Amsterdam August 6 2006
© Simon Kruyswijk - Shipspotting



Ex-*Aristos II* changed to *Siempre Adorado*, October 11 2007 in Amsterdam Hornhaven © Vessel tracker

Siempre Adorado (ex-*Aristos II*, ex-*World Spring*). IMO 8316209. Tanker. Length 177 m, 9,190 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Capital Ship Management (Greece). Detained in 2001 in Guangzhou (China). Sold for demolition to Bangladesh. In 2006, she was chartered by Trafigura. In spring 2006 she was responsible for an oil slick in the Abidjan bay. The *Aristos II* was almost used as a floating refinery instead of the *Probo Koala* as one can read in the following two internal messages from Trafigura. 1 "Does it make sense to take on t/c a vessel that is about to be scrapped for something like \$5k/day in order to carry some of the caustic washings over there?" 2. "We have the *La Roux*, we could also try to extend the *Aristos* which is expiring after this voyage". The *La Roux* was already sent to be demolished early in 2010. It is the *Aristos II*'s turn, again in Bangladesh. Since 2007 the *Aristos II*, a natural candidate for demolition since 2006 as the *La Roux* belonged to the Greek ship-owner Worldwide Green Tankers. During her last trips she was often chartered by the Finnish company G.T. Trading, a petrol broker and a commercial partner of Trafigura.



Agia Zoni (ex-*Ocean II*, ex-*Ocean*, ex-*Agios Nikolaos*, ex-*Triton*, ex-*Yiannis*, ex-*Mark XI*, ex-*Monte Majella*, ex-*Monte Carmelo*). IMO 6411172. Tanker. Length 63 m, 890 t. Greek flag. Classification society Hellenic Register of Shipping. Single hull ship built in 1964 in Savona (Italy) by Solimano. Owned by Crystallo (Greece). Sold for demolition to Turkey.



Anna Maria A (ex-*Stolt Taurus*, ex-*Shoun Taurus*). IMO 8417924. Tanker. Length 123 m, 3,613 t. Liberian flag. Classification society Det Norske Veritas. Double bottom ship built in 1985 in Akitsu (Japan) by Taihei. Owned by Olympic Gulf Tankers (Greece). Sold for demolition to India.



Aqua Vitae (ex-*Akva Vita*, ex-*Delegat*). IMO 7923720. Tanker. Length 115 m, 3,050 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1981 in Rauma (Finland) by Rauma-Repola. Owned by JSC Fortune Tankers (Russia). Detained in 2002 in 2003 in Nakhodka (Russia). Sold for demolition to China.



Athina (ex-*Akleja*, ex-*United Tiger*, ex-*Isabel*). IMO 7389156. Tanker. Length 142 m, 3,967 t. Barbados flag. Classification society RINA. Double hull ship built in 1975 in Lodose (Sweden) by Lodose Varf. Owned by Salmar Shipping Ltd (Greece). Sold for demolition to Turkey.



Azov (ex-Krasnodar 1. ex-Electra, ex-Gloria, ex-Stanax VI, ex-Suzana, ex-Dora, ex-Rowena, ex-Narcelle, ex-T. Tuna, ex-Rubisea). IMO 7012363. Tanker. Length 84 m, 1,230 t. Moldovan flag. Classification society Maritime Bureau of Shipping. Double hull ship built in 1970 in Slikkerveer (The Netherlands) by De Groot & v.Vliet. Owned by Mirtali Shipping Ltd (Greece). Sold for demolition to Turkey.



B. P. P. 16 (ex- Ampar 4. ex-Lee Tai). IMO 6816619. Transporter tanker of molasses. Length 76 m 926 t. Thai flag. Single hull ship built in 1968 in Kure (Japan) by Geibi. Owned by P.S.V. Supply (Thailand). Sold for demolition to Bangladesh. 390 \$ US per ton.



Berjaya Dua (ex-Ajman Glory, ex-Ajman Supplier, ex-Guidesman., ex-Esso Plymouth). IMO 7902300. Tanker. Length 79 m, 1,093 t. Comorian flag. Classification society International Naval Surveys Bureau. Single hull ship built in 1980 in Selby (United Kingdom) by Cochrane; jumboized in 1995 and lengthened by 9 m. Owned by Shipping World (United Arab Emirates). Detained in 2006 in Bushehr (Iran) and in 2006 in Bandar Khomeini (Iran). Sold for demolition to India.



Camoci. IMO 8200022. Tanker. Length 160 m, 5,555 t. Brazilian flag. Classification society Bureau Veritas. Built in 1986 in Rio de Janeiro (Brazil) by Caneco. Owned by Petrobras (Brazil). Sold for demolition to India.

CE-Pacific (ex-Pacific Spirit). IMO 8615813. Tanker. Length 244 m, 59,289 t. Liberian flag. Classification society Det Norske Veritas. Single hull ship built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Marine Trust Ltd (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition to Bangladesh. 475 \$ US per ton.



Champion Arctic (ex-Tervi). IMO 8402333. Tanker. Length 202 m, 11,955 t. Norwegian flag (registered internationally). Classification society Det Norske Veritas. Double hull ship built in 1986 in Rauma (Finland) by Rauma-Repola. Owned by Thome Ship Management PTE Ltd (Singapore). Sold for demolition to Pakistan. 510 \$ US per ton.



Champion Polar (ex-Palva) IMO 8414570. Tanker. Length 202 m, 11,955 t. Norwegian flag (registered internationally). Classification society Det Norske Veritas. Double hull ship built in 1986 in Rauma (Finland) by Rauma-Repola. Owned by Thome Ship Management Pte Ltd (Singapore). Sold for demolition to Pakistan. 510 \$ US per ton.



Don Basilio (ex-Mirella Camurati). IMO 5236678. Tanker. Length 75 m, 800 t. Colombian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1957 in Porto Recanati (Italy) by Gardano & Giampieri; jumboized in 1989 and lengthened 14 m. Owned by Transpetrol AS (Colombia). Unknown destination of demolition.



Europa Venture (ex-Venture, ex-Wilanna). IMO 8315645. Tanker. Length 228 m, 15,040 t. Saint Kitts and Nevis flag. Classification society Det Norske Veritas. Double hull ship built in 1985 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Oryx Shipping Singapore PTE (Singapore). Sold for demolition to Pakistan. 365 \$ US per ton. Voir bunkergibraltar.com



Evangelos G (ex-Vassilios XVI, ex-Ziyad, ex-Teodora I, ex-Stella Ara). IMO 7007863. Tanker. Length 90 m, 1,200 t. Panamanian flag. Classification society Hellenic Register of Shipping. Single hull ship built in 1969 in Pesaro (Italy) by Pesaro CN. Owned by San Nikola Shipmanagement S.A. (Albania). Sold for demolition to Turkey.



Gateway (ex-Kronviken, ex-Eurus, ex-Golar Jane). IMO 8613853. Tanker. Length 267 m, 21,178 t. Singaporean flag. Classification society American Bureau of Shipping. Double sided ship built in 1988 in Okpo (South Korea) by Daewoo. Owned by Tanker Pacific Management (Singapore). Sold for demolition to Pakistan.

Gettysburg (ex-Exxon Gettysburg, ex-Esso Gettysburg). IMO 5107463. Tanker. Length 217 m, 9,861 t. United States flag. Without classification society . Single hull ship built in 1957 in Newport News (United States) by Newport News SB. Owned by US MARAD (United States). It left the reserve fleet of Suisun Bay in California for the demolition yards ESCO Marine shipyard of Brownsville, Texas (United States) via the Panama canal.



Esso Gettysburg © William C. Daugherty

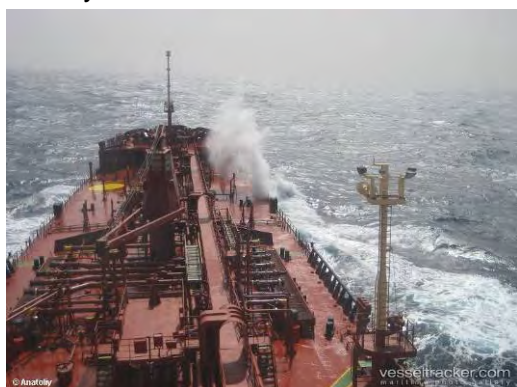
Grigoroussa I (ex-Jag Laila, ex-Singapore Spirit, ex-Galaxy River). IMO 8611960. . Length 246 m, 15,387 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Marugame (Japan) by Imabari Zosen. Owned by A.K. Shipping and Trading Inc (Greece). Detained in 2003 in Kwinana (Australia) and in 2008 in Bandar Abbas (Iran). Sold for demolition to Pakistan. 443 \$ US per ton.



Hsien Yuan II. IMO 8617134. Tanker. Length 273 m, 24,400 t. Taiwanese flag. Classification society China Corporation Register of Shipping. Single hull ship built in 1990 in Kaohsiung (Taiwan) by China SB Corp. Owned by Taiwan Navigation Co Ltd (Taiwan). Unknown destination of demolition. 445 \$ US per ton.



Inga (ex-Inge). IMO 8820913. Tanker. Length 179 m, 9,525 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Kherson (Russia) by Khersonskiy SZ. Owned by LSC Shipmanagement SIA (Latvia). Sold for demolition to India. 410 \$ US per ton.



©Anatolijs Suhinins

Isola di Ustica (ex-Eton, ex-Gilam, ex-Virginia, ex-Valentina Napoleone, ex-Laurana) IMO 6423424. Tanker. Length 59 m. Italian flag. Classification society RINA. Single hull ship built in 1964 in La Spezia (Italy) by Sgorbini. Converted into a wine tanker in 1995 then a water carrier between islands in the Tyrrhenian Sea. Owned by Adortermar (Italy). Unknown destination of demolition. 289 \$ US per ton.



Isola di Ustica, water tanker, Ponza, August 2005. © Giulio Rispoli

Jag Palak. IMO 8313611. Tanker. Length 170 m, 7,461 t. Indian flag. Classification society Det Norske Veritas. Single hull ship built in 1985 in Pusan (South Korea) by Korea SB. Owned by Great Eastern SHipping Co Ltd (India). Unknown destination of demolition. 450 \$ US per ton.

Jag Pavitra (ex-Olivia Maersk, ex-Evelyn Maersk) . IMO 8321400. Tanker. Length 182 m, 10,137 t. Indian flag abandoned for that of Tuvalu for her last journey. Classification society Indian Register of Shipping. Single hull ship built in 1985 in Lindo (Denmark) by Odense Staalskibs. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Fujairah (United Arab Emirates) for demolition to India. 390 \$ US per ton.



Kadriah I (ex-Pride Indiapendence, ex-Polar Independence, ex-Arco Indiapendence, ex-American Indiapendence). IMO 7390076. Tanker. Length 335 m, 42,941 t. Malaysian flag. Classification society unknown. Built in 1977 in Sparrow's Point (United States) by Bethlehem. Sold as is in Malaysia for demolition in Bangladesh. 410 \$ US per ton.



Lance Naik Albert Ekka PVC. IMO 8311209. Tanker. Length 193 m, 10,839 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Shipping Company of India (India). Sold for demolition to India. 363 \$ US per ton.



Mar. IMO 8819110. Tanker. Length 178 m, 9,361 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Kherson (Russia) by Khersonskiy SZ. Owned by LSC Ship Management SIA (Latvia). Sold for demolition to Pakistan, *Mar* arrived in India May 8 without an inventory of the dangerous materials on board while according to well informed sources the *Mar* contained 3,400 t of material containing asbestos and 1,200 t of material polluted by PCB; so her authorisation for demolition was delayed by the Indian government. 512 \$ US per ton.



© Roman Gubernskov

Mubaraka (ex-Domira, ex-Klio, ex-Landwood, ex-Fructidor). IMO 6826016. Tanker. Length 253 m, 15,590 t. Flag unknown. Classification society unknown. Built in 1968 in La Ciotat (France) by les Atelier et Chantiers de La Ciotat. Sold for demolition to Pakistan. 377 \$ US per ton.



Myron C (ex-Myron, ex-Golden Eagle, ex-Compatriot, ex-London Victory). IMO 8009478. Tanker. Length 218 m, 11,811 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1982 in Chiba (Japan) by Mitsui banned from European waters for the transportation of heavy oil since January 2005. Owned by Caroil Transportmarine Ltd (Cuba). Detained in 1999 in Long Beach (United States). Sold for demolition to India.



Navarino III (ex-Titan Leo, ex-Seagull, ex-Pacific Power, ex-Pacific Tower) IMO 8706351. Tanker. Length 317 m, 33,209 t. Panamanian flag. Classification society Lloyd's Register. Single hull ship built in 1988 in Ulsan (South Korea) by Hyundai. Owned by NV Ships India PVT Ltd (India). Sold for demolition to Bangladesh. 503 \$ US per ton.

Nesa 2 (ex-Al Baraka, ex-Alia, ex-Shamsa, ex-Confident Prestige, ex-Mitsu Maru No.18) IMO 7735549. Tanker. Length 60 m. Sierra Leonean flag. Classification society unknown. Single hull ship built in 1978 in Nomi (Japan) by Nakatani. Owned by Cyrus Shipping (United Arab Emirates). Unknown destination of demolition.



Ocean Hope (ex-Bergina, ex-Jarena). IMO 8028096. Tanker. Length 265 m, Flag Tuvalu. Classification society unknown. Single hull ship built in 1982 in Okpo (South Korea) by Daewoo. Unknown destination of demolition.



OPA (ex-Gopa, ex-Al Dhibyaniyyah). IMO 8113528. Tanker. Length 231 m, 15,000 t. Liberian flag. Classification society Lloyd's Register. Doubled-sided ship built in 1984 in Pusan (South Korea) by Korea SB. Owned by Colisa International Ventures (Greece). Sold for demolition to Pakistan. 508 \$ US per ton.



Pride (ex-Aegean Pride I, ex-Aegean Pride, ex-Sinimeri, ex-Melkki, ex-Arctic Scan). IMO 8027195. Tanker. Length 140 m, 4,000 t. Liberian flag. Classification society unknown. Double hull ship built in 1982 in Vuosaari (Finland) by Valmet. Sold for demolition to Pakistan.



River Jamaima (ex-Guadalupe B., ex-Camponubla). IMO 7711634. Tanker. Length 166 m, 6,523 t. Sierra Leonean flag. Classification society Bureau Veritas. Single hull ship built in 1979 in Puerto Real (Spain) by AESA, since 2005 banned from European waters for transporting heavy fuel. Owned by Expedia Marine Co Ltd (Nigeria). Sold for demolition to India.



Scottish Bard (ex-Tasman). IMO 8810023. Tanker. Length 182 m, 9,500 t. Isle of Man flag. Classification society American Bureau of Shipping. Double hull ship built in 1990 in Pula (Croatia) by Uljanik. Owned by C-Petrol Shipping Lines Ltd (Greece). Unknown destination of demolition.





Sharifa 3 (ex-Elbe, ex-Mantinia, ex-Urania Coulouthros). IMO 8304086. Tanker. Length 230 m, 12,015 t. Egyptian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1984 in Tamano (Japan) by Mitsui. Owned by International Marine Management Co (Greece). Sold for demolition to Pakistan. 410 \$ US per ton.







Shinyo Mariner (ex-T.S. Prosperity). IMO 8917481. Gas Tanker. Length 338 m, 32,900 t. Liberian flag. Classification society Korean Register of Shipping. Single hull ship built in 1991 in Tsu (Japan) by NKK Corp. Owned by Univan Ship Management Ltd (China). Sold for demolition to China. 435 \$ US per ton.


Shinyo Mariner, 338 m, the largest vessel in the section, Tokyo bay, January 2008.
© Ivan Meshkov






Sky 1 (ex-*World Star*, ex-*Siam Bhavas*, ex-*Changi*, ex-*Bukom*, ex-*Yoshino*, ex-*Eiyu Maru No.1*). IMO 7706524. Tanker. Length 107 m, 2,003 t. South Korean flag. Classification society Korea Classification Society. Single hull ship built in 1977 in Usuki (Japan) by Usuki Tekkosho. Owned by Union Shipping Llc (United Arab Emirates). Detained in 2006 in Bushire (Iran) and in 2008 in Bandar Abbas (Iran). Sold for demolition to Pakistan.  

Tabu (ex-*Tabora*, ex-*Rosebud*, ex-*Mare Adriacum*, ex-*Elba Lolli-Ghetti*). IMO 7232432. Tanker. Length 216 m, 14,042 t. Dutch West Indies flag. Classification society unknown. Double hull ship built in 1973 in Marghera (Italy) by Breda. Sold for demolition to Bangladesh.   


Tess (ex-*Atlas M*, ex-*Meligunte*, ex-*Golconda I*, ex-*Fujikawaex-Fujikawa Maru*). IMO 7800253. Tanker. Length 123 m, 4,042 t. Saint Kitts and Nevis flag. Classification society unknown. Double hull ship built in 1978 in Mihara (Japan) by Koyo. Sold for demolition to Pakistan. 460 \$ US per ton. 


Tirta Samudhra XV (ex-*Jian She 8*). IMO 8829529. Tanker. Length 107 m, 1,952 t. Tuvalu flag. Classification society unknown. Single hull ship built in 1987 in Ruichang (China) by Jiangxi Jiangzhou. Owned by Raffle Shipmanagement (Singapore). Sold for demolition to Bangladesh. 


Trader (ex-*Duke*, ex-*North Star*, ex-*Lady Star*, ex-*Pearl III*, ex-*Violet I*, ex-*Greenmont*, ex-*Sarpindo Pribumi*). IMO 7823530. Tanker. Length 157 m, 5,099 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1979 in Shimonoseki (Japan) by Hayashikane. Sold for demolition to Bangladesh.





Vassilios XIV (ex-*Activity*). IMO 6906983. Tanker. Length 74 m. Greek flag. Classification society Hellenic Register of Shipping. Single hull ship built in 1969 in Groningen (The Netherlands) by New N Nederlandse. Owned by Vassilios Shipping (Greece). Sold for demolition to Turkey.   

Chemical tanker

Antisana (ex-*Antisana Jorf*, ex-*Jo Hegg*, ex-*Golden Queen*). IMO 8323886. Chemical tanker. Length 108 m, 3,147 t. Sierra Leonean flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by Prayati Shipping Pvt Ltd (India). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition to India. 

Aquamarine I (ex-*Belgrace*, ex-*Nortank Baltic*, ex-*Baltic Current*, ex-*Tenryo Maru*). IMO 8313374. Chemical tanker. Length 185 m, 9,663 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship. Built as a bulk carrier in 1984 in Numakuma (Japan) by Tsuneishi and converted in 1987 into a Chemical tanker. Owned by Trustoil Tankers SA (Greece). Sold for demolition to Bangladesh. 

Asdrubal (ex-*Maknassy*). IMO 8108743. Chemical tanker. Length 158 m, 5,650 t. Panamanian flag. Classification society Bureau Veritas. Single hull ship built in 1982 in Lübeck (Germany) by Orenstein & Koppel. Owned by Gabes Marine Tankers SARL (Tunisia). Sold for demolition to India. 405 \$ US per ton. 

Batova. IMO 8612067. Chemical tanker. Length 117 m, 3,024 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Double bottom ship built in 1987 in Varna (Bulgaria) by the Georgi Dimitrov shipyard. Owned by Bulgare Navigation (Bulgaria). Detained in 2002 in Singapore. Unknown destination of demolition. 422 \$ US per ton.    

Bow Prima (ex-Primaventure L.). IMO 8420505. Chemical tanker. Length 176 m, 11,222 t. Singaporean flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell ASA (Norway). Detained in 2003 in Vancouver (Canada). Sold for demolition to China. 387 \$ US per ton.



Bow Prima, arriving in the port of Santos, Brazil, June 29 2008 © Bruno Pricoli

Burgos (ex-Sea Chem, ex-Antisana Safi, ex Bow Antisana, ex-Antisana). IMO 8800779. Chemical tanker. Length 111 m, 2,604 t. Panamanian flag. Classification society Det Norske Veritas. Single hull ship built in 1989 in Hashihama (Japan) by Shin Kurushima. Owned by Clipper Marine AS (Denmark). Detained in 2008 in Antwerp (Belgium) and in 2009 in Esbjerg (Denmark). Sold for demolition to India.



Champion Lion (ex-Lion, ex-Petrobulk Lion, ex-Jahre Lion). IMO 8308630. Chemical tanker. Length 171 m, 10,730 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1985 in Tamise (Belgium) by Boelwerf. Owned by Thome Ship Management Pte Ltd (Singapore). Sold for demolition to India. 430 \$ US per ton including 50 t of stainless steel.



Chem Crest (ex-Kem Krest, ex-Chemi Crest, ex-Norchem). IMO 7821609. Chemical tanker. Length 107 m, 3,088 t. Russian flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1979 in Onishi (Japan) by Kurushima. Owned by Kamchatneftprodukt (Russia). Sold for demolition to India.



Devon (ex-Stolt Devon, ex-Herefordshire, ex-Burns, ex-Stainless Master, ex-Shoun Tenacity). IMO 8417900. Chemical tanker. Length 123 m, 3,640 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1985 in Akitsu (Japan) by Taihei. Owned by Bibby Ship Management Ltd (United Kingdom). Detained in 2001 in Brisbane (Australia). Sold for demolition to India.



Eron (ex-Chopin III, ex-Chopin, ex-Anett II, ex-Anett, ex-Petrobulk Ruler, ex-Osco Sailor, ex-Osco Linea). IMO 7388748. Chemical tanker. Length 171 m, 8,380 t. Unknown flag. Classification society unknown. Single hull ship built in 1975 in Gotenborg (Sweden) by Eriksbergs. Owned by Marika Investment Ltd (Nigeria). Sold for demolition to India. 486 \$ US per ton.





Fair Victoria (ex-Swan Lake, ex-Aurum). IMO 8030386. Chemical tanker. Length 135 m, 4,389 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1982 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Baltanas Shipping (United Kingdom). Sold for demolition to India. 810 \$ US per ton, including 440 t of stainless steel.




Forth Sea (ex-Monte Chiaro, ex-Valdarno, ex-Jo Alder). IMO 8900309. Chemical tanker. Length 139 m, 4,427 t. Marshall Island flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by Starfish Navigation Ltd (Finland). Sold for demolition to India. 750 \$ US per ton. 900-1,000 tons of stainless steel. On June 1st, the Equasis database announced the ship "to be demolished"; on June 29th, the status of the ship, renamed *Royal Pride* belonging to Royal Marine Shipmanagement of






Singapore, changed to "in service"; her class was suspended by Buereau Veritas for exceeding regulatory survey delays, most notably the annual visit to the dry dock.

Foss (ex-*Fossanger*, ex-*Northern Wolf*, ex-*Fort Wolf*). IMO 8619417. Chemical tanker. Length 170 m, 8,844 t. Norwegian flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Pusan (South Korea) by Korea SB. Owned by Westfal-Larsen Management AS (Norway). Detained in 2005 in Yeosu (South Korea). Sold for demolition to Bangladesh.  


George Sea (ex-*CKS Ace*, ex-*Ocean Ace*, ex-*Daeyong Ace*, ex-*Tenhiro*). IMO 8517554. Chemical tanker. Length 106 m, 2,080 t. Panamanian flag. Classification society Korean Register of Shipping. Single hull ship built in 1986 in Hakata (Japan) by Hakata Zosen. Owned by Link Marine Pte Ltd (Singapore). Detained in 2001 in Tauranga (New Zealand and in 2009 in Bandar Abbas and Bandar Khomeini (Iran). Sold for demolition to Pakistan. 




Jin Hai Teng (ex-*Ikan Duri*). IMO 8021543. Chemical tanker. Length 94 m. Chinese flag. Classification society China Classification Society. Double hull ship built in 1981 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Shanghai Jinhai Shipping & Trading (China). Sold for demolition to China.

Jose Breeze (ex-*Senyo Glory*). IMO 8125739. Chemical tanker. Length 143 m, 9,087 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1982 in Yawatahama (Japan) by Kurinoura. Owned by Kokuka Sangoyo Co Ltd (Japan). Detained in 2007 in Rotterdam (The Netherlands) and in 2009 in Rotterdam (The Netherlands) and in 2009 Houston, Texas (United States). Sold for demolition to India. 




Kaliopé (ex-*Fjordnes*, ex-*Drawa*). IMO 8908856. Chemical tanker. Length 149 m, 4,326 t. Bahamas flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Zegluga Morska (Poland). Sold for demolition to India. 357 \$ US per ton.  

Kohzan Maru. IMO 8210089. Chemical tanker. Length 174 m, 9,460 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1983 in Marugame (Japan) by Imabari Zosen. Owned by MOL Mitsui Osk Lines (Japan). Sold for demolition to China. 410 \$ US per ton.

Matina A (ex-*Stolt Alliance*, ex-*Shoun Trader*). IMO 8510403. Chemical tanker. Length 123 m, 3,688 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1985 in Akitsu (Japan) by Taihei. Owned by Olympic Gulf Tankers (Greece). Sold for demolition to India. 

Mediterranean Star (ex-*Norchem*, ex-*Northern Spirit*, ex-*Multitank Holsatia*, ex-*Holsatia*) IMO 7320370. Chemical tanker. Length 85 m, 1,105 t. Panamanian flag. Classification society International Register of Shipping. Single hull ship built in 1973 in Kalmar (Sweden) by Kalmar Varv. Owned by Soysay Denizcilik Nakilyat (Turkey). Sold for demolition to India.   

Mona Lisa (ex-*Southern Queen*). IMO 8113748. Chemical tanker. Length 106 m. Singaporean flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1981 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Raffles Shipmanagement Services (Singapore). Sold for demolition to India.

Panega. IMO 8511586. Chemical tanker. Length 117 m, 3,024 t. Bulgarian flag. Classification society Bulgarski Koraben Registrar. Double bottom ship built in 1986 in Varna (Bulgaria) by the Georgi Dimitrov shipyard. Owned by Bulgare Navigation (Bulgaria). Unknown destination of demolition. 422 \$ US per ton.   

Royal Aquarius (ex-Sibu, ex-Sibuyan Wind, ex-Kirurg Vishnevskiy). IMO 8517102. Chemical tanker. Length 151 m, 5,233 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1988 in Rijeka (Croatia) by May 3. Owned by Royal Marine Shipmanagement (India). Detained in 1999 in Rotterdam (Belgium) and in 2010 in Gibraltar (United Kingdom). Unknown destination of demolition.



SMT One. IMO 8638372. Chemical tanker and pusher. Length 207 m, 11,169 t. Flag unknown. Classification society unknown. Built in 1981 in New Orleans (United States) by Avondale. Owned by Stolt Tankers (The Netherlands). Sold for demolition to India.



Stolt Azalea. IMO 8709731. Chemical tanker. Length 108 m, 2,514 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1988 in Hashihama (Japan) by Shin Kurushima. Owned by Stolt Tankers BV (The Netherlands). Detained in 2004 in Melbourne (Australia). Sold for demolition to India.



Stolt Integrity. IMO 7400833. Chemical tanker. Length 176 m, 10,092 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1977 in Prairie-au-Duc (France) by Dubigeon-Normandie. Owned by Stolt Tankers BV (The Netherlands). Detained in 2006 in Vlaardingen (The Netherlands). Sold for demolition to India.



Stolt Lily. IMO 8709743. Chemical tanker. Length 108 m, 2,503 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1988 in Japan.



Owned by Stolt Tankers BV (The Netherlands). Detained in 2010 in Kwinana (Australia). Sold for demolition to India.



Stolt Lily Canada 2001 © J Cameron

Stolt Protector (ex-Stolt Exporter, ex-Exporter, ex-Atlas Exporter). IMO 7923524. Chemical tanker. Length 173 m, 9,704 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1983 in Split (Croatia) by Brodosplit. Owned by Stolt Tankers BV (The Netherlands). Sold for demolition to India.



Theresa VIII (ex-Chembulk Clipper, ex-Globe Oceanic) IMO 8105923. Chemical tanker. Length 155 m, 5,948 t. Kiribati flag abandoned for that of Sierra Leonean for its last journey. Classification society Biro Klasifikasi Indonesia. Double hull ship built in 1981 in Uwajima (Japan) by Uwajima Zosensho. Owned by Raffles Shipmanagement SerV (Singapore). Detained in 2006 in Tianjin (China) and in 2007 in Zhangjiagang (China). Sold for demolition to India.



Gas carriers

Barnes Bridge (ex-Tycho Brahe) IMO . Gas carrier. Length 159 m, 6,793 t. Saint Vincent and the Grenadines flag. Classification society Germanischer Lloyd. Single hull ship built in 1983 in Papenburg (Germany) by JL Meyer. Sold for demolition to India. 510 \$ US per ton.

Brides (ex-Gaz Meridian, ex-San Sebastian). IMO 8406767. Gas carrier. Length 114 m, 3,891 t. Algerian flag. Classification society Bureau Veritas. Single hull ship built in 1986 in La Seyne (France) by les Constructions Navales du Littoral. Owned by Hyproc Shipping Co (Algeria). Sold for demolition to Bangladesh. 432 \$ US per ton.



Capricornia Gas 1 (ex-Lilac Star, ex-Epsilongas). IMO 7601047. Gas carrier. Length 107 m, 3,218 t. Norwegian flag. Classification society Germanischer Lloyd. Double hull ship built in 1977 in Papenburg (Germany) by Meyer JL. Owned by Benelux Overseas Inc. (Greece). Sold for demolition to India. 430 \$ US per ton.



Heros. IMO 7414133. Gas carrier. Length 138 m, 5,650 t. Norwegian flag abandoned for that of Saint-Kitts-and-Nevis. Classification society Det Norske Veritas. Double hull ship built in 1978 in Moss (Norway) by Moss Rosenberg. Owned by NKD Maritime Bvi Ltd (United Kingdom). Detained in 2002 in Big Stone Anchorage (United States). Sold for demolition to India. 430 \$ US per ton. Renamed *Lilly V* for her last journey.



Kew Bridge (ex-Immanuel Kant). OM 8111867I. Gas carrier. Length 159 m, 6,793 t. Saint Vincent and the Grenadines flag. Classification society Germanischer Lloyd. Double bottom ship built in 1983 in Papenburg (Germany) by Meyer, J.L. Owned by Dobson Fleet Management Ltd (Cyprus). Detained in 2004 in Stenungsund (Sweden), in 2009 detained twice in Houston, Texas (United States) and in 2010 in Brunsbuttel (Germany). Sold for demolition to Bangladesh. 541 \$ US per ton.



Libragas (ex-Cavo Greco, ex- Christoph Schulte, ex-Kurt Illies). IMO 8111843. Gas carrier. Length 122,6 m, 3,648 t. Panamanian flag. Classification society Bureau Veritas. Double bottom ship built in 1982 in Papenburg (Germany) by Meyer, J.L.. Owned by Transgas Shipping Line (Peru). Detained in 2008 in Houston, Texas (United States). Sold for demolition to India. 525 \$ US per ton.



London Bridge (ex-Hermann Schulte). IMO 7928641. Gas carrier. Length 111 m, 3,396 t. Isle of Man flag. Classification society Germanischer Lloyd. Double bottom ship built in 1980 in Papenburg (Germany) by Meyer, J.L. Owned by MC Shipping Sam (Monaco). Sold for demolition to India. 400 \$ US per ton.



Maori Venture (ex-Hourai Maru). IMO 8303654. Gas carrier. Length 219 m, Singaporean flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1985 in Innoshima (Japan) by Hitachi. Owned by Anglo-Eastern Shipmanagement Pte Ltd (Singapore). Detained in 2002 in Dampier (Australia). Sold as is in Singapore for demolition to Bangladesh.



Norgas Traveller (ex-Chem Olefine, ex-Olefine Gas, ex-Crusader Point). IMO 8026012. Gas carrier. Length 121 m, 4,519 t. Singaporean flag. Classification society Germanischer Lloyd. Double bottom ship built in 1980 in Rostock (Germany) by Neptun VEB. Owned by Norgas Carriers (Norway). Sold for demolition to India. 575 \$ US per ton including 528 t. of nickel and 51 t. of stainless steel.



Oriongas (ex-Aragas, ex-Japeri). IMO 8012281. Gas carrier. Length 128 m, 4,259 t. Panamanian flag. Classification society Bureau Veritas. Single hull ship built in 1983 in Valencia (Spain) by Union Levante. Owned by Magnus Carriers (Greece). Detained in 2007 in Brindisi (Italy). Sold for demolition to India.



Venusgas (ex-Zetagas). IMO 8111855, Gas carrier. Length 122 m, 3,911 t. Liberian flag. Classification society Bureau Veritas. Double bottom ship built in 1982 in Papenburg (Germany) by Meyer JL. Owned by Benelux Overseas Inc (Greece). Detained in 2010 in Hong Kong. Sold for demolition to India. 436 \$ US per ton.



Ore / Bulk / Oil carrier (OBO)

Fantasy I (ex-Barbarossa, ex-New Hope, ex-Zelia). IMO 8007975. Ore / Bulk / Oil carrier. Length 157 m, 6,336 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1982 in Pusan (South Korea) by Korea SB. Owned by Nevel Shipping Inc (Russia). Sold for demolition to Bangladesh. 440 \$ US per ton.



General Cargo

A. Bedevi (ex-Hazar, ex-Ark, ex-Loretta, ex-Attu, ex-Joulla). IMO 6923709. General cargo. Length 114 m, 2,120 t. Turkish flag. Classification society Turkish Lloyd. Built in 1969 in Rostock (Germany) by Neptun VEB. Owned by Kutup Shipping & Trading (Turkey). Detained in 2008 in Novorossiisk (Russia). Sold for demolition to Turkey.



Alfadl (ex-Pegy, ex-Nazir, ex-Tod Head). IMO 7109415. General cargo. Length 87 m, 1,000 t. Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1971 in Foxhol (The Netherlands) by Vooruitgang. Owned by Seawave Maritime (Greece). Detained in 2004 in Mangalia (Romania) and in 2007 in Novorossiisk (Russia) in 2008 in Novorossiisk (Russia) and in 2009 in Mangalia (Romania). Sold for demolition to Turkey.



Alpha (ex-Galatic Dolphin, ex-Al Mujeer, ex-Alexander I, ex-Mufaddal, ex-Don Antonio, ex-Don Antonio Botelho). IMO 7632670. General cargo. Length 109 m, 2,173 t. Panamanian flag. Classification society Universal Mariner Classification. Built in 1977 in Yokkaichi (Japan) by Mie. Owned by Rak (United Arab Emirates). Detained in 2008 in Haiphong (Vietnam) and in 2009 in Bandar Khomeini (Iran). Sold for demolition to Pakistan.



Altay (ex-Princess Htoun, ex-Med Lerici, ex-Med Neapolis, ex-Ionian Star, ex-Meissen). General cargo. IMO 7818406. Length 176 m, 7,350 t. Turkish flag. Classification society Turk Loydu. Built in 1978 in Wismar (Germany) by Mathias-Thesen. Owned by Lider Denizcilik Ltd (Turkey). Detained in 2008 and in 2009 in Jiangyin (China). Sold for demolition to India. 400 \$ US per ton.



Amar (ex-Edward Oldendorff, ex-Secil Seraya, ex-Edward Oldendorff, ex-Frotadurban). General cargo. IMO 7432903. Container ship. Length 160 m, 5,867 t. Singaporean flag. Classification society American Bureau of Shipping. Built in 1980 in Niteroi (Brazil) by CCN Maua. Owned by Intercontinental Maritime (Singapore). Sold for demolition to China. 330 \$ US per ton.

Anastasia K (ex-Torsten). IMO 9153496. General cargo. Length 61 m. Tanzanian flag. Classification society unknown. Built in 1969 in Neuenfelde (Germany) by JN Sietas. Sold for demolition to Turkey.



Antonietta (ex-Nordlandia). IMO 7524029. General cargo. Length 67 m, 2,241 t. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1977 in Tokyo (Japan) by Niigata Engineering. Owned by San Michele Navigazione (Italy). Sold for demolition to Turkey.



Arhan S (ex-Zeynep Ertam, ex-Yenigun). IMO 6720690. General cargo. Length 65 m, 678 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1967 in Istamboul (Turkey) by Anadolu Shipyard. Owned by Seahorse Shipping & Engineering Co. Ltd (Turkey). Detained in 2008 in Novorossiisk (Russia). Sold for demolition to Turkey.



Arkaim 2 (ex-Balaton, ex-Canmo, ex-Germa Fram). IMO 7702566. General cargo. Length 81. m, 1,884 t. Panamanian flag abandoned for that of Cambodia for its last journey. Classification society Russian Maritime Register of Shipping. Logging ship built in 1979 in Singapore by Singapore Slipway. Owned by Tenera Ltd (Russia). Detained in 1999 in Kavala (Greece). Sold for demolition to China.



Bahregan 9 (ex-Iran Sokan, ex-Arya Navid). IMO 7360772. General cargo. Length 149 m, 4,800 t. Iranian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1975 in Bremerhaven (Germany) by Weser Seebeck. Owned by Green Ocean Shipping Co (Iran). Detained in 2003 in Himeji (Japan). Sold as in Fujairah for demolition to India. 365 \$ US per ton.



Bao Jiang (ex-*He Jiang*). IMO 8315865. General cargo. Length 105 m, 2,340 t. Chinese flag. Classification society China Classification Society. Built in 1983 in Guangzhou (China) by Guangzhou Wenchong. Owned by Fujian Jie An Shipping (China). Detained in 2008 in Haifong



Black Stone (ex-*Hafez*, ex-*Sollo I*, ex-*Ozdem I*, ex-*H.Akar*, ex-*Erdal*). IMO 7704265. General cargo. Length 93 m. North Korean flag. Classification society unknown. Built in 1977 in Gebze (Turkey) by Sedef Gemi. Owned by Basel Albitar (Syria). Detained in 2008 in Venice (Italy), Pula (Croatia) and in Piraeus (Greece). Victim of a fire in her machine room in 2006 in Libya. She will be repaired in Tartous (Syria). Sold for demolition to Turkey.



2006 *Black Stone* © Sea Trust Maritime Co

2008 *Black Stone* after repairs © Sea Trust Maritime Co



Blue Wing (ex-*Da Sheng*, ex-*Yue Hai 928*). IMO 9550058. General cargo. Length 66 m, 905 t. Maldives flag. Classification society unknown. Built in 1993 in Qianjiang (China) by Qianjiang Shipyard. Ownership unknown. Sold for demolition to India.



Bright Dream (ex-*NS Challenger*, ex-*Sun Admiral*, ex-*PCC Express*, ex-*Poltava*, ex-*Global Trade*, ex-*Zhitomir*). IMO 8715273. General cargo. Length 162 m, 8,020 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1987 in Warnemude (Germany) by Warnowwerft. Owned by Soosung Corp. Ltd. (South Korea). Sold for demolition to India. 392 \$ US per ton.



Eastwind (ex- *Eastwind 1*. ex-*Caribbean Sun*, ex-*Santa Rosa*, ex-*Zim Napoli I*, ex-*Trans Luso I*, ex-*Patricia I*, ex-*Nordic I*, ex-*Zim Napoli*, ex-*Zim Northland*, ex-*Nordic*). IMO 7517521. General cargo. Length 93 m. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Neuenfelde (Germany) by Sietas. Owned by Beringer Shipping (Syria). Detained in 2004 in Kdz Eregli (Turkey), in 2006 in Vasto (Italy), in 2008 in Barcelona (Spain) and in 2009 in Batumi (Georgia). Sold for demolition to Turkey.



Edro I (ex-*Suna 3*. ex- *Nicolaos H.*, ex- *Hellinora*, ex-*Patricio*, ex-*Monte Cinco*). IMO 6500210. General cargo. Length 74 m, 976 t. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1965 in Gijon (Spain) by Juliana Gijonesa. Owned by Edro ShPK (Albania). Detained in 2008, and twice in 2009 in Elefsis (Greece). Sold for demolition to Turkey.



Efdim Hope. IMO 7926007. General cargo. Length 145 m, 4,800 t. Greek flag. Classification society American Bureau of Shipping. Built in 1980 in Tokyo (Japan) by Ishikawajima-Harima. Owned by D. Efthymiou Shipping S.A. (Greece). Sold for demolition to China.



El Carmen (ex-Carmen Castellano, ex- Sierra Luna). IMO 6611332. General cargo. Length 83 m. Comorian flag. Classification society unknown. Built in 1966 in Santander (Spain) by Basse-Sambre-Corcho. Owned by Forsban Trading (United Arab Emirates). Sold for demolition to Turkey.



Ermina. IMO 6620228. General cargo. Length 63 m. Greek flag. Classification society unknown. Built in 1966 in Elmshorn (Germany) by Dw Kremer Sohn. Owned by Avlon Shipping (Greece). Sold for demolition to Turkey. 182 \$ US per ton.



Fatima I (ex-Jan-Rasmus, ex-Arosita, ex-John Wulff). IMO 6918223. General cargo. Length 73 m. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1969 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Seagull Co. Ltd (Lebanon). Sold for demolition to Turkey.



Formosa Container n°3 (ex-Safmarine Bioko, ex-Aquitania, ex-Torm Africa, ex-Binta Yar' Adua). IMO 8407187. General cargo. Length 159 m, 7,295 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Formosa Plastics Marine Corp (Taiwan). Detained in 1999 in Lisbonne (Portugal) and Hamborg (Germany), 2000 in Hamborg (Germany), 2002 in Savannah (United States), and 2003 in Setubal (Portugal). Sold for demolition to China. 398 \$ US per ton.



Gardemarin (ex-Baltiyskiy-60). IMO 6714134. General cargo. Length 96 m. Moldovan flag. Classification society Shipping Register of Ukraine. Built in 1966 in Kaliningrad (Russia) by Yantar. Owned by Niesco Shipping Co Ltd (Ukraine). Sold for demolition to Turkey.



Gea (ex-Sky Sea, ex Dahab K, ex-Azira, ex-Orion, ex-Sio, ex-Kepwealth, ex-Germa Karma). IMO 7702578. General cargo. Length 81 m, 1,890 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Singapore by Singapore Slipway. Owned by Transadriatic. (Croatia). Sold for demolition to Turkey.

Goloz (ex-Mustafa Bey, ex-Tai Pan 1. ex-Tai Pan, ex-Eugenie M., ex-Kinship Trader, ex-Wlistaria Pearl). IMO 7519995. General cargo. Length 143 m, 4,062 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1977 in Singapore by Jurong SY. Owned by Unicorn Petrol Ve Kimya Tic (Turkey). Detained in 2008 in Zhenjiang (China). Sold for demolition to Pakistan.



GT 1 (ex-Baxha, ex-Gjirokastra) IMO 8835384. General cargo. Length 81 m. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1984 in Durres (Albania) by Durres. Owned by GT Shipping (Greece). Sold for demolition to Turkey.



Ha Na (ex-So Na Mu, ex-Pine Tree, ex-Gu An, ex-Katerina L., ex-Potsdam). IMO 7803944. General cargo. Length 156 m, 6,715 t. South Korean flag. Classification society Korea Classification Society. Built in 1978 in Warnemunde (Germany) by Warnowwerft. Owned by Hana Shipping Co Ltd (South Korea). Detained in 2001 in Bangkok (Thailand), Vladivostok (Russia), and Aomori (Japan), in 2002 in Chennai (India), in 2004 in Guangzhou (China) and Kandla (India), and in 2009 in Lianyungang (China). Sold for demolition to India.



Haci Husnu Kaptan (ex-Esra Canabaz, ex-Sevincler, ex-Haydar Dilmac, ex-Askin). IMO 5026920. General cargo. Length 63 m, 678 t. Turkish flag. Classification society unknown. Built in 1951 in Walsum (The Netherlands) by Gutehoffnungshutte ;



jumboized in 1971 and lengthened from 31 to 40 m then rebuilt in 2003 and lengthened to 63 m. Owned by Can Insaat (Turkey). Sold for demolition to Turkey.

Hado (ex-Edy-I, ex-Bierum, ex-Hilda Eckhardt). IMO 6511025. General cargo. Length 69 m, 950 t. Lebanese flag. Classification society International Naval Surveys Bureau. Built in 1965 in Oldenburg (Germany) by Neue Brand Werft Shipbuilding. Owned by International Transport Navigation (Lebanon). Sold for demolition to Turkey. 225 \$ US per ton.



Ice Maiden I (ex-Paardeberg, ex-Outeniqua, ex-Yuvent). IMO 9056894. General cargo. Length 166 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kherson (Ukraine) by Khersonskiy SZ. Owned by C & M Group (United Kingdom). Unknown destination of demolition.



Irene (ex-Hobson, ex-Azure America, ex-Aram Khachatryan). IMO 8225216. General cargo. Length 162 m, 6,931 t. Slovakian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Sudoservice (Ukraine). Detained in 2004 in Iran and in 2008 in Constanza (Romania). Sold for demolition to India. 375 \$ US per ton.



Ispat Sagar (ex-Mina, ex-Omskiy-23) IMO 8858063. General cargo. Length 84 m, 960 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Garuda Carriers & Shipping (India). Sold for demolition to India.

Jubba (ex-Ahmad Junior, ex-Abdulrazzak, ex-Ahmad Junior, ex-Abdulrazzak, ex-Abdul M., ex-Charlotte, ex-Lily Venture). IMO 7377488. General cargo. Length 127 m, 3,392 t. Cambodian flag. Classification society unknown. Built in 1974 in Fukuoka (Japan) by Fukuoka Zosen. Sold for demolition to Pakistan.



Khaled (ex-Lagada, ex-Lady I, ex-Eurolady, ex-Chiaretta, ex-Berkeborg, ex-Carebeka VI, ex-Lionel). IMO 6808715. General cargo. Length 74 m, 1,000 t. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1968 in Gdansk (Poland) by Lenin shipyards. Owned by Trusting Shipping Line Inc (Egypt). Sold for demolition to Turkey.



Khaled Junior (ex-All Rround, ex-Leo Tempest). IMO 7501352. General cargo. Length 117,0 m, 2,603 t. Cambodian flag. Classification society Bulgarski Koraben Registrar. Built in 1975 in Kagoshima (Japan) by Kagoshima Dock. Owned by Judi Muhieddine Shipping Co (Syria). Detained in 2004 in Bourgas (Bulgaria) and in 2007 in Novorossiisk (Russia). Sold for demolition to India.



Lady Alla (ex-Dimitra G., ex-Long Binh, ex-Maritsa N.P., ex-Travemar Africa) IMO 8216150. General cargo. Length 120 m, 3,054 t. Cambodian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Bilbao (Spain) by Cadagua. Owned by West Management Ltd (Ukraine). Detained in 2002 in Santander (Spain), in 2003 in Tilbury (United Kingdom), in 2004 and 2005 in Gand (Belgium) and in 2007 in Saint John (Canada). Sold for demolition to India. 375 \$ US per ton.



Lady Noura (ex-Hamze J., ex-Rafka, ex-Mia Mare, ex-Whestgate, ex-Helena Husmann). IMO 6606090. General cargo. Length 72 m, 1,691 t. South Korean flag. Classification society Korea Classification Society. Built in 1966 in Papenburg (Germany) by Meyer, J.L. Owned by Khafaji M (Syria). Sold for demolition to Turkey. 175 US per ton.



Laspi (ex-Bosphor Star, ex-Vladimir Longinov, ex-Morskoy-17). IMO 6905070. General cargo. Length 88 m. Ukrainian flag. Classification society Shipping Register of Ukraine. Built in 1969 in Turku (Finland) by Laivateollisuus. Owned by Gess & Co Shipping House (Ukraine). Detained in 2004 in Samsun (Turkey) and in 2007 in Kdz.eregli (Turkey). Sold for demolition to Turkey.



Leon Container (ex-Hanna, ex-Tone, ex-Conny T, ex-Traffic, ex-Dynacontainer III, ex-Wally Bos) IMO 7034139. General cargo. Length 76 m, 860 t. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1970 in Woubrugge (The Netherlands) by De Dageraad. Owned by European Horizone S.A. (Greece). Sold for demolition to India.



Lian.J (ex-Linz, ex-Hvalnes, ex-Hvalvik, ex-Mambo, ex-Samba). IMO 7023805. General cargo. Length 102 m, 1,913 t. Unknown flag. Classification society International Register of Shipping. Built in 1970 in Rostock (Germany) by Neptun VEB. Owned by Jomarine Shipping & Trading Co (Syria). Detained in 2008 in Novorossiisk (Russia) and in 2009 in Constanza (Romania). Sold for demolition to Turkey.



Lilia (ex-Carine K., ex-Ayah, ex-Youniss K., ex-Shernya, ex-Staria, ex-Kaina, ex-Mariyos Star, ex-Moyle). IMO 6708238. General cargo. Length 69 m. Togo flag. Classification society unknown. Built in 1967 in Bolnes (The Netherlands) by Boele's. Ownership unknown. Sold for demolition to Turkey.



Liza M (ex-MFC Liza, ex-Komet, ex-Steinkirchen, ex-DFL Hamburg, ex-Steinkirchen, ex-Mosta, ex-Regine). IMO 7500750. General cargo. Length 93.5 m, 3,882 t. Sierra Leonean flag. Classification society Dromon Bureau Of Shipping. Built in 1976 in Neuenfelde (Germany) by Sietas. Owned by ISM Group Ltd (Syria). Detained in 2007 in Gioia Tauro (Italy). Sold for demolition to Turkey.



Lu Ban. IMO 8218548. General cargo. Length 155 m, 7,378 t. Chinese flag. Classification society China Classification Society. Built in 1981 in Shanghai (China) by Shanghai SY. Owned by Chipolbrok (China). Unknown destination of demolition.

Luna H (ex-Hajeh Zahra, ex-Omar III, ex-Fahme I, ex-E.H.Ahmed, ex-Santa Maria, ex-Anne Marie, ex-Laidy Aida, ex-Graziella, ex-Ifigenia, ex-Kapitan Kanski, ex-Albatros, ex-Kapitan Kanski). IMO 5181615. General cargo. Length 69 m, 895 t. Panamanian flag. Classification society Maritime Bureau Of Shipping. Built in 1963 in Gdynia (Poland) by Commune de Paris shipyards. Detained in 2003 in Constanza (Romania). Sold for demolition to India. 330 \$ US per ton. She also changed names 13 times.



Malak (ex-Gulf Leader, ex-Sea Leader, ex-St. Andrews, ex-Shinsei Maru No.28. ex-Akatsuki Maru No.8. ex-Tenjin Maru No.18) IMO 8006086. General cargo. Length 65 m, 800 t. Bahraini flag. Classification society Korean Register of Shipping. Built in 1980 in Mihara (Japan) by Kyoei. Owned by Tylos Ferry Shipping (Bahrain). Detained in 2000 in Yeosu (South Korea) and in 2003 in Zhanjiang (China). Sold for demolition to India.



Mare Glory (ex-Ilho Do Fogo, ex-Polianni I, ex-Sea Venture, ex-Marc S., ex-Madonna S., ex-Frank, ex-Frank Friesecke, ex-Rosita Maria, ex-Zaanstroom) IMO 6915611. General cargo. Length 74 m, 980 t. Moldovan flag. Classification society Maritime Bureau Of Shipping. Built in 1969 in Neuenfelde (Germany) by Sietas. Owned by Kenmar Shipping Agencies (Egypt). Detained in 2007 in Constanza (Romania) and in 2008 in Novorossiisk (Russia). Sold for demolition to Turkey.



Mercs Mihintale (ex-Safmarine Namibie, ex-Manaslu, ex-Fu Shan, ex-Integrity, ex-Renata). IMO 7433309. General cargo. Length 141 m, 6,165 t. Sri Lankan flag. Classification society Germanischer Lloyd. Built in 1983 in Niteroi (Brazil) by CNN Maua. Owned by Friederich GmbH & Co (Germany). Detained in 2009 in Kandla (India). Sold for demolition to India. 375 \$ US per ton.



Meulaboh (ex-New Trade Link, ex-Trade Link, ex-Regina). IMO 7705166. General cargo. Length 136 m, 5,267 t. Indonesian flag. Classification society unknown. Built in 1978 in Fukuoka (Japan) by Fukuoka Shipbuilding. Owned by P.T. Mitra Ocean Line (Malaysia). Sold for demolition to Bangladesh.



Mina (ex-Mira Bulk, ex-Tara Bulk, ex-Fred Everard). IMO 7214818. General cargo. Length 91m, 1,567 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1972 in Goole (United Kingdom) by Goole SB. Owned by Global Management & Trading (Lebanon). Detained in 2008 in Koper (Slovenia) and in 2009 in Porto Nogaro (Italy). Sold for demolition to Turkey. 230 \$ US per ton.



Mona A (ex-Diana K., ex-Schouwenbank, ex-Wedlooper). IMO 7332127. General cargo. Length 77 m. Lebanese flag. Classification society International Naval Surveys Bureau. Built in 1973 in Westerbroek (The Netherlands) by Smit, E.J. Owned by Mariteams SARL (Lebanon). Detained in 2003 in Constanta (Romania) and in 2010 in Larnaca (Cyprus). Sold for demolition to Turkey.



Nina (ex-Eberstein). IMO 7907348. General cargo. Length 79 m, 950 t. Antigua and Barbuda flag. Classification society Germanischer Lloyd. Built in 1979 in Brake (Germany) by Luhring. Owned by Maritime Management AS (Norway). Detained in 2007 in Mostyn (United Kingdom). Sold for demolition to Bangladesh. 450 \$ US per ton.



Ocean 1 (ex-Indigo, ex-Arula, ex-Baltiyskiy-37) IMO 6703745. General cargo. Length 95 m, 1,000 t. Cambodian flag. Classification society Columbus American Register. Built in 1965 in Kaliningrad (Russia) by Yantar. Owned by Denizati Denizcilik İç ve dış Ticaret Ltd. (Turkey). Detained in 2009 in Trabzon (Turkey). Sold for demolition to Turkey.



Omar. IMO 6708563. General cargo. Length 70 m. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1966 in Trondheim (Norway) by Orens Mekaniske Verksted. Owned by D&O Shipping Co (Egypt). Detained in 2005 in Kdz Eregli (Turkey), in 2006 in Venice (Italy) and in 2007 in Livorno, Porto Nogaro, Marina di Carrara and Venice (Italy). Sold for demolition to Turkey.



Omskiy-116. IMO 8922890. General cargo. Length 108 m, 1,344 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Oltenita (Romania) by Oltenita SN. Owned by Joint-Stock "Amur Shipping Company" (Russia). Unknown destination of demolition.



Phoenicia I (ex-Eleni V, ex-Maria, ex-Valeria, ex-E4Ike Brigitte). IMO 5101902. General cargo. Length 64 m. Cambodian flag. Classification society unknown. Built in 1962 in Wewelsfleth (Germany) by H Peters. Sold for demolition to Turkey.



Pioneer Win (ex-Pioner Litvy). IMO 7644013. General cargo. Length 130 m, 3,937 t. Moldovan flag. Classification society Dromon Bureau of Shipping. Built in 1977 in Vyborg (Russia) by Vyborgskiy SZ. Owned by ISM Group Ltd (Syria). Detained in 2009 in Kdz Eregli (Turkey) and twice in 2010 in Kandla (India). Sold for demolition to India. 415 \$ US per ton.



Rose (ex-Turquoise, ex-Taurus 1, ex-Chernomor, ex-Union, ex-Volgo-Balt 162). IMO 8865975. General cargo. Length 114 m. Sierra Leonean flag. Classification society Phoenix Register of Shipping. Built in 1972 in Komarno (Slovakia) by ZTS Yard. Owned by Mastory Denizcilik (Turkey). Detained in 2005 in Longuldak (Turkey) and in 2008 in Nikolayev (Ukraine). Vendu pour démolition Turkey.



Sacha (ex-Parnasos, ex-Red Coral, ex-Christal, ex-Fer Coral). IMO 7503219. General cargo. Length 108 m. Georgian flag. Classification society International Register of Shipping. Built in 1978 in Gijon (Spain) by Juliana Gijonesa. Owned by Zeina Shipping Co SA. Detained in 2009 in Kherson (Ukraine). Sold for demolition to Turkey.



Saged (ex-Captain Ismail, ex-Grouse, ex-Palau, ex-Lampung). IMO 7430345. General cargo. Length 118 m, 2,768 t. Sierra Leonean flag. Classification society Dromon Bureau Of Shipping. Built in 1975 in Shimoda (Japan) by Shimoda DY. Owned by ISM Group Ltd (Syria). Detained in 2005 in Novorossiysk (Russia). Sold for demolition to India. 418 \$ US per ton.



Salla 1 (ex-Navis, ex-Avra, ex-Oued Sebou). IMO 7508295. General cargo. Length 91 m, 1,430 t. Togo flag. Classification society Bulgarski Koraben Registrar. Built in 1977 in Bombay (India) by Mazagon Dock. Detained in 2006 in Tarragona (Spain) and Seville (Spain), in 2007 in Gaeta (Italy) and in 2008 in Novorossiysk (Russia). Sold for demolition to Turkey.



Selcon (ex-Stathis, ex-Lobo De Mar, ex-Pride Of Donegal, ex-Pal Wind, ex-Santa Lucia, ex-Presidente Gonzalez Videla, ex-Wada). IMO 8218718. General cargo. Length 158 m, 7,120 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1982 in Warnemunde (Germany) by Warnowwerft. Owned by Alunited Maritime Business Ltd (Bangladesh). Detained in 2010 in Kunsan (South Korea). Sold for demolition to Bangladesh.



Selcon, Brazil. © Rogério Cordeiro

Shree Shakti 1 (ex-Ispat Shakti 1. ex-Sofia, ex-Omskiy-24). IMO 8858075. General cargo. Length 84 m, 960 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Krasnoyarsk (Russia) by Krasnoyarskiy. Sold for demolition to Pakistan.

Shree Shakti 2 (ex-Ispat Shakti 2. ex-Nadia, ex-Omskiy-21). IMO 8868018. General cargo. Length 84 m, 945 t. Indian flag. Classification society Bureau Veritas. Built in 1981 in Krasnoyarsk (Russia) by Krasnoyarskiy. Sold for demolition to Pakistan.

Shukri (ex-Hajeh Hesén, ex-Mayassaa I, ex-Farah Sea, ex-Hind 1. ex-Mohannad, ex-Troup Head). IMO 7123526. General cargo. Length 87 m, 982 t. Sierra Leonean flag. Classification society Dromon Bureau of Shipping. Built in 1971 in Waterhuizen (The Netherlands) by Van Diepen. Owned by ISM Group (Syria). Detained in 1999 in Novorossiysk (Russia), 2000 in Ploce (Croatia), 2002 in Pescara (Italy) and Rijeka (Croatia), 2003 in Grado (Italy), 2004 in Constanta (Romania), and 2005 in Varna (Bulgaria). Sold for demolition to Pakistan.



Sona (ex-Gusto, ex-Sea Sun, ex-Wondrous, ex-Ocean Prosperity, ex-Jin Hai I, ex-Rising Tide No.3) IMO 8113932. General cargo. Length 96 m, 1,566 t. Panamanian flag. Classification society China Classification Society. Built in 1981 in Imabari (Japan) by Higaki. Owned by UVM Shipping Services (India). Detained in 2003 in Kawasaki (Japan) and in 2005 in Bandar Khomeini (Iran) and in 2006 in Mumbai (India) and in 2007 in Bandar Khomeini (Iran) and in 2008 in Chennai (India) and in 2009 in Kolkata (India). Sold for demolition to India.



Souha Star (ex-Luka, ex-Arem, ex-Marem, ex-Mikulica Oreb, ex-Baltrumersand). IMO 7034842. General cargo. Length 95 m, 1,234 t. Lebanese flag. Classification society International Naval Surveys Bureau. Built in 1970 in Elsfleth (Germany) by Elsflether. Owned by Congress Maritime (Lebanon). Detained in 2004 in Novorossiisk (Russia) and in 2008 in Larnaca (Cyprus). Sold for demolition to Turkey. 182 \$ US per ton.



Tala I (ex-Al Tayeb, ex-Amina Hanem, ex-TMP Aquarius, ex-Loch Awe, ex-Jersey Fischer, ex-Commodore Challenger). IMO 7122716. General cargo. Length 82 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1972 in Capelle (The Netherlands) by Ijsselwerf. Owned by ISM Group (Syria). Detained in 2009 in Larnaca (Cyprus). Sold for demolition to Turkey.



Tramp (ex-North Med, ex-Sea Eagle 1, ex-Eileen C, ex-Tuskar Rock). IMO 7604831. General cargo. Length 68 m, Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1978 in Pembroke Dock (United Kingdom) by Hancocks. Owned by Vassilev Maritime Nakliyat (Turkey). Detained in 2007 in Santader (Spain) and in 2008 in Porto Nogaro (Italy). Sold for demolition to Turkey.



Vega (ex-Pavel Shchepelev). IMO 8720981. General cargo. Length 124 m, 3,120 t. Mongolian flag. Classification society International Ship Classification. Built in 1986 in Navashino (Russia) by Oka. Owned by Natie Shipping Co Ltd (Russia). Detained in 2006 in Lianyungang, (China) and in 2010 in Incheon (South Korea). Sold for demolition to China. 380 \$ US per ton.



Volga-4002. IMO 8624292. General cargo. Length 139 m, 2,985 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Gorkiy (Russia) by Krasnoye Sormovo. Owned by Orion Shipping Co (Russia). Sold for demolition to Pakistan. 422 \$ US per ton.



Volga 4002, May 7 2009 in Bayonne, France, loading wood
© Philippe Lauga

Wajdi Arab (ex-Daphne, ex-Herdah, ex-Trade Concord, ex-Renee Rickmers). IMO 7910797. General cargo. Length 170 m, 7,911 t. Saudi Arabian flag. Classification society Germanischer Lloyd. Built in 1980 in Vegesack (Germany) by Bremer Vulkan. Owned by The Shipping Corporation of Saudi Arabia Ltd (Saudi Arabia). Detained in 2003 in Bandar Abbas and in 2007 in Antwerp (Belgium). Sold for demolition to India. 450 \$ US per ton.



Winner 7 (ex-Bulk Express, ex-Vivien). IMO 7519397. General cargo. Length 168 m, 6,951 t. Liberian flag abandoned for that of Saint-Kitts-and-Nevis for its last journey. Classification society Nippon Kaiji Kyokai. Built in 1976 in Nagasaki (Japan) by Mitsubishi. Owned by Priyati Shipping (India). Sold for demolition to India.

XT Mesogiakos (ex-Lady, ex-Giorgios K, ex-Galine II, ex-Rea Sky, ex-Rozenn, ex-Miniland, ex-Heike Bos). IMO 6616851. General cargo. Length 65 m. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1966 in Leer (Germany) by Jansen. Owned by XT Mesogiakos Navigation Inc (Greece). Detained in 2006 in Larnaca (Cyprus) and in 2008 in Limassol (Cyprus) and Eleusis (Greece). Sold for demolition to Turkey.



Ziad Star (ex-Lady Nada, ex-Sea Dream, ex-Gomasa, ex-Kisshu Maru). IMO 7118698. General cargo. Length 114 m. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1971 in Onomichi (Japan) by Onomichi Dockyard. Owned by El Reedy Shipping Agency (Egypt). Detained in 2005, 2006 and 2009 in Novorossiysk (Russia). Sold for demolition to Turkey.



Container ships

Aleko Konstantinov. IMO 8404886. Container ship. Length 158 m, 6,595 t. Bulgarian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov.shipyards Owned by Bulgare Navigation (Bulgaria). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition to India. 422 \$ US per ton.



Apollon I (ex-LT Popular, ex-Ever Laurel, ex-Ever Large). IMO 7900833. Container ship. Length 202 m, 28,904 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Onomichi Dockyard (Japan) by Onomichi Zosen. Owned by Technomar Shipping Inc (Greece). Detained in 2002 in Vancouver (Canada) and in 2003 in Hong Kong (China). Unknown destination of demolition.



Athena I (ex-LT Premier, ex-Ever Living, ex-Ever Lucky). IMO 7900821. Container ship. Length 202 m, 11,529 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Onomichi (Japan) by Onomichi Zosen. Owned by Technomar Shipping Inc (Greece). Sold for demolition to China. 450 \$ US per ton.



Bella 1 (ex-Maersk Belawan, ex-Arthur Maersk). IMO 8317485. Container ship. Length 239 m, 15,511 t. Panamanian flag. Classification society RINA. Built in 1983 in Innoshima (Japan) by Hitachi from the front of *Arthur Maersk* (OMI 7361221). Owned by Technomar Shipping (Greece). Sold as is in Philippines for demolition in China. 438 \$ US per ton.



Fu Chun. IMO 8025393. Container ship. Length 133 m, 4,073 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1981 in Kochi (Japan) by Shin Yamamoto. Owned by Wan Hai Lines Ltd (Taiwan). Detained in 2002 in Hong Kong (China). Sold as is in Hong Kong for demolition to India. 390 \$ US per ton.



Hat 1 (ex-CS Signe, ex-Hyundai Primorskiy, ex-Maersk Asia Quarto, ex-Eagle Cape, ex-Independent Accord, ex-Khyber, ex-Alioth). IMO 8511445. Porte conteneurs. Length 140 m, 3,562 t. Flag unknown. Classification society unknown. Built in 1987 in Heusden (The Netherlands) by Verolme. Sold for demolition to Bangladesh.



Horizon Crusader (ex-CSX Crusader, ex-Sea-Land Crusader, ex-Sea-Land Lark, ex-American Lark) IMO 6905252. Container ship. Length 213 m, 20.685 t. United States flag. Classification society American Bureau of Shipping. Built in 1969 in Chester (United States) by Sun. Owned by Horizon Lines LLC (United States). Unknown destination of demolition.

Hyundai Baron. IMO 9015371. Container ship. Length 275 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Agencies Limited (United Kingdom). Unknown destination of demolition.



Intra Bhum (ex-Buenos Aires, ex-P&O NedLloyd Buenos Aires, ex-Nedlloyd Van Noort) IMO 8128298. Container ship. Length 182 m, 10.830 t. Marshall Island flag. Classification society unknown. Built in 1984 in Krimpen aan den IJssel (The Netherlands) by Giessen-de Noord. Sold for demolition to India. 440 \$ US per ton.



Johan Progress (ex-Mild Sun, ex-Nan Hwa). IMO 7824273. Container ship. Length 118 m, 3,679 t. Malaysian flag. Classification society unknown. Built in 1981 in Keelung (Taiwan) by China SB Corp. Sold for demolition to Bangladesh.



Judi Muhieddine (ex-Goldeneye, ex-Luna Verde, ex-Sun Ocean). IMO 8505329. Bulk carrier. Length 180 m, 5,769 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oshima (Japan) by Oshima SB. Owned by Judi Group JKM (Syria). Detained in 1999 in Portland, Maine (United States) and in 2009 in Relance (Canada). Sold for demolition to India.



Lilly 4 (ex-Copenhagen Express, ex-Lykes Explorer, ex-Genevieve Lykes, ex-President Arthur, ex-Doctor Lykes). IMO 8413277. Container ship. Length 259 m, 17,171 t. Bermudian flag. Classification society American Bureau of Shipping. Built in 1987 in Tamano (Japan) by Mitsui. Owned by Anglo-Eastern Ship Management (China). Sold for demolition to India.



Lilly 4, ex-Copenhagen Express spits out its last cloud of black smoke in Alang, India, where she was beached for demolition May 14 2010
© Michael Schindler

LT Loydiana (ex-Nuova Loydiana). IMO 8618437. Container ship. Length 231 m, Panamanian flag. Classification society RINA. Built in 1989 in Monfalcone (Italy) by Fincantieri. Owned by Technomar Shipping (Greece). Detained in 2006 in Hamborg (Germany). Sold for demolition to China. 400 \$ US per ton.



MSC Arabia (ex-Good Hope I, ex-Zim Odessa, ex-Heung A Carmen, ex-Lizard ex-Leeward, ex-Neckar Express, ex-Freienfels, ex-Aristarchos). IMO 7121671. Container ship. Length 147 m, 6,699 t. Maltese flag. Classification society Bureau Veritas. Built in 1972 in Osaka (Japan) by Mitsui. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2008 in Constanza (Romania) and in 2010 in Bandar Abbas (Iran). Sold for demolition to India.



MSC Mexico (ex-Koeln Express, ex-Koln Atlantic, ex-Koln Express). IMO 7502930. Container ship. Length 240 m, 16,750 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1978 in Lubeck-Siems (Germany) by Flender; jumboized in 1985 and lengthened from 210 to 240 m. Owned by Ciel Shipmanagement (Greece). Detained in 2002 in Charleston (United States). Sold for demolition to India. 440 \$ US per ton.



MSC Pilar (ex-Rigena, ex-Argolikos, ex-Morgane Delmas, ex-MSC Bogota, ex-Argolikos, ex-Nedlloyd Pernambuco, ex-Deppe Texas, ex-Yolande Delmas). IMO 8124400. Container ship. Length 190 m, 13,169 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Saint-Nazaire (France) by les Chantiers de l'Atlantique. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 1999 in Newport News (United States). Sold for demolition to India. 363 \$ US per ton



MSC Rhône (ex-Arcadian, ex-Hakuba Maru). IMO 7900699. Container ship. Length 216 m, 14,580 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Kobe (Japan) by Mitsubishi. Owned by Technomar Shipping Inc (Greece). Detained in 2002 in Ningbo (China) and in 2007 in Le Havre (France). Sold for demolition to India.



Nessebar (ex-Pavel Mizikevich). IMO 8718108. Container ship. Length 148 m, 5,782 t. Bulgarian flag. Classification society Lloyd's Register. Built in 1989 in Varna (Bulgaria) by Georgi Dimitrov. Owned by Bulgare Navigation (Bulgaria). Unknown destination of demolition. 422 \$ US per ton.



Oel Relay (ex-CS Helena, ex-Sinar Merak, ex-Pancaran Sinar, ex-Eagle Cape, ex-Indiependant Spirit, ex-Alarni, ex-Ville du Levant, ex-maersk Tempo). IMO 8511433, Container ship. Length 140 m. Panamanian flag. Classification society unknown. Built in 1986 in Heusden (The Netherlands) by Verolme. Owned by Darafsh Shipping Lines Ltd (Cyprus). Sold for demolition to India.



Permai VI (ex-Uni-Oasis, ex-Ever Oasis). IMO 8100832. Container ship. Length 180 m, 7,978 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Murooran (Japan) by Hakodate. Owned by Jayakusuma Perdana Lines (Indonesia). Detained in 2002, 2004, 2005, 2007, and 2009 in Hong Kong (China). Sold for demolition to India. 327 \$ US per ton.

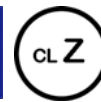


Salam Murni (ex-Kota Murni, ex-Sea Gallant, ex-Vigour Pacific, ex-Coral Chief) IMO 7622120. Container ship. Length 118 m, 3,100 t. Malaysian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Shimizu (Japan) by Miho. Owned by Pacific International Lines (Singapore). Detained in 2005 in Singapore. Sold for demolition to. 460 \$ US per ton.



Sea Land Developer. IMO 7820904. Container ship. Length 257 m, 35,758 t. Marshall Island flag. Classification society American Bureau of Shipping. Built in 1980 in Kobe (Japan) by Mitsubishi; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Maersk Line Ltd (United States). Unknown destination of demolition.

Stanko Staikov. IMO 8201301. Container ship. Length 148 m, 5,358 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Detained in 1998 and 199 in Genoa (Italy). Sold for demolition to India. 442 \$ US per ton.



Star Rider (ex-Moon Star, ex-Hub Achiever, ex-Sigal, ex-Emcol Clipper, ex-Germanic, ex-Joanna Borchard, ex-Zim Melbourne, ex-Germanic). IMO 7928744. Container ship. Length 126 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1980 in Neuenfelde (Germany) by Sietas. Owned by Intertransport CO. LLC. (Thailand). Detained in 2002 and in 2003 in Hong Kong (China) and in 2007 in Nakhodka (Russia). Sold for demolition to Turkey.



Stoyko Peev. IMO 8422400. Container ship. Length 148 m, 5,358 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Sold for demolition to India. 442 \$ US per ton.



Yen Men (ex-Wu Jiang, ex-Cavalry). IMO 8017607. Container ship. Length 116 m. Saint-Vincent-and the Grenadines. Classification society China Classification Society. Built in 1981 in Iwagi (Japan) by Iwagi Zosen. Owned by Minsheng Shipping Co (China). Detained in 2003 and in 2004 in Hong Kong (China). Sold for demolition to China.



Ro-Ro

Alyona (ex-Euroshipping Three, ex-Smolensk). IMO 7910668. Ro-Ro. Length 205 m, 15,639 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Vuosaari (Finland) by Valmet. Owned by Valiant Shipping SA (Greece). Detained in 2003 in Charleston, South Carolina (United States) and in 2009 in Antwerp (Belgium). Sold for demolition to India. 394 \$ US per ton.



Aquiline (ex-Dart 9, ex-Gu Bei Kou). IMO 7822196. Ro-Ro. Length 177 m, 13,996 t. Belgian flag abandoned for that of Tuvalu and renamed *Quill* for its final voyage. Classification society Bureau Veritas. Built in 1980 in Sakaide (Japan) by Kawasaki. Owned by UBEM NV (Belgium). Sold for demolition to India.



Fast Independence (ex-Tango, ex-CFF Solent, ex-Tango, ex-Octogon 3, ex-Tutova, ex-Ritzberg) IMO 8306589. Ro-Ro. Length 140 m. Maltese flag. Classification society Germanischer Lloyd. Built in 1984 in Wismar (Germany) by Mathias-Thesen. Owned by Demline Egypt Maritime Transport (Egypt). Sold for demolition to Turkey. In May 2005, the *Fast Independence* was diverted to Brest for an oil slick. Her owner had to pay a caution of 400,000 Euros to raise the seizure on the vessel. Following this he asked that the case to be transferred to be heard in Malta.



Fu Kang Kou (ex-Giga Wave, ex-Aquarius King, ex-Fleetone Ace, ex-Orange Wave). IMO 8216801. Ro-Ro. Length 105 m, 3,516 t. Chinese flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Nagasaki (Japan) by Hayashikane. Detained in 2002 in Hong Kong (China). Sold for demolition to China.



Hellenic Carrier (ex-Cielo Trailer, ex-Tokyo Maru). IMO 7419468. Ro-Ro. Length 147 m, 6,160 t. Greek flag. Classification society Hellenic Register of Shipping. Built in 1976 in Shimonoseki (Japan) by Hayashikane. Owned by Hellenic Seaways Cargo Cargo (Greece). Sold for demolition to India. 430 \$ US per ton.



Inowroclaw. IMO 7804053. Ro-Ro. Length 137 m, 6,376 t. Polish flag. Classification society American Bureau of Shipping. Built in 1980 in Rauma (Finland) by Rauma-Repola. Owned by Euroafrica Linie SP Z OO (Poland). Detained in 1999 in Helsinki (Finland). Sold for demolition to India. 390 \$ US per ton



KC Bridge (ex-Morning Glory, ex-New Golden Bridge). IMO 7908835. Ro-Ro. Length 159 m, 6,793 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1980 in Mihara (Japan) by Koyo. Owned by C & KCL Co Ltd (South Korea). Detained in 2001 in Incheon (South Korea). Sold for demolition to China. 435 \$ US per ton.



Maria G (ex-Seawhee, ex-Seawheel Rhine, ex-Cupria, ex-Norcove, ex-Cupria, ex-Canopus, ex-Finnforest, ex-Rolita) IMO 7521223. Ro-Ro. Length 142 m. Greek flag. Classification society Det Norske Veritas. Built in 1977 in Naantali (Finland) by Navire. Owned by Med Lines SA (Greece). Sold for demolition to Turkey.



Marine Road 2. IMO 9064827. Ro-Ro. Length 129 m, 3,379 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Shimizu (Japan) by Miho Zosenho. Owned by Kagoshima Senpaku Kaisha Ltd (Japan). Unknown destination of demolition.

Nicea (ex-Boa Transporter, ex-Madison, ex-Nikolay Chernyshevskiy). IMO 8606642. Ro-Ro. Length 125 m, 5,200 t. Maltese flag. Classification society Det Norske Veritas. Built in 1987 in Rostock (Germany) by Neptun VEB. Owned by Can Dis Ticaret (Spain). Detained in 2009 in Algeciras (Spain). Sold for demolition to Turkey. 212 \$ US per ton.



Oriental Express (ex-Feliz, ex-La Fee, ex-Rostov). IMO 8314598. Ro-Ro. Length 173 m, 8,920 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemunde (Germany) by Warnowwerft. Owned by Mansour Shipping Ltd (Syria). Sold for demolition to India.



Roland Delmas (ex-Grand Bereby, ex-Saint Roparz, ex-Woermann Banniere, ex-Hoegh Banniere). IMO 7724291. Ro-Ro. Length 186 m, 15,405 t. Bahamas flag. Classification society Bureau Veritas. Built in 1980 in Gdynia (Poland) by Commune de Paris shipyards. Owned by Midocean IOM Ltd (Isle of Man). Sold for demolition to Pakistan. 360 \$ US per ton.



Roland Delmas, on the Seine river, December 31 2007 © Pascal Bredel

Serpentine (ex-Dart 8. ex-Xi Feng Kou). IMO 7822201. Ro-Ro. Length 177 m, 8,500 t. Belgium flag. Classification society Bureau Veritas. Built in 1980 in Sakaide (Japan) by Kawasaki. Owned by Ubem NV (Belgium). Sold for demolition to India.



Silkeborg (ex-Strada Maestra, ex-Laxfoss, ex-Duino, ex-Jolly Odra, ex-Merzario Arabia). IMO 7708699. Ro-Ro. Length 172 m, 6,388 t. Panamanian flag. Classification society unknown. Built in 1978 in Kiel (Germany) by Lindenau. Sold for demolition to India. 425 \$ US per ton.



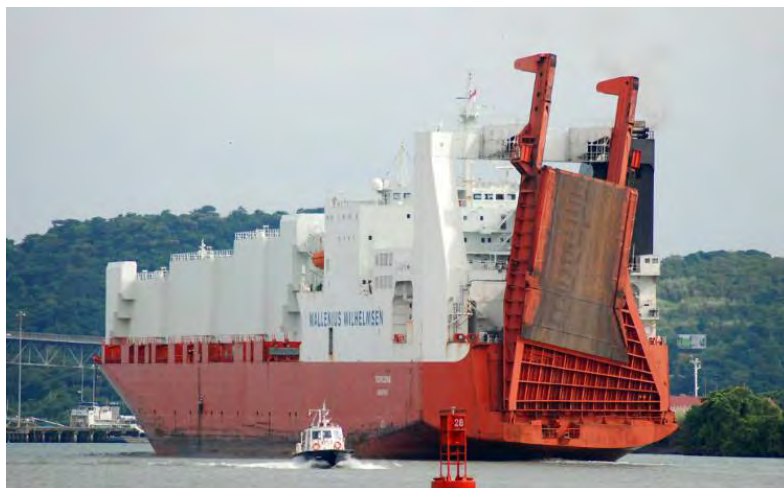
Tor Belgia (ex-Tor Britannia, ex-Maersk Kent, ex-Kamina, ex-Ville du Havre, ex-Foss Havre). IMO 7624063. Ro-Ro. Length 193 m, 10,543 t. Swedish flag. Classification society Bureau Veritas. Built in 1978 in Dunkerque (France) by Dunkerque-Normandie ; jumboized in 1994 and lengthened from 170 to 193 m. Owned by Norbulk Shipping AB (Sweden). Detained in 2004 in Porsgrunn (Norway). After a final change in name and flag on June 1st 2010, *Tor Belgia*, coming to Dubai Gate under the Panamanian flag, was finally sold for demolition to India.



Tor Belgia, July 31st in Cuxhaven, Germany © Nils K – Vesseltracker

Tourcoing. IMO 7705946. Ro-Ro. Length 228 m, t. Singaporean flag. Classification society

Lloyd's Register of Shipping. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition to China.



Tourcoing, in the Panama canal
© Joan David Molto

Ursine (ex-Britta Oden, ex-Tor Scandia). IMO 7800746. Ro-Ro. Length 170 m, 6,754 t. Belgium flag abandoned for that of Saint-Kitts-and-Nevis for its last journey. Classification society Det Norske Veritas. Built in 1978 in Landskrona (Sweden) by Gotaverken Oresunds; jumboized in 1988 and lengthened from 143 to 170 m. Owned by Euro Ship Services (United Kingdom). Sold for demolition to India where she arrived under the name *Winner 2*.



Winco Uno (ex-Arroyofrio Uno). IMO 8220711. Ro-Ro. Length 107 m, 2,987 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Guernica (Spain) by Murueta. Owned by Black Sea Shipping Co (Ukraine). Detained in 2009 in Bandar Abbas (Iran). Sold for demolition to India.



Winner II (ex-Bodrum, ex-NDS Provider, ex-Global Windex-Nikolay Cherkasov). IMO 7637814. Ro-Ro. Length 181m, 9,450 t. Saint Kitts and Nevis flag. Classification society unknown. Built in 1979 in Gdansk (Poland) by Lenin shipyards. Owned by Prayati Shipping Pvt Ltd (India). Detained in 2007 in Antwerp (Belgium). Sold for demolition to India. 360 \$ US per ton.



Bulk carrier

Antares 1 (ex-Antares, ex-Normannes, ex-La Briantais, ex-Sophie B, ex-Havstril, ex-Kings River). IMO 7508532. Bulk carrier. Length 110 m, 2,200 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Kristiansund (Norway) by Sterkoder. Owned by Elreedy Shipping Co Ltd (Egypt). Detained in 2008 in Pula and Rijeka (Croatia) and Koper (Slovenia). Sold for demolition to Turkey.



Bright Century. IMO 9138977. Bulk ore carrier. Length 289 m, 30,000 t. Hong Kong flag (China). Classification society Nippon Kaiji Kyokai. Built in 1997 in Okpo (South Korea) by Daewoo Shipbuilding. Owned by Bernhard Schulte Shipmanagement (Germany). In May 2010, *Bright Century* had a collision with Liberian bulk carrier *Success*. Sold for demolition to China. 420 \$ US per ton.







Cape Ore (ex-Constantinoupolis, ex-Hyundai Pacific). IMO 7930656. Bulk carrier. Length 264 m, 19,749 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Courage Maritime (China). Detained in 2002 in Lisbon (Portugal), in 2009 in Shenzhen (China) and in 2010 in Zhoushan (China). Sold for demolition to China. 425 \$ US per ton.






Edalan (ex-Themistocles, ex-Leste, ex-Leste Confidence, ex-Asiatic Confidence, ex-Cape Cornwall) IMO 7900144. Bulk carrier. Length 159 m, 5,666 t. Panamanian flag. Classification society International Maritime Bureau. Built in 1979 in Marugame (Japan) by Imabari Zosen. Owned by Sunbulk Shipping NV (Duth West Indies). Sold for demolition to Turkey.





Green Ocean (ex-*Merry Falcon*, ex-*Wan Ling*, ex-*Y.F.Libra*, ex-*Vincarose*, ex-*Pyrros*, ex-*Fortune Leader*). IMO 7705465. Bulk carrier. Length 164 m, 5,587 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kure (Japan) by Ishikawajima-Harima. Owned by Bulk Shipping Lines PVT Ltd (Bangladesh). Detained in 2008 in Shenzhen (Japan) and in 2010 in Fangcheng. Sold for demolition to. 440 \$ US per ton.  




Iasos (ex-*Kriton*, ex-*Melina M*, ex-*Ciovo*, ex-*Faro*). IMO 7633088. Bulk carrier. Length 146 m, 4,804 t. Turkish flag. Classification society Turkish Lloyd. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by Gulnak Denizcilik (Turkey). Detained in 2009 in Castellon de la Plana (Spain). Sold for demolition to India.  


Ikan Veracruz (ex-*Alam Veracruz*, ex-*Nomadic Breeze*, ex-*Pacific Breeze*, ex-*Maria L.*). IMO 7616640. Bulk carrier. Length 187 m. Singaporean flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Yokohama (Japan) by Ishikawajima-Harima. Owned by PACC Ship Managers Pte Ltd (Singapore). Sold for demolition to China.


Iris S (ex-*Amelia*, ex-*Angeliki B*, ex-*Huldra*, ex-*Kamo*, ex-*Kamloops Progress*, ex-*Fort Kamloops*). IMO 7420857. Bulk carrier. Length 172 m, 6,820 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1976 in Osaka (Japan) by Sanoyasu. Owned by Halcyon Shipmanagement (Greece). Detained in 2003 in Novorossiisk (Russia) and in 2010 in Nikolayev (Ukraine). Sold for demolition in Bangladesh.   




JKM Muhieddine (ex-*Merak S*, ex-*Hyundai n°11*, ex-*Asia n°11*). IMO 7917123. Bulk carrier. Length 158 m, 5,620 t. Panamanian flag abandoned for that of Togo. Classification society Bulgarski Koraben Registar. Built in 1980 in Ulsan (South Korea) by Hyundai. Owned by Judi Group (Syria). Detained in 2000 in Hamborg (Germany), in 2009 and 2010 in Piraeus (Greece) and in 2010 in Kandla (India). Sold for demolition to India. 383 \$ US per ton.  

Lontec (ex-*Da Peng*, ex-*World Probility*). IMO 7632424. Bulk carrier. Length 175 m, 6,696 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1978 in Shimizu (Japan) by Kanasashi. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition to China.

Ludogoretz. IMO 6827670. Bulk carrier. Length 139 m, 4,235 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1968 in Setoda (Japan) by Setoda Zosensho. Owned by HH Brothers Maritime (Bulgaria). Detained in 1998 in Ravenne (Italy). Sold for demolition to India. 358 \$ US per ton.   

Maha Gayatri (ex-*Nisha*, ex-*Jag Vishnu*, ex-*Gayatri*, ex-*Petropolis*, ex-*Triton*) IMO 7432587. Bulk carrier. Length 169 m, 6,665 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1977 in Osaka (Japan) by Osaka Zosensho. Owned by Five Stars Shipping Co Pvt Ltd (India). Detained in 2005 in Mumbai (India). Sold for demolition to China. 437 \$ US per ton. 

Master Nicos (ex-*Sils*, ex-*Los Andes*). IMO 7501754. Container ship. Length 179.7 m, 7,492 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Tamano (Japan) by Mitsui. Owned by Scion Masters Ltd (Greece). Sold for demolition to China. 430 \$ US per ton. 

Monica (ex-*Monica Sofia*, ex-*Akadan Bulk*, ex-*Icod*, ex-*Exportazul*). IMO 7634018. Bulk carrier. Length 182 m, 5,555 t. Portugese flag abandoned for that of Saint-Kitts-and-Nevis for its last journey. Classification society Lloyd's Register. Built in 1978 in Olaveaga (Spain) by Espanoles. Owned by Ibaizabal Management Services (Spain). Detained in 2009 in Belfast (United Kingdom). Sold as is in Bilbao (Spain) for demolition to India. 330 \$ US per ton.   

Novigrad C. IMO 7705518. Bulk carrier. Length 164 m, 5,677 t. Panamanian flag. Classification society Bureau Veritas. Built in 1978 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Canbaz Denizcilikve Nakliyat (Turkey). Detained in 1997 in Rotterdam (The Netherlands), in 2001 in Chesapeake (United States) and Fredericia (Denmark), in 2003 in Trieste (Italy) and once again in Fredericia, in 2004 in Houston (Texas), in 2008 in Nikolaev (Ukraine) in 2009 in Novorossiysk (Russia) and in 2010 in Theodosia (Ukraine). Sold for demolition to India. 378 \$ US per ton.



Pacific Sun (ex-Amalfi, ex-Katerina F., ex-New Cadmus). IMO 7603289. Bulk carrier. Length 183 m, 7,113 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1976 in Kochi (Japan) by Shin Yamamoto. Owned by ITC CORP (Vietnam). Sold for demolition to Bangladesh.



Sammi Crystal (ex-Regent Maple, ex-Tensha Maru No.5). IMO 7900986. Bulk carrier. Length 175 m, 7,028 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1979 in Numakuma (Japan) by Tsuneishi. Owned by STX POS Ship Management Co (South Korea). Sold for demolition to China. 406 \$ US per ton.



Urmix (ex-Kapitonas Serafinas, ex-Kapitonas Stulov, ex-Kapitan Stulov). IMO 7832983, Bulk carrier. Length 146 m, 5,615 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Kherson (Russia) by Khersonskiy SZ. Owned by KTM Industrials (Ukraine). Detained in 2001 in Brindisi (Italy). Sold for demolition to China. 357 \$ US per ton.



Zosco Ningbo (ex-Cape Haralambos, ex-Marine Courage, ex-La Colina, ex-Sea Bell, ex-Pacific Courage). IMO 8007781. Bulk carrier. Length 264 m, 19,996 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by Anhui Ocean Shipping (China). Sold for demolition to Bangladesh.

Cement Carrier

Prosperity no.8 (ex-Genyo Maru). IMO 7419872. Cement carrier. Length 131.5 m, 2,152 t. Panamanian flag. Classification society Bureau Veritas. Built in 1976 in Shiogama (Japan) by Tohoku. Owned by Prosperity Steamship Co Ltd (China). Detained in 2002 in Hong Kong. Sold for demolition to China.

Shin Tosa Maru. IMO 8703012. Cement carrier. Length 70 m, 380 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Kinoue (Japan) by Sasaki. Owned by Taiyo Shipping (Japan). Sold for demolition to India.

Sunlight I (ex-Cement 1. ex-Kanda Maru No.6). IMO 7238137. Cement carrier. Length 67 m, 390 t. Honduras flag. Classification society unknown. Built in 1972 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Shin Yang Marine (Malaysia). Sold for demolition to Pakistan.



Heavy load Carrier

Zhen Hua I (ex-Kyrenia, ex-Global Adelaide, ex-Rudi, ex-Rudi G, ex-Titan). Heavy load carrier. Length 233 m, 12,258 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1976 in Tsurumi (Japan) by Nippon Kokan; bulk carrier converted in 2000 into a heavy carrier. Owned by Shanghai Zhenhua Shipping Co (China). Detained in 2005 and 2006 in Seattle (United States). Sold for demolition to China.



Car carrier

Bellona (ex-Century Leader n°2). IMO 8402371. Car carrier. Length 183 m, 12,000 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by NYK Shipmanagement Pte Ltd (Singapore). Sold for demolition to China.

Bijin. IMO 8705773. Car carrier. Length 180 m, 11,800 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Oshima (Japan) by Oshima Shipbuilding. Owned by Shinme Kisensang YO Co (Japan). Sold for demolition to China.

City Of Berytus (ex-African Sky, ex-Blue Arabella, ex-Yasmin Car, ex-Able Brigadier, ex-Nichiyu Maru). IMO 7401681. Car carrier. Length 105 m. Dominican flag. Classification society Nippon Kaiji Kyokai. Built in 1974 in Imabari (Japan) by Imabari Zosen. Owned by All Trans Shipping & Trading (Lebanon). Detained in 2006 in Osaka (Japan) and in 2008 in Havre (France). Suffered from fire damage in the Antwerp harbor on December 2009. The fire which started in the machine room reached the car deck. Unknown destination of demolition.



City of Berytus on fire in Antwerp, December 3rd 2009 © Remy Catoi

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Fanta (ex-Evviva, ex-Madonna, ex-Aso Maru). IMO 8204262. Car carrier. Length 190 m, 11,500 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Wallem Shipmanagement (Norway). Detained in 2006 in Brisbane (Australia). Sold for demolition to China.



Festa (ex-Amagi Maru). IMO 8204274. Car carrier. Length 190 m, 11,500 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Wilhelmsen Ship Management Sdn Bhd (Malaysia). Sold for demolition to China.

Fuji (ex-Fuji Maru). IMO 8402369. Car carrier. Length 190 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by NYK Shipmanagement Pte Ltd (Singapore). Sold for demolition to China.

Hoegh Trapper (ex-Hual Trapper). IMO 7924853. Car carrier. Length 180 m, 11,000 t. Norwegian flag International Ship Register. Classification society Det Norske Veritas. Built in 1981 in Toyohashi (Japan) by Kanasashi. Owned by Hoegh Autoliners Shipping AS (Norway). Sold for demolition to China.



Lilac Ace. IMO 8513522. Car carrier. Length 165 m, 8,050 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Marugame (Japan) by Imabari Zosen. Owned by Polestar Navigation (Japan). Sold for demolition to India.

Magic Wave (ex-Maersk Wave). IMO 7907532. Car carrier. Length 153 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Oshima (Japan) by Oshima SB. Owned by Univan Ship Management Limited (China). Detained twice in 2005 in Auckland (New Zealand), in 2006 in Kawasaki (Japan) and once again in Auckland, and in 2008 in Lyttelton (New Zealand). Sold for demolition to China.



Marine Road. IMO 9039559. Car carrier. Length 156 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kobe (Japan) by Mitsubishi. Owned by Kagoshima Senpaku Kaisha Ltd (Japan). Unknown destination of demolition.

Morning Power (ex-Vermilion Highway). IMO 8020941. Car carrier. Length 199 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Marugame (Japan) by Imabari Zosen. Owned by Cido Shipping Co. Ltd (South Korea). Unknown destination of demolition.

Morning Saga (ex-Viking Star, ex-Paramount Ace). IMO 8015142. Car carrier. Length 186 m, 13,834 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Cido Shipping Korea Co Ltd. (South Korea). Detained in 2005 in Philadelphia (United States). Sold for demolition to China.



N. Venture (ex-Seatran Venture, ex-Sea Ali, ex-Cetam Nicea, ex-Aguascalientes, ex-Prince Owl, ex-Prince Maru n°8). IMO 7805825. Car carrier. Length 106 m, 2,885 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Usuki (Japan) by Usuki Tekkosho. Owned by Cyrus Shipping (United Arab Emirates). Detained in 2008 in Niigata (Japan). Sold for demolition to Bangladesh.



Palma (ex-Palm Ace). IMO 8213859. Car carrier. Length 161m, 9,783 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Hakata (Japan) by Watanabe Zosen. Owned by T&M Maritime SA (Singapore). Detained in 2000 in Brisbane (Australia). Sold for demolition to India.



Saracen Star (ex-Oscar Ace). IMO 8217556. Car carrier. Length 157 m, 7,365 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Oshima (Japan) by Oshima SB. Owned by Brave Sea Lion Shipping Inc (China). Sold for demolition to India. 405 \$ US per ton.

Reefer

Aqua Fruit (ex-Nautic, ex-Roko). IMO 8205307. Reefer. Length 108 m, 2,241 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Baltic Navigation SIA (Latvia). Detained in 2006 in Antwerp (Belgium). Sold for demolition to India. 475 \$ US per ton.



Aqua Fruit, Istanbul, April 2008 © Ralf Grabbert

Arctic Reefer (ex-Andra, ex-Avra, ex-Selderi, ex-Sangarskiy Proliv). IMO 8330528. Reefer used for fish transport. Length 172 m, t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Laskaridis Shipping co Ltd (Greece). Detained in 2000 in Dutch Harbor Alaska (United States) and in 2009 in Dalian (China). Sold for demolition to China.



Bering Sea (ex-Punta Bianca). IMO 7512064. Reefer. Length 152 m, 6,214 t. Bahamas flag. Classification society Det Norske Veritas. Built in 1975 in Muggiano (Italy) by Muggiano CN. Owned by Trireme Vessel Management (Belgium). Sold for demolition to India. 450 \$ US per ton.



Bristol Bay (ex-Sun Alex, ex-Punente). IMO 8313295. Reefer. Length 139 m, 4,486 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1984 in Shimonoseki (Japan) by Towa. Owned by Roswell Navigation Corp (Greece). Detained in 2007 in Rotterdam (The Netherlands) and in 2008 in Cartagène (Spain). Sold for demolition to India. 365 \$ US per ton.



Capnegret (ex-Mino). IMO 6828844. Reefer. Length 110 m. Panamanian flag. Classification society Bureau Veritas. Old fishing boat used for transporting fish. Built in 1969 in Vigo (Spain) by Barreras. Owned by Marti Peix J (Spain). Detained in 2002 in Huelva (Spain). Unknown destination of demolition.



Coral Sea (ex-Punta Verde). IMO 7365382. Reefer. Length 152 m, 6,102 t. Bahamas flag. Classification society Det Norske Veritas. Built in 1976 in La Spezia (Italy) by Muggiano. Owned by Trireme Vessel Management NV (Belgium). Detained in 2003 in Koper (Slovenia). Sold for demolition to India. 440 \$ US per ton.



Crystal Crown (ex-Hamburg Trader, ex-Reutershagen). IMO 8612158. Reefer. Length 152 m, 7,860 t. St Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Ost-West-Handel Und Schifffahrt (Germany). Detained in 2001 in St. Petersburg (Russia), in 2009 in Koper (Slovenia) and in 2010 in Antwerp (Belgium). Sold for demolition to India. 435 \$ US per ton.



Crystal Rose (ex-Reefer Prince, ex-Reefer Princess, ex-Lingo, ex-Kiwi). IMO 8312631. Reefer. Length 149 m, 5,764 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Uwajima (Japan) by Uwajima Zosen. Owned by Ost-West-Handel und Schifffahrt (Germany). Sold for demolition to India. 435 \$ US per ton.



Granitnyy Bereg. IMO 7638167. Reefer. Length 152 m, 7,256 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Wismar (Germany) by Mathias-Thesen. Owned by Aquaship Ltd (Latvia). Sold for demolition to India.



Green Autumn (ex-Thordis, ex-Stork V, ex-Suzuran). IMO 8126044. Reefer. Length 145 m, 3,947 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Takamatsu (Japan) by Shikoku. Owned by Norbulk Shipping U.K. Ltd. (United Kingdom). Detained in 2003 in Hakodate (Japan). Sold for demolition to India. 350 \$ US per ton.



Kao Shen No.6 (ex-Chi Hao No.6, ex-Mayorka, ex-Frio Caribic, ex-Rose Mallow). IMO 7432551. Reefer. Length 131 m, 3,573 t. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in Takamatsu (Japan) by Shikoku. Owned by Vanguard Shipping Ltd. (Singapore). Detained in 2006 in Qingdao (China), in 2008 in Ningbo (China) and in 2009 in Hong Kong (China). Sold for demolition to China. 340 \$ US per ton.



Lerida Carrier (ex-Keiyo, ex-Keiyo Maru). IMO 8217609. Reefer. Length 137 m, 7,079 t. Bahamas flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimoda (Japan) by Shimoda DY. Owned by Norbulk Shipping UK Ltd (United Kingdom). Detained in 1998 in Vlissingen (The Netherlands) and London (United Kingdom), in 2004 in Masan (South Korea), in 2006 in Yokohama (Japan) and in 2009 in Yokohama (Japan). Sold for demolition to China.



New Breeze (ex-Nova Hollandia, ex-Papaya, ex-Ocean Onward). IMO 8223397. Reefer. Length 127 m, 4,389 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kochi (Japan) by Imai Zosen. Owned by SIA 'ROKO Shipmanagement (Latvia). Detained in 2002 in Bremerhaven (Germany) and in 2004 in Brest (France). Sold for demolition to India. 455 \$ US per ton.



New Zealand Star (ex-New Zealand Reefer). IMO 8118396. Reefer. Length 142 m, 5,033 t. Bahamas flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Chofu (Japan) by Kyokuyo. Owned by Chartworld Shipping Corp (Greece). Sold for demolition to India.



Nippon Star (ex-Nippon Reefer) IMO 8118384. Reefer. Length 142 m, 4,981 t. Bahamas flag. Classification society Lloyd's Register. Built in 1982 in Chofu (Japan) by Kyokuyo. Owned by Chartworld Shipping Corp (Greece). Sold for demolition to India. 355 \$ US per ton.



Nova Galicia (ex-Sun Princess, ex-Sun Field). IMO 8210986. Reefer. Length 138 m, 4,199 t. Antigua and Barbuda flag. Classification society Bureau Veritas. Built in 1983 in Shimonoseki (Japan) by Towa. Owned by Thien & Heyengabereederungs (Germany). Detained in 2006 in Mauritius. Sold for demolition to India. 368 \$ US per ton.



Olympos (ex-Cold Wind, ex-North Wind, ex-East Wind). IMO 8303903. Reefer. Length 126 m, 3,375 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Owned by Laskaridis Shipping Co (Greece). Sold for demolition to China.



Orca Reefer (ex-United Souss, ex-Recife Bay, ex-Idorene Reefer, ex-Frost Olympos, ex-Icicle Reefer, ex-Cygnus Reefer, ex-Bungo Reefer). IMO 8223323. Reefer. Length 99 m, 2,841 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1983 in Saiki (Japan) by Honda. Owned by Murmansk Trawl Fleet Co (Russia). Detained in 2007 in Santa Cruz Tenerife (Spain). Sold for demolition to India. 430 \$ US per ton.



Oriental Princess (ex-Namibia Reefer, ex-Evgenia, ex-Frio Capricorn, ex-Igloo Finn, ex-Finno). IMO 7809259. Reefer. Length 74 m. Saint Kitts and Nevis flag. Classification society Lloyd's Register. Built in 1979 in Uusikaupunki (Finland) by Rauma-Repola. Owned by Excel International (United Arab Emirates). Sold for demolition to India.



Pietari Cloud (ex-Baltic Cloud, ex-Venezia, ex-Brest, ex-C.R.Alicante, ex-Iberian). IMO 8301022. Reefer. Length 134 m, 5,276 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Bilbao (Spain) by Cadagua. Owned by Polaris Maritime Ltd (United Kingdom). Detained in 1999 in Genoa (Italy). Sold for demolition to India. 370 \$ US per ton.



Reham (ex-Reem, ex-reefer Freighter, ex-Paula Lee, ex-dana Frio, ex-Zalagh, ex-Ahmos). IMO 6813966. Reefer. Length 75 m, 924 t. Georgian flag. Classification society International Register of Shipping. Built in 1968 in Busum (Germany) by Busumer. Sold for demolition to India.



Samara (ex-Kamilo Sjenfuegoss, ex-Kamilo Cienfuegos). IMO 8411061. Reefer. Length 146 m, 7,277 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Gdansk (Poland) by Lenin shipyards. Owned by Samara Shipping Co Ltd (Latvia). Detained in 2001 in Antwerp (Belgium) and in 2004 in Dundee (United Kingdom). Sold for demolition to India. 430 \$ US per ton.



Selma (ex-Osaka Bay, ex-Arctic Crystal, ex-Panther). IMO 7815179. Reefer. Length 143 m, 4,564 t. Cook Islands flag. Classification society American Bureau of Shipping. Built in 1979 in Uwajima (Japan) by Uwajima Zosenho. Owned by Holy House Shipping (Sweden). Detained in 1999 in Pensacola (United States) and in 2004 in Rotterdam (The Netherlands). Sold for demolition to India. 455 \$ US per ton.



Smolensk (ex-Akademkis Celomejs, ex-Akademik Chelomey) IMO 8416932. Reefer. Length 146 m, 7,277 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Gdansk (Poland) by Lenin shipyards. Owned by Aquaship Ltd (Latvia). Sold for demolition to India. 420 \$ US per ton.



Snow Crystal. IMO 7321075. Reefer. Length 173 m, 9,220 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Built in 1973 in La Ciotat (France) by les chantiers de La Ciotat. Owned by Holy House Shipping AB (Sweden). Sold for demolition to India. 358 \$ US per ton.



Sun Emerald (ex-Alma, ex-Dalmacija Frigo). IMO 8012310. Reefer. Length 151 m, 5,689 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Split (Croatia) by Brodogradilist. Owned by Norbulk Shipping UK Ltd (United Kingdom). Detained in 2000 in Hamburg (Germany), in 2004 in Koper (Slovenia) and Las Palmas (Spain) and in 2006 in Koper (Slovenia) and Brest (France). Sold for demolition to India. 475 \$ US per ton.



Factory Ship

Svyatoy Pavel (ex-Eysk Garupe, ex-Yurmala). IMO 7397531. Factory ship. Length 102 m, 3,208 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Stralsund (Germany) by Volkswerft VEB. Owned by Paronit Co Ltd (Russia). Sold for demolition to Turkey.



Svyatoy Pavel, Las Palmas (Canary Islands), December 12 2007 © Angel Godar Moreira

Various

Bin Hai 209. IMO 7375698. Tugboat. Length 51 m, 752 t. Chinese flag. Classification society China Classification Society. Built in 1974 in Mukaishima (Japan) by Sanyo Onomichi. Owned by China Oilfield Services (China). Sold for demolition to China.

Bin Hai 210. IMO 7375703. Tugboat. Length 51 m, 665 t. Chinese flag. Classification society China Classification Society. Built in 1975 in Mukaishima (Japan) by Sanyo Onomichi. Owned by China Oilfield Services (China). Sold for demolition to China.

Bin Hai 211. IMO 7375715. Tugboat. Length 51 m, 664 t. Chinese flag. Classification society China Classification Society. Built in 1975 in Mukaishima (Japan) by Hitachi Zosen. Owned by China Oilfield Services (China). Sold for demolition to China.

Bin Hai 213. IMO 7375739. Tugboat. Length 51 m, 645 t. Chinese flag. Classification society China Classification Society. Built in 1975 in Mukaishima (Japan) by Sanyo Onomichi. Owned by China Oilfield Services (China). Sold for demolition to China.



CSO Apache (ex-Stena Apache, ex-Apache). IMO 7723613. Pipe layer. Length 122 m, 6,348 t. Marshall Island flag. Classification society Det Norske Veritas. Built in 1979 in Galveston (United States) by Todd. Owned by Technip UK Ltd (United Kingdom). Sold for demolition to India.



CSO Apache, Ponta Delgada, Açores © Antonio Simas

Dea Supporter. IMO 7047289. Offshore Supply ship . Length 54 m. Isle of Man flag. Classification society American Bureau of Shipping. Built in 1970 in Houston (United States) by Mangone Shipbuilding. Owned by Nomis Offshore (United Kingdom). Unknown destination of demolition.



Wrecks in Mauritania



<http://www.artificialowl.net/2008/12/probably-one-of-largest-boat-graveyard.html>

Fishing vessels

Abou Bakr Ben Amer III (ex-Ogwa-88, ex-De Hoeker-85).IMO 7368413. Stern Trawler. Length 64 m. Mauritanian flag. Classification society unknown. Built in 1974 in Scheveningen (The Netherlands) by Sleephelling Mij. N.V. Owned by Société Mauritano-Seoudienne de pêche et de Commercialisation (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1995.



Al Mafran. Trawler. Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Ana Carmen. Trawler. Length 33 m. Unknown flag. Classification society unknown. Abandoned in the bay of Nouadhibou date unknown.

Atar 1 (ex-Somacopp II-86 ex-Kashima Maru No.5). IMO 6710126. Side Trawler. Length 44 m. Mauritanian flag. Classification society unknown. Built in 1966 in Ishinomaki (Japan) by Yamanishi Zosen K.K. Owned by Mahfoud Sidha (Mauritania). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1991.

Baghdad. Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1993.

Burma Peche V. IMO 8505795. Length 50 m, 163 t. Mauritanian flag. Classification society unknown. Built in 1985. Owned by INIMEX S.A. (Spain). Wreck considered a hazard to navigation, pollutants present onboard, class withdrawn in 2002 by Rina for exceeding regulatory delays. Abandoned in the northern zone of the bay of Nouadhibou in 1999 or 2000.



Chor. IMO 8706260. Stern Trawler. Length 45 m. Mauritanian flag. Classification society unknown. . Built in 1988 in Gorinchem (The Netherlands) by Scheepswerf Damen shipyard. Owned by COPAM S.A. (Mauritania). Abandoned in the bay of Nouadhibou in 1994.



Cipa (ex-Manahova). Length 46 m. Unknown flag. Classification society unknown. Built in 1958. Owned by Fang Shiang Maritima Ltd (China). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1988.

Dae 117. Trawler. Length 50 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou date unknown.

Destour 1. Trawler. Length 30 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou in 1994.

Egdess 202. Length 31 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 2001.

El Menar. Length 35 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.

El Mourad. Trawler. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1990.

El Vouz. Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou in 1990.

El Yasser. Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou in 1989.

Ennasar I (ex-Eltringham no 1-87, ex-Manryo Maru 31-85). IMO 7355038. Side Fishing. Length 58 m. Mauritanian flag. Classification society unknown. Built in 1974 in Muroran (Japan) by Narasaki Zosen K.K. Owned by Bamba Ould Sidi Badi (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1994.

Gas de St. Gues. Length 20 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou in 1990.

Houssein. Length 50 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou in 1992.

J.Reif. Trawler. Length 33 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou date unknown.

Khaled Ibm valid. Trawler. Length 54 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1995.

Laghdaf. Length 55 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1997.

Leila (ex- Flavia-83). IMO 7388102. Side Trawler. Length 38 m. Moroccan flag. Classification society unknown. Built in 1976 in Vigo (Spain) by Construcciones Navales P. Freire S.A. Owned by Societe d'armement et de Pêche "Nadia" (Morocco). Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Shipwrecked at the entrance of the Bay of Repos the zone for local fishing in the bay of Nouadhibou in 2001.



Lekseir I. Length 55 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1994.

Magasan I (ex-Vieirasa Dos-87). IMO 5380065. Side Trawler. Length 40 m. Mauritanian flag. Classification society unknown. Built in 1962 in Spain. Owned by Mahavi S.A. (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.



Mahapu. Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Maria Jazmin. Length 20 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou in 1997.

Medina. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1993.

Ouadane II (ex-Otz-Ari-82). IMO 7332311. Side trawler. Length 38 m. Mauritanian flag. Classification society unknown. Built in 1974 in Castropol (Spain) by Astilleros Gondan S.A. Owned by The Mauritanian National Bank (Mauritania). Pollutants present onboard, fire damage. Abandoned in the northern zone of the bay of Nouadhibou in 1995.



Reina Del Sol. Length 25 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou date unknown.

Seguela. Length 54 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, fire damage. Abandoned in the bay of Nouadhibou date unknown.

Seguelil. Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1982.

Sierra Nevada. Trawler. Length 40 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the northern zone of the bay of Nouadhibou in 1980.

Sip I. IMO 8808886. Length 40 m. Moroccan flag. Classification society unknown. Built in 1990 in Tonnay-Charente (France). Owned by SIP Society International De Pêche. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1993.



Smaip 6. Length 45 m. Unknown flag. Classification society unknown. Built in Korea. Owned by Smaip - Nouadhibou (Algeria). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou date unknown.

Sofrima 2. (ex-Dae Yong No. 2-82, ex-Hokkai Maru No.21-77). IMO 6911603. Length 34 m. Mauritanian flag. Classification society unknown. Built in 1968 in Muroran (Japan) by Narasaki Zosen K.K. Owned by Société des Frigorifiques Mauritaniens-SOFRIMA (Mauritania). Pollutants present onboard. First sunk in the bay of Nouadhibou in 1982 then transported in 1984.

Sofrima 16. Length 40 m. Unknown flag. Classification society unknown. Built in Korea Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1985.

Somacopp I. Length 40 m. Unknown flag. Classification society unknown. Owned by Somacopp, S.A. (Mauritania). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1985.

Somapeche IV. Length 57 m. Unknown flag. Classification society unknown. Built in 1974. Owned by Inter Arika, S.A. (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.

Somascir 7. Length 26 m. Unknown flag. Classification society unknown. Built in 1994 in Russia. Owned by Somascir Frigo (Mauritania). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1999 or 2000.

Sopeche IV. Length 50 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.

Taha 1 (ex-Ryad, ex-St Thomas No. 102). IMO 7832490. Stern Trawler Ref. Length 48 m. Mauritanian flag. Classification society unknown. Built in 1967 in Kochi (India). Owned by Inter Arika, S.A. (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1992.

Tamagout. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Tayerett 1. Length 37 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1994.

Terwen 1 (ex-Torine 1, ex-Daian Maru No. 158-85). IMO 7327500. Side fishing. Length 38 m. Mauritanian flag. Classification society unknown. Built in 1973 in Muroran (Japan) by Narasaki Zosen K.K. Owned by Sociedad de Asistencia Tecnica y Comercial S.L. (SATECO) (Spain). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1990.



Tevragh Zenia (ex-Mananova II 90, ex-Doris-84, ex-Maria Auxiliadora-75, ex-Doris-69, ex-Virgen Maria Auxiliadora-66). IMO 5414294. Side Trawler. Length 37 m. Mauritanian flag. Classification society unknown. Built in 1962 in Bibao (Spain) by Ast. Celaya. Owned by Mahavi S.A. (Mauritania). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1993.



Veth Elkheir 906. Length 43 m. Unknown flag. Classification society unknown. Owned by Cofrima (Mauritania). Wreck considered a hazard to navigation. Abandoned in the bay of Nouadhibou date unknown.

Yacine. Length 40 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1997.

Zaki I. Length 35 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1994.

Whaling vessel

Boulenouar. Whaling vessel. Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1985.

Tekane. Whaling vessel. Length 30 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1979.

General Cargo

Belata (ex-Plata-83). IMO 5279541. General cargo. Length 49 m. Spanish Flag. Classification society unknown. Built in 1948 in Gijon (Spain) by Ast. G. Riera. Owned by M. Koverina (Spain). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1987.



Clepea. General Cargo. Length 80 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation. Abandoned in the northern zone of the bay of Nouadhibou in 1946.

Patrol Boats

Idini. Patrol boat (ex-Russian whaling vessel). Unknown flag. Classification society unknown. Built in 1950 in Russia. Owned by the Mauritanian army. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1979.

Z'Bar. Patrol boat S.V.C. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Barge

Chaland Samma. Lighter (barge). Length 30 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou date unknown.

Various

Sipeche III. Abandoned in the bay of Nouadhibou date unknown. *Soma 12*. Abandoned in the bay of Nouadhibou date unknown. *Rimbal 3*. Abandoned in the bay of Nouadhibou date unknown.



Epaves dans la baie de Nouadhibou © Jan Smith

Letters to the editor

From Simon Smith. Received May 19th

"In your excellent ship breaking report (n° 19) you have included the *Calemex Enterprise* (IMO 7343372). I noticed this sale on a number of broker reports myself but I can confirm that the vessel is very much alive and has not been sold to Indian ship breakers. She is currently trading on the Manchester Ship Canal between Manchester and Liverpool.»

From Mr Riedel. Received April 22nd

« Just red Your shipbreaking 19. Could you please explain the reason of radium and uranium contamination in tanks, valves and pump of chemcarriers *Addarraq* and *Al Farrabi*.

Answer from Robin des Bois

« These vessels transported phosphoric acid which is a sub product of phosphate. This ore is naturally containing uranium, the industrial process enhances and concentrates the radioactivity in the phosphoric acid. This is called TENORM (Technologically Enhanced Naturally Occurring Radioactive Materials Naturally Occurring Radioactive). Studies made by many researchers in the European Union, United States and also by other countries producing phosphoric acid show unanimously that some terrestrial equipments are contaminated with radium which is a progeny of uranium so that when plants are dismantled, radiological precautions have to be taken and some equipments (such as pumps, bottom of tanks and pipes) must be considered as radioactive wastes because of the presence of scales of radium which is highly toxic. To our knowledge and in spite of many recommendations to the ship owners from Robin des Bois, the presence of radioactivity in some parts of discarded phosphoric acid tankers has never been checked though it is very credible.»

Sources

American Bureau of Shipping ; BEA Mer ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson's ; Cotzias ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Financial Time (the) ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Journal of Commerce (the) ; Lloyd's List ; Lloyd's Register of Ships ; Optima Shipbrokers ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; Vessel Tracker.

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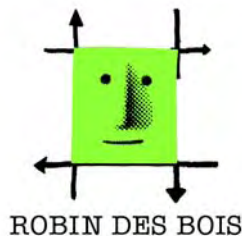
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July 2nd to October 15th 2010



Ship-breaking.com

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Bangladesh

DR



On August 22nd, the Supreme Court of Bangladesh confirmed the judgement of the High Court in May 2010 which requires all vessels imported for demolition in Bangladesh to bear, prior to importation, a certificate confirming that all pollutants have been extracted. The certificate must be issued by the authorities of the exporting country; this strictly enforced ruling has since the middle of May hindered the beaching of vessels for demolition in Bangladesh. Attempts by shipyards to alleviate the Court's decision have

proven unsuccessful for the time being. On the contrary, Rahim Steel Co ship-breaking yard has indeed been sentenced for non-compliance with safety and environmental laws: in December 2009 four workers were killed while they were cutting out an oil tanker whose tanks were not gas free. The High Court has declared illegal the construction of four new ship-breaking yards in Chittagong at the edge of the Sonaichhari forest reserve. Some see these legal restrictions as a chance for Bangladesh to become a leader in "green dismantling" respecting workers and the environment. However, there is some way to go as in the last 16 months, 24 workers have been killed in ship-breaking yards. In the beginning of September, a yard considered as reliable received the authorisation to dismantle vessels. The Greek *Athens Bo* and the Indian *Badri Prasad* were therefore beached on September 9th. Were they provided with pre-cleaning certificates?

The *Kriti Filoxenia* in 2008 at Ijmuiden (The Netherlands); unwanted in French and Spanish waters in 2002 (see p15), she just arrived in Chittagong.

© Willem Oldenburg



Brokers have announced other vessels had been sold for demolition in Bangladesh, some are "awaiting instructions" such as the *Norsul Sobral*, the *Ocean Power*, the *Kriti Filoxenia* and even the *Pheaton*, the latter being initially destined for demolition in India. The implementation of a new policy in Bangladesh should be closely monitored: the authorisation given to five other shipyards was suspended following an appeal by BELA (Bangladesh Environmental Lawyers Association).

The United States



The *Florikan*, rusting away in Suisun Bay, California before leaving to be demolished in Texas. © US MARAD

The U.S. MARAD continue the programme of "cleaning" its reserve fleet in American shipyards. Two historical vessels laid up in Suisun Bay California, the submarine rescue ship *Florikan* and the oil tanker *Taluga* are under dismantling contracts with companies located in Texas.

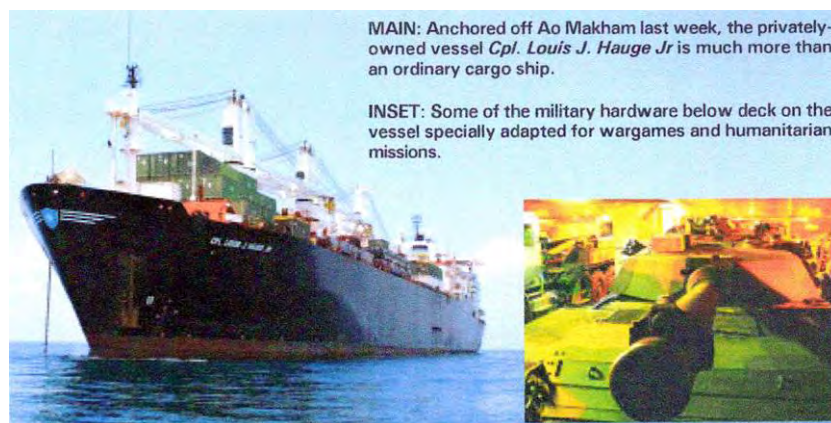
However, remaining within the reserve fleet and for some time to come is the *Sturgis* and the rarely addressed nuclear waste problem. The *Sturgis* ex liberty ship *Charles H Cugle*, the first vessel to be converted into a Floating Nuclear Power Plant used to supply energy to American bases (see press release, "Nuclear Power Plant floating around the world", September 10th 2010) is still anchored and in the James River fleet, with a radioactive waste bin onboard.



The spent fuel tank of the *Sturgis*, used as a garbage bin for a radioactive waste issued from the cleaning of the ship © US Army

Contrarily to the contracts established by the US MARAD, vessels flying an American flag, which were used by the US Military Sealift Command as support vessels to the US Navy sailed off to be scrapped on Asian beaches. In 2009 the *PFC James Anderson Junior* and the *1st Lt Alex Bonnyman* having been sold for pseudo "continuation of service" but eventually arriving in India for demolition incognito. A similar vessel the *CPL Louis J.Hauge Jr*, which was still in service not long ago and was transporting containers of food goods and military equipment for the US military command (cf. Puket Gazette April 23rd 2008) has also been beached in India under the name of *Abby G*.

A tank below deck on the *CPL Louis J.Hauge Jr*



MAIN: Anchored off Ao Makham last week, the privately-owned vessel *Cpl. Louis J. Hauge Jr* is much more than an ordinary cargo ship.

INSET: Some of the military hardware below deck on the vessel specially adapted for wargames and humanitarian missions.

The *Abby G*, ex-*CPL Louis J Hauge* on a stopover in Thailand in 2008 she will be demolished in India in 2010 © Phuket Gazette

The example is coming from above, the American ship-owners continue to sell, commercial vessels and in particular old tankers struck by the age limit, such as the single hull vessels *S/R Baytown* (China) *Philadelphia* and *Overseas Philadelphia* (India) to the highest bidders from Asia. The owner of the *Overseas Philadelphia* even took the legal precautionary measure of dropping her American flag for that of Tuvalu. An exception, the old *Colorado Voyager* double hull built in 1975 and owned by Chevron will be sold for demolition in the United States by All Star Metals in Brownsville. This was also the case of the *Horizon Crusader* which was announced as sold for demolition destination unknown in the Ship-Breaking bulletin N°20, she is finally being scrapped by Southern Recycling LLC in Louisiana (Cf. letters to the editor, Polly Parks).

Africa

Togo has a maritime border of 45 km. However but made a remarkable entrance on the Memorandum of Paris black list of flags, under the category of "very high risk". The flag has also become fashionable for vessels to be demolished: five of them opted for the Togolese flag before being scrapped in Asian ship-breaking yards.

The tanker flying the Cambodian flag *Seven Seas*, built in 1972 in Japan, had been detained for financial reasons off Tema (Ghana) since November 15th 2008; three men were in charge of the onboard maintenance. On August 12th 2010 she was hit by the German container carrier *Hanjin Salerno*. The port authorities towed and ran aground the vessel which had suffered from a leak in the engine room. She was listing, all her lights had been turned off and she represented a danger for the access lane to the port of Tema. Was it also a manoeuvre to demolish her on the spot



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at the smallest expense? Hundreds of people surrounded the vessel to salvage metal, mechanical parts and petrol. According to the authorities, when the police arrived, the plunderers set her on fire. Four people were killed and more than 70 were injured in the explosion. The Greek owner Atlantic Oil Maritime claims to have been robbed of the contemplated sale of the vessel to a Chinese ship-owner. Atlantic Oil Maritime is claiming damages for the loss of her petrol cargo.



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Other ships in a bad state are immobilized or abandoned by their owners off the coast of African ports and one wonders about their future. Will they also undergo risky unsupervised scrapping like the *Seven Seas*? What will become of the *Swift Split*, for example, a Panamanian flagged Croatian bulk carrier, which transported cement to Cameroon? Built in 1982 by the Dalian (China) shipyards, the vessel was detained in 2000 in Rotterdam (The Netherlands), in 2002 in Gibraltar (United Kingdom), in 2004 in Castellon de la Plana (Spain), in 2005 in Santander (Spain), in 2006 in Tilbury (United Kingdom), in 2008 in Huston (Texas) and finally in 2009 in Fangcheng (China), Bureau Veritas withdrew her classification certificates. The vessel broke down off the coast of Gabon in May 2010, when the vessel was banned from leaving the port of Owendo. The crewmembers of Croatia, Ukraine and Myanmar origins were abandoned in deplorable sanitary and moral conditions. Several crewmembers from Croatia went home throughout the month of August, what happened to the others? Will the other sailors also be inflicted degrading conditions aboard the *Swift Split*, will the vessel be butchered locally or will she be sent to an operating ship-breaking yard? Or perhaps she will be scuttled...

West Africa is facing a new fast growing danger for workers and for the environment, that of makeshift shipyards carrying out dangerous looting dismantling practices when vessels are scrapped illegally along the beaches, a sad remake of Nouadibhou. (See letters to the editor).

India and Turkey in the spotlight

Between July 2 and October 15, 2010, **231** ships left for demolition. The suspension of imports in Bangladesh, monsoon and Ramadan have significantly slowed the pace compared to the previous trimester with 16 ships per week, but the flow remains strong. India with **107** ships (46%) consolidates its position as number 1 of the ship-demolition. In tonnage, the reign is even more significant: 825,000 tons of metals (54% of the total volume) will be recycled in Indian yards. Vessels containing high value metals remain India's preserve but all types of ships are welcome, from ferry to container ship, reefer to Ro-Ro, and more and more large tankers traditionally sent to Pakistan and Bangladesh. The *Gateway* and the *OPA*, which had been announced as sold for demolition in Pakistan in the previous bulletin Ship-breaking.com # 20 have finally been beached in Alang in early October. At the second place with **46** vessels (20%), Turkey confirms its return and positioning on the market of small vessels: 60% of ships demolished in Turkish yards measure less than 100 m. The largest one is the former replenishment tanker of the Royal Navy *Oakleaf*, 173 m in length: she was towed to Aliaga while in 2009 another tanker of the Royal Navy, the *Brambleleaf* had been dismantled in Ghent (Belgium). China ranks third with **26** vessels (11%), followed by Pakistan, 18 (8%).

In terms of tonnage of scrap to recycle, India is ahead of China, Pakistan and then Turkey. The cumulated demolition will allow the recycling of over **1.5 million tons** of metals. Tankers – oil tankers, chemical tankers and gas carriers – are still the first category of ships sold to breakers with 77 units (33%). In volume, tankers represent over 640,000 tons (42%) of the recycled metal. General cargo ships, 54 (23%), follow, ahead of bulk carriers, 23 (10%). Container ships, 14 (6%), and car carriers, 8 (3%) seem to be back to work and become more rare in ship-breaking yards. Thus, the car carrier *Saracen Star*, which was announced as sent to demolition in the previous bulletin, goes on sailing (see letters to the editor, Alan Calvert) while the *Ducky Sovereign*, expected in Bangladesh, has not yet been seen there.

The prices proposed by the demolition yards remain steady, particularly in India and Pakistan. Their appetite for metals with a high added value has led the Indian yards to offer up to \$ **985** per ton for the two Italian chemical tankers *Bice A* and *Lady Marialaura*.

Among the **231** ships sent to demolition, **87** (38%) were operating under European flag or had ship-owners of the European Union or the European Free Trade Association (EFTA). **98** (42%) were built in these same countries, including 11 in France in Dunkirk, La Ciotat, La Seyne-sur-Mer, La Rochelle, Nantes and Saint-Nazaire.

After detention, the scrapping

86 (38%) of the 231 vessels were controlled by a classification society which does not belong to the IACS (International Association of Classification Societies) or had no classification. The substandard ships are still the first to leave: at least **97** (42%) were previously detained in ports worldwide with a rate of nearly 80% for bulk carriers and 70% for reefers and general cargo ships. Good news for the Mediterranean Sea: Turkey has bought a large number of these substandard ships carrying all kinds of cargo; at least 60% of the ships demolished in Turkey were detained in the recent years.

Years and Meters

The average age of these end-of life ships leaving the waters from 2 July to 15 October 2010 ranged between **15** years for the tanker *Star 8* and **68** years for the US submarine rescue ship *Florikan*. The average age was **31** years old; it was 27 years for the double hull tankers and container ships, 30 years for bulk carriers and single hull tankers, 35 years for general cargo, 39 years for ferries and passengers ships and 41 years for fishing vessels, converted or not, and factory ships. 111 vessels were less than 150 m in length, 77 measured between 150 and 199 m and 43 between 200 and 315.

Call on Witnesses

It is to be noted that the destination of 25 vessels (11%) is unclear. Hypothesis n°1: Is Robin des Bois' alert work is pushing ship owners to be discrete? Hypothesis n°2: More and more often vessels are being sold to cash buyers; a cash buyer is specialised in buying ships at the end of their before sending them to lives to ship-breaking yards; they are therefore the last owners of the vessels, of which they decide the names and the flag of the vessels last trip. For economical reasons the shipyards are chosen at the last minute which often means ambiguity around the final destination. Undeniably, we are missing information on ship-breaking yards on the South American continent.

Robin des Robin is asking all its readers to help track down the vessels which final destination remains ambiguous (listed below). All information, documents or photos concerning these vessels are valuable to us and can be sent to contact@robindesbois.org. Thank you in advance.

Alhambra Carrier – IMO 8313219 ; *Baltic Eager* – IMO 7804065 ; *Capri* – IMO 6519077 ; *Captain G Koval* – IMO 8131829 ; *Chi Lang* – IMO 7389077 ; *Ducky Sovereign* – IMO 7927465 ; *Green Cypress* – IMO 8505161 ; *Inaara* – IMO 7950357 ; *Inlaco Spring* – IMO 8302935 ; *Ken* – IMO 7627950 ; *Laurel* – IMO 8316352 ; *Maximos* – IMO 8501725 ; *Nam Dinh* – IMO 7429762 ; *Ninh Binh* – IMO 7429750 ; *Oriental Hope* – IMO 8315308 ; *Razino* – IMO 7418684 ; *Rhein Bridge* – IMO 8808446 ; *Sidonia Carrier* – IMO 8223385 ; *Star 8* – IMO 9114854 ; *Taiyo* – IMO 8514409 ; *Talara* – IMO 7406289 ; *Tetra I* – IMO 7920807 ; *Ukhta* – IMO 6503688 ; *Van Phong* – IMO 8012889 ; *Victory JL* – IMO 7801506.



Who will break up the *Talara*, floating storage of the Peruvian navy, seen here off Callao ? © Shipspotting

Letters to the editor

From Sharol S., received September 15th

I own the first mortgage on the chemical tanker, the *Sarinaz*, IMO 7368968. I saw on your site that it has been sold for scrap sometime between January and April 4th of this year. Onal Shipping says that this is incorrect but I need an outside verification of this as I am not sure they are telling me the truth. They owe me much more than the amount they received. If you can, tell me the name of the business that purchased the ship for scrap and a contact number for them in India.

I am a 66 year old woman and this money is very important to me. I can see now that I should never have let myself get involved with Onal Shipping.

Robin des Bois' Answer

Dear Madam,

We had informations from several shipping sources that the *Sarinaz* IMO 7368968 was sold for scrapping in late March this year. The ship was still sailing in the Mediterranean sea area in July. She was deflagged from Turkish to Tanzanian flag this summer and renamed *Sarina*.

Chemical tanker *Sarina* was beached for scrapping in Alang, India on 4th September 2010. Indian ship-breaking yard are the main recyclers for chemical tankers because of their stainless steel tanks. Apparently *Sarinaz* was bought for a good price in terms of market, around 850.000 \$. The beaching plot is n°33 normally used by Madhav Steel (S.B.D). Best regards. Faithfully.



June 2009, the *Sarinaz* anchored in Kartal (Turkey) © **Utku Kurulay**

From Sharol, received Septembre 17th

Sir,

I purchased the mortgage for the *Sarinaz* in 2007. No payments were ever made. I renegotiated the contract in June of 2009 and that mortgage is still on the books in Turkey. The Onal Shipping people falsified the records to reflect that no mortgage existed. Up until I saw your site on line this week, I was told by the Vice President of Onal Shipping on a weekly basis that they were doing all they could to get a cargo for the ship and pay off the holds placed on the ship. At no time did he say they had sold the ship for scrap. I just got off the phone after speaking to Mr. Ozgur, and he said that they had received the money for the sale of the ship for scrap. He knows that I am strongly considering criminal charges.

Thank you for your information on the deflagging - another indication of what they are capable of doing.

Sincerely

From Alan Calvert, New Zealand, received September 7th

Good evening,

Have just read your latest excellent report and must advise of a change.

Vehicle Carrier *Saracen Star* widely reported as sold to breakers arrived in the Port of Lyttelton, New Zealand today to discharge second hand vehicles from Japan. I took a photo of her arriving and will send it to you in a few days. Kind Regards.



The *Saracen Star* in Lyttelton, New Zealand, September 2010 © **Alan Calvert**

Note from Robin des Bois : In the bulletin ship-breaking # 20, Robin des Bois announced the sale of *Saracen Star* to breakers on the basis of informations from maritime brokers. Since her trip to New Zealand in September, she has been sailing to Japan and Korea but is still considered as « to be broken up » by the Equasis database.

From Van Heygen, Ghent, Belgium

The Belgian ship-breaking yard Van Heygen informed us they are in charge of the dismantling of the *City of Berytus*. « We often deal with this kind of old vessels, in a bad state, victims of fires in the Flemish ports ».

From Polly Parks - Southern Recycling EMR (Etats-Unis) received August 12th 2010

From Ship breaking #20 : *Horizon Crusader* (ex-CSX *Crusader*, ex-Sea-Land *Crusader*, ex-Sea-Land *Lark*, ex-American *Lark*) IMO 6905252. Container ship. Length 213 m, 20.685 t. United States flag. Classification society American Bureau of Shipping. Built in 1969 in Chester (United States) by Sun. Owned by Horizon Lines LLC. (United States). Unknown destination of demolition.

Horizon Crusader was bought by Southern Recycling LLC in November 2009 and is undergoing demolition in Louisiana, United States. Polly Parks - Southern Recycling-EMR USA

From the European Commission, received October 21st 2010

Sir,

I thank you for your letter concerning the call for tenders on the occasion of the project to remove the wrecks from the bay of Nouadhibou in Mauritania, financed by The European Development Fund.

The principle objective of the project is to improve navigation by the extraction of pollutants, remediation and removal of the hazardous wrecks piled up in the Nouadhibou bay. The designated budget does not enable, with due regard to environmental standards, the removal of the 109 wrecks listed, so the project has concentrated on the 57 judged the most dangerous. The Mauritanian State has committed to remove the other 52, in accordance with the Framework of Mutual Obligations which governs the utilization of finances for this project. Some of the 52 wrecks are situated on the northern beach of Nouadhibou.

The call for tender is being allocated. To remove the wrecks, the agreed option by the companies is to cut metal in accordance with the environmental plan and recycle it in another country only after technical approval is given by the control mission including approval by a Health Safety and Environment inspector. The remediation of each wreck will be carried out under the most restrictive environmental regulations, to avoid any contamination to the water column and the sea bottom in the bay.

Throughout operations, liquid and solid waste will remain the responsibility of the company, which should ensure of their proper management.

We are well aware that any interventions on these wrecks will have an environmental impact and our objective is to minimize it, keeping in mind that this impact will be much less than the consequences on the marine environment if the wrecks were left to decompose.

Yours Sincerely,

Note from Robin des Bois : We will talk again on this issue in a forthcoming edition.



Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).



Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.



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




Vessel 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.

Fishing ship

Inaara (ex-*Ariana*, ex-*Kyung Dong N° 52*, ex-*Shokei Maru*, ex-*Seisho Maru N°32*). IMO 7950357. Fishing ship. Length 49 m. Guinean flag. Unknown classification society. Longliner built in 1972 in Kochi (Japan) by Kochi Jyuko. Recorded by IOTC (Indian Ocean Tuna Commission) as vessel fishing for tunas in the Indian Ocean. Owned by SIPEM Guinée SARL (Guinea). Sold as is in Spain. Unknown destination of demolition. 



Anchored at St. Helena Island, April 2006, served by a crew of various origins including, on the picture, Asian sailors flying the Guinean flag © **Bruce Salt**

Safety (ex-*Stril Safety*, ex-*Born Safety*, ex-*Klara Birting*, ex-*Gronnevet*, ex-*Gos I*, ex-*Knekt*). IMO 5133876. Standby safety vessel. Length 57 m. Panamanian flag. Unknown classification society. Built in 1949 in Uruga (Japan) by Uruga Docks. Former whale catcher of the Norwegian whaling fleet in Antarctica. Converted to fishing ship in 1965 and then in 1987 in “standby safety vessel “ ; lengthened from 51 to 57 m. Owned by Mystical Spirit Navigation (!) (Greece). Sold for demolition in Turkey.  



June 2006, the ex-whale catcher is rusting in Eleusis (Greece) © Aleks Lindström

Sulan. IMO 6810237. Fishing ship. Length 48 m. Icelandic flag. Unknown classification society. Built in 1967 in Fredrickstad (Norway) by Ankerlokken Verft Glommen.A/S. Owned by Sulan Iceland (Iceland). Sold for demolition in Belgium by the Van Heygen recycling yard.



© Árni S þ
MarineTraffic.com

Sulan in Neskaupstadur (Iceland) October 2008 © Arni - MarineTraffic

Factory ship

Captain G. Koval (ex-*Thoras*, ex-*Minija*, ex-*Mechislovas Gedvilas*). IMO 8131829. Factory ship. Length 101 m, 3,250 t. Lithuanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Stralsund (Germany) by Volkswerft VEB. Owned by Baltlanta (Lithuania). Unknown destination of demolition.



Criscilla (ex-*Lady Hammond*, ex-*Hammond Innes*). IMO 7214844. Fishery patrol vessel. Length 53 m. Unknown flag. Unknown classification society. Built in 1973 in Beverley (United Kingdom) by Holmes. Former factory ship used from 1977 on as oceanographic research vessel. Resold in 1998 to MVM J Marr (United Kingdom) and converted to fishery patrol vessel in the Falkland Islands. Laid up in Italy for sale with a one million € price tag (1,4 M US \$). Sold for demolition in Turkey.



Patrolling in Port Stanley, Falkland Islands, 1998 © Shipspotting

Passenger ship

Gloriya (ex-*Gloria*, ex-*Akademik Vernadskiy*). IMO 6726929. Research vessel modernized and converted to passenger ship in 1997 on the Odessa-Istanbul line. Length 124 m, 4,843 t. Moldavian flag. Unknown classification society. Built in 1968 in Wismar (Germany) by Mathias-Thesen. Owned by Special Building-Technology (Ukraine). Sold for demolition in Turkey. 295 \$ per ton.



©Vladimir Knyaz

Royale (ex-*Casino Royale*, ex-*Fortune Star*, ex-*St.Tropez*, ex-*Manistal*, ex-*Talisman*, ex-*Enchanted Sun*, ex-*Sofia*, ex-*Emerald Express*, ex-*Stena Arcadia* ex-*Tropic Star II*, ex-*Pride Of San Diego*, ex-*Scandinavian Saga*, ex-*Castalia*). 14 names ! IMO 7350442. Passenger ship. Length 132 m, 5,201 t. Deflagged from Bahamas to Tanzania for her last journey. Unknown classification society. Ferry built in 1974 in Salamis (Greece) by Kynosoura DY and converted to cruise ship in 1988. Owned by EXIM Inc (United States). After a period of unemployment in the Bahamas, the ex floating casino becomes Tanzanian and is sold for demolition in India.



Saga Rose (ex-*Gripsholm*, ex-*Sagafjord*). IMO 6416043. Passenger ship. Length 188 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1965 in La Seyne-sur-Mer (France) by Chantiers de la Méditerranée. Owned by Saga Cruises (United Kingdom). After her retirement from the Saga Cruises fleet, the *Saga Rose* made three calls in South Africa in May 2010, then sailed eastward to Asia before being back in the South African waters. The silence of the British shipowner still leaves room for much speculation about the future of the ship. The *Saga Rose*, ultimately, was sold for demolition in China with an utmost discretion. **See also p 42, The END.**



Saga Rose clearing Milford Sound (New Zealand)
© Dedge - Shipspotting



Sagafjord © Chris Howell

Ferry

Capri (ex-*Kvamsoy*). IMO 6519077. Ferry. Length 39 m. Italian flag. Classification society RINA. Built in 1965 in Bergen (Norway) by Molde. Owned by Enermar (Italy).

Unknown destination of demolition.



Capri, July 2005 Maddalena Island, Sardinia
© Lars Helge Isdahl.

Diamond (ex- *F Diamond*, ex-*Ouranos*, ex-*Ariadne*, ex-*Tor Hollandia*). IMO 6704402. Ferry. Length 138 m. Maltese flag. Classification society Germanischer Lloyd. Built in 1967 in Lübeck (Germany) by Flender. Owned by V Ships (Monaco). Detained in 2007 in Catania (Italy) and in 2008 in Genoa (Italy). Sold for demolition in Turkey.



Euroferrys Atlantica (ex-*Hull 309*, ex-*Blue Nose*, ex-*Jutlandica*, ex-*Stena Jutlandoca*). IMO 7218668. Ferry. Length 124 m, 6,100 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Trojir (Croatia) by Lozovina-Mosor. Owned by Euroferrys (Spain). Detained in 1999 in Algeciras (Spain). Sold as is in Spain for demolition in Turkey. 270 \$ per ton.



Merdif I (ex-*Cesme I*, ex-*Blue Island*, ex-*Ionian Island*, ex-*Albireo*). IMO 7229980. Ferry. Length 167 m, 9,333 t. Jordanian flag. Unknown classification society. Built in 1973 in Setoda (Japan) by Naikai Shipbuilding. Owned by Marco Shipping (United Arab Emirates). Sold for demolition in India.



Redentore Primo (ex-*Solidor*, ex-*Langeland*). IMO 6504773. Ferry. Length 63 m. Italian flag. Classification society RINA. Built in 1965 in Papenburg (Germany) by Meyer JL. She sails as a passenger and car ferry in the Bay of Naples. Owned by Medmar (Italy). Sold for demolition in Turkey.



Redentore Primo, Bay of Naples, 22nd July 2008 © 2010 Stefano Guarino

Sredetz (ex-Roada, ex-Adelaide, ex-Tambu Express, ex-Seaspeed Master, ex-Laura Russotti). IMO 7319670. Ferry. Length 115 m, 2,344 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1975 in Messina (Italy) by Cassaro. Owned by Intershipping Ltd (Bulgaria). Sold for demolition in Turkey.



Stena Partner (ex-Freeway, ex-European Freeway, ex-Cerdic Ferry, ex-Stena Transporter, ex-Syria, ex-Alpha Enterprise, ex-Stena Runner). IMO 7528635. Ferry. Length 184 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Stena Line Ltd (United Kingdom). Sold for demolition in China.



Stena Transfer (ex-Ideway, ex-European Tideway, ex-Doric Ferry, ex-Hellas, ex-Alpha Progress). IMO 7528570. Ferry. Length 184m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Stena Line Ltd (United Kingdom). Sold for demolition in China.



Vanga (ex-Basto III). IMO 6812871. Ferry. Length 65 m. Croatian flag. Classification society Ceskoslovensky Lodin Register. Built in 1968 in Fredrikstad (Norway) by Ankerlokken Verft. Owned by Jadrolinija (Croatia). Sold for 106.000 \$ to a Slovakian buyer and resold for demolition in Turkey.



Tanker

Achilles (ex-Niki, ex-Asset, ex-Pocasset, ex-Royal Sphere, ex-Osco Surf). IMO 8008008. Tanker. Length 182 m, 9,636 t. Liberian flag. Classification society RINA. Double hull ship built in 1982 in Koje (South Korea) by Samsung. Owned by Salmar Shipping Ltd (Greece). Sold for demolition in Pakistan. 450 \$ per ton.



Al Maqwa (ex-West Kirby, ex-Umm Al Jathathel). IMO 8006438. Tanker. Length 241 m, 16,046 t. Tanzanian flag. Classification society Det Norske Veritas. Single hull ship built in 1983 in Kaohsiung (Taiwan) by China SB Corp. Owned by Kuwait Oil Tanker Co (Koweit). Sold for demolition in Pakistan where she arrived as *Maq. « Al »* and « wa » have vanished.

Antigoni (ex-Antigua). IMO 8013297. Tanker. Length 99 m, 2,209 t. Panamanian flag. Classification society International Register of Shipping. Double hull ship built in 1981 in Geesthach (Germany) by Menzer-Werft. Owned by Soysay Denizcilik Nakilyat (Turkey). Detained in 1998 in Middlesbrough (United Kingdom), in 1999 in Rotterdam (The Netherlands), in 2007 in Lisbon (Portugal), in 2008 in Gdynia (Poland) and in 2009 in Birkenhead (United Kingdom). Sold for demolition in India. 510 \$ per ton including 500 t of stainless steel..



Aramis (ex-Hydra Mar, ex-Caribbean Shoot II). IMO 8117081. Tanker. Length 228 m, 14,176 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1983 in Onomichi (Japan) by Onomichi Zosen. Owned by Tsakos Shipmanagement (Greece). Sold for demolition in Pakistan. 465 \$ per ton



Athens Bo (ex-Overseas Athens, ex-City University, ex-Ocean Challenger). IMO 8518883. Tanker. Length 192 m, 8,421 t. Deflagged from Marshall Islands to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by VAL Enterprises (Greece). Sold for demolition in India, the *Athens Bo* is finally one of the two vessels beached in Chittagong (Bangladesh) in early september in spite of the ban on importation of ships containing toxic materials. 400 \$ per ton.



Bora I (ex-Bora, ex-Cercina, ex-). IMO 7388865. Tanker. Length 171 m, 6,625 t. Tanzanian flag. Unknown classification society. Built in 1975 in Göteborg (Sweden) by Eriksbergs. Owned by Marika Investments Ltd (Nigeria). Sold for demolition in Pakistan. 440 \$ per ton.



Chi Lang (ex-Anito, ex-Shetland Liberty, ex-Archontas). IMO 7389077. Tanker converted in 1991 to floating production and storage unit. Length 285 m, 23,444 t. Unknown flag. Unknown classification society. Single hull ship built in 1976 in Göteborg (Sweden) by Gotaverken. Owned by Vietsovetro JV (Vietnam). Unknown destination of demolition.



Colonel Ardeshir Burzorji Tarapore PVC. IMO 8316637. Tanker. Length 228 m, 13,153 t. Indian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1985 in Ulsan (South Korea) by Hyundai. Owned by SCI - Shipping Company of India (India). Sold for demolition in India. 372 \$ per ton.

Colorado Voyager (ex-Chevron Colorado). IMO 7391238. Tanker. Length 198 m, 10,293 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1976 in Portland (United States) by FMC Corp. Owned by Chevron (United States). Sold for demolition in Brownsville, Texas (United States).



Colorado Voyager in Warrenton, Oregon (United States), September 2004 © Phil Gilston

Danai 1 (ex-Selayang, ex-Tsurufuji Maru N° 18). IMO 8025020. Tanker. Length 84 m, 1,460 t. Thai flag. No classification society according to the last port state control in Cilacap (Indonesia). Single hull ship built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Thai International Tankers (Thailand). Sold for demolition in India. 410 \$ per ton.



Eagle Milwaukee (ex-Neptune Phoenix). IMO 8607799. Tanker. Length 236 m, 15,725 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by AET Shipmanagement (Singapore). Sold for demolition in Pakistan. 435 \$ per ton.

Eirini (ex-Irini, ex-Als, ex-Alston, ex-Leadsman). IMO 6818526. Tanker. Length 63 m. Greek flag. Unknown classification society. Single hull ship built in 1968 in Kingston-Upon-Hull (United Kingdom) by Drypool. Owned by Hidrotiki Group (Greece). Sold for demolition in Turkey.



Eirini, off the coast of Albania, 2006 © Shipspotting

Estere (ex-Esther). IMO 8820896. Tanker. Length 178 m, 9,630 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1989 in Kherson (Ukraine) by Khersonskiy SZ. Owned by LSC (Latvia). Sold for demolition in India. 440 \$ per ton.

Fissa (ex-Amfissa, ex-Sansei Maru N°6). IMO 7323334. Tanker. Length 54 m. Unknown flag. Unknown classification society. Built in 1973 in Nakamura (Japan) by Matsue. Sold for demolition in Turkey.



Five Stars Glory (ex-Lucky Sailor, ex-Antinea). IMO 8715613. Tanker. Length 277 m, 18,309 t. Panamanian flag. Unknown classification society. Single hull ship built in 1989 in Sakaide (Japan) by Kawasaki. Owned by MSI Ship Management Pte Ltd (Singapore). Sold for demolition in China. 370 \$ per ton.



Ghazi 1 (ex-Ninfea, ex-Patagonia, ex-Piraeus Sea). IMO 7358767. Tanker. Length 170 m, 7,800 t. Nigerian flag. Unknown classification society. Single hull ship built in 1976 in Nakskov (Denmark) by A/S Nakskov. Owned by Ghazi Shipping & Trading Co (Pakistan). Sold for demolition in Pakistan. 388 \$ per ton.



Goldie (ex-Nordfast, ex-Dan Frigg). IMO 8704365. Tanker. Length 165 m, 6,972 t. Maltese flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1987 in Onishi (Japan) by Shin Kurushima. Owned by Socomar Srl (Italy). Sold for demolition in India. 402 \$ per ton.



Grace Star (ex-Integrity I, ex-Richmond Park, ex-Tamara I, ex-RF Carioca, ex-Mercantil Cabo Frio, ex-Jutahy). IMO 8128200. Tanker. Length 170 m, 7,533 t. Pavillon Hong Kong. Classification society Det Norske Veritas. Double hull ship built in 1984 in Dunkirk (France) by Normed. Owned by Prime Cosmos Ltd (Hong Kong, China). Sold for demolition in India. 400 \$ per ton.



Hiyo (ex-Oriental Bluebird, ex-Hiyo Maru). IMO 7818078. Tanker. Length 143 m. Pavillon Tuvalu. Unknown classification society. Reefer built in 1979 in Kochi (Japan) by Kochi Jyuko. In 1992 she was converted to replenishment tanker and used by the Japanese whaling fleet in Antarctica. Very exceptionally, Panama deflagged the *Oriental Bluebird* in 2008 for transferring and transporting whale meat and violating the Panamanian regulations on maritime safety and protection of the environment. Sold for demolition in China.



January 2008, The Japanese factory-ship *Nisshin Maru* (right) transfers whale meat and refuels in Antarctic waters from the supply ship *Oriental Bluebird* (left). In the foreground, the Australian customs officials.
© Reuters

Iron Monger 9 (ex-Simba, ex-Inigi Tapias, ex-Juana Tapias, ex-Argo Artemis, ex-Wilomi Tana). IMO 8617196. Tanker. Length 274 m, 18,662 t. Liberian flag. Classification society Lloyd's Register of shipping. Single hull ship built in 1989 in Nagasaki (Japan) by Mitsubishi. Owned by NOS Shipmanagement Pte Ltd (Singapore). Sold for demolition in India. 440 \$ per ton.

Jag Lamha (ex-Sudong Spirit, ex-Full Moon River). IMO 8700436. Tanker. Length 246 m, 14,127 t. Indian flag. Classification society Lloyd's Register of Shipping. Double sided ship. Built in 1987 in Mihara (Japan) by Koyo. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in India. 445 \$ per ton.

Jag Pranam (ex-A.P. Moller). IMO 8321383. Tanker. Length 182 m, 10,300 t. Indian flag. Classification society Lloyd's Register of Shipping. Double sided ship built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Great Eastern Shipping Co Ltd (India). Sold for demolition in India. 440 \$ per ton.



Knock Dee (ex-Solva, ex-Afran Wave, ex-Wind Endeavour). IMO 7389235. Tanker converted in 1996 to floating storage. Length 263 m, 18,600 t. Singapore flag. Classification society Det Norske Veritas. Single hull ship built in 1974 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Fred Olsen Marine Services AS (Norway). Sold as is in Fujairah for demolition in India. 430 \$ per ton.



Kriti Art. IMO 8412584. Tanker. Length 178 m, 8,584 t. Greek flag. Classification society American Bureau of Shipping. Single hull ship built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Navigator Tankers Management (Greece). Sold for demolition in Pakistan. 465 \$ per ton



Kriti Champion. IMO 8420270. Tanker. Length 194 m, 10,709 t. Greek flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1987 in Split (Croatia) by Brodosplit. Owned by Avin International SA (Greece). Detained in 2008 in Houston (United States). Sold as is in Singapore for demolition in India. 452 \$ per ton.



Kriti Episkopi (ex-Jag Ladki, ex-Knock Adoon). IMO 8904472. Tanker. Length 274 m, 19,720 t. Greek flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1992 in Belfast (United Kingdom) by Harland & Wolff. Owned by Navigator Tankers (Greece). Sold for demolition in Pakistan. 465 \$ per ton.



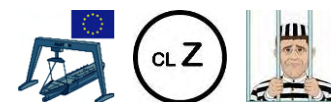
Kriti Filoxenia. IMO 8420256. Tanker. Length 194 m, 10,650 t. Greek flag. Classification society Lloyd's Register of Shipping. Double bottom single hull ship built in 1986 in Split (Croatia) by Brodosplit. On 24th December 2002, the *Kriti Filoxenia* is ordered out of the 200 miles of the French Exclusive Economic Zone (EEZ) in application of the agreement of Malaga ; this bi-lateral decision signed by France and Spain on 26th November 2002 after the sinking of the *Prestige* and later adopted by Portugal bans single hull tankers more than 15 years old and transporting heavy oil from sailing within the 200 miles of their EEZ. Owned by Avin International SA (Greece). Detained in 2008 in Amsterdam (The Netherlands). Sold for demolition to an unknown destination, the ship just arrived in Chittagong (Bangladesh) and is « waiting for instructions » and a possible authorization to be beached. 465 \$ per ton.



Lieutenant Rama Raghoba Rane PVC. IMO 8224121. Tanker. Length 228 m, 13,061 t. Indian flag. Classification society Indian Register of Shipping. Single hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by SCI Shipping Company of India (India). Sold for demolition in Pakistan.

Mama (ex-Major Hoshiar Singh PVC). IMO 8311194. Tanker. Length 193 m, 10,296 t. Indian flag. Classification society Indian Register of Shipping. Single hull ship built in 1985 in Ulsan (South Korea) by Hyundai. Owned by SCI – Shipping Company of India (India). Sold for demolition in Pakistan.

Marlina XV (ex-Aurora, ex-Ulyanovsk). IMO 7925778. Tanker. Length 170 m, 7,460 t. Pavillon Indonésie. Unknown classification society. Built in 1983 in Skaramanga (Greece) by Hellenic Shipyard. Owned by Sukses Osean Khatulistiwa (Indonesia). Detained in 2000 in A Coruña (Spain) and in 2002 in Amsterdam (The Netherlands). Sold for demolition in Pakistan. Her delivery is scheduled in late october. 450 \$ per ton.



Morning Glory (ex-Gold Star, ex-Aspen, ex-Alma, ex-Palmyra). IMO 8806369. Tanker. Length 165 m, 6,037 t. Panamanian flag. Classification society Det Norske Veritas. Single hull ship built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Prime Cosmos Ltd (Hong Kong, China). Detained in 2009 in Kunsan (South Korea). Sold for demolition in India. 400 \$ per ton.



Nana (ex-Leni, ex-Loja). IMO 7925039. Tanker. Length 160 m, 6,111 t. Nigerian flag. Unknown classification society. Single hull ship built in 1981 in Pusan (South Korea) by Korea SB. Detained in 2004 in Bandar Khomeini. Sold for demolition in Pakistan. 418 \$ per ton.



Nani (ex-Bernice, ex-Condor). IMO 7803528. Tanker. Length 73 m. Bulgarian flag. Classification society Bulgarski Koraben Registar. Double hull ship built in 1978 in Neuenfelde (Germany) by Sietas Schiffswerft ; general cargo carrier converted in 1998 to vegetable oil tanker. Owned by BM Chart Ltd (Bulgaria). Detained in 2009 in Samsun (Turkey). Sold for demolition in Turkey.



Oakleaf (ex-Oktania). IMO 7915814. Tanker. Length 173 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1981 in Uddevalla (Sweden) by Uddevallavarvet. Replenishment tanker of the Royal Navy since 1986. Decommissioned in 2009. Sold for demolition and towed to Turkey.



Ocean Power (ex-British Spirit). IMO 7925728. Tanker. Length 261 m, 21,415 t. Tuvaluan flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1983 in Port Glasgow (United Kingdom) by Scott Lithgow. Owned by Ocean Tankers Pte Ltd (Singapore). Sold for demolition in Bangladesh, she arrived in Chittagong shortnamed *Power* and is off the beach « waiting for instructions ».



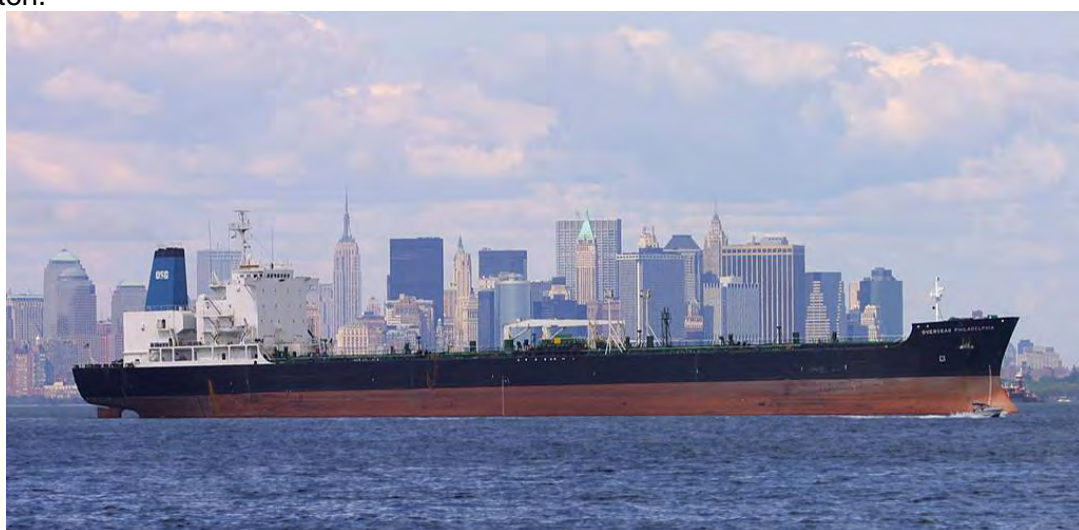
Orange Star (ex-Fife, ex- Andaluca Star). IMO 7342976. Tanker. Length 155 m, 7,128 t. Liberian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1975 in South Bank (United Kingdom) by



Smith's Dock. Reefer converted in 1987 to refrigerated fruit juice tanker. Owned by Atlanship SA (Switzerland). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition in India. 475 \$ per ton including 230 t of stainless steel.

Orange Star, at Europoort (The Netherlands)
© Vesseltracker

Overseas Philadelphia (ex-Exxon Princeton, ex-Eileen Ingram). IMO 7932410. Tanker. Length 200 m, 10,344 t. Deflagged from United States to Tuvalu for her last journey. Unknown classification society. Double bottom ship built in 1982 in San Diego (United States) by National Steel. Owned by OSG (United States). Sold for demolition in India where she arrives renamed *Adelphi*. 430 \$ per ton.



Overseas Philadelphia , New York, July 2007 © Tom Turner

Philadelphia. IMO 8641719 et 8001191. Tanker barge and pusher. Length 213 m, 11,437 t. United States flag. Classification society American Bureau of Shipping. The pusher was built in 1984 in Mobile (United States) by Halter Marine and the barge by Bethlehem Steel. *Philadelphia* is an ITB (Integrated Tug Barge), a tanker barge coupled with a catamaran vessel that locked into the stern of the barge ; the US regulations allowed the owners to class their vessels as tug/barge and not tankers. The change of US rules concerning tugs outlawed the ITB and this type of vessel is becoming obsolete. Double bottom single hull ship. Owned by US Shipping Partners (United States). On 18th May 2010, the tug/barge *Philadelphia* collided with the container ship *Rhein Bridge* in the Suez canal. The engine room was flooded and the incident caused an oil spill. The ITB, which was mainly used to carry food aid, is declared a total loss and sold for demolition in India.



Philadelphia, port of Valetta (Malta), February 2008 © **Jorn Prestien**

S/R Baytown (ex-Exxon Baytown). IMO 8109682. Tanker. Length 237 m, 15.767 t. United States flag. Classification society American Bureau of Shipping. Double bottom ship built in 1984 in Avondale (United States) by Avondale Industries. Owned by Seariver Maritime Inc (United States). Sold for demolition in China. 380 \$ per ton.

Sea Jaguar (ex-Genmar Boss, ex-Stavanger Boss, ex-Lightgow, ex-Stellaris). IMO 8307129. Tanker. Length 243 m, 14,350 t. Marshall Islands flag. Classification society Det Norske Veritas. Double sided ship built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Sea Production Management AS (Norway). Sold as is in the Philippines for demolition in India. 325 \$ per ton.



Selay Challenger (ex-Treguier, ex-Mascarin). IMO 8504105. Tanker. Length 178 m, 8,457 t. Maltese flag. Classification society Bureau Veritas. Single hull ship built in 1986 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Seaway Shipping & Trading (Turkey). Detained in 2008 in Novorossiysk. Sold for demolition in India. 450 \$ per ton.



Selay Challenger, January 2010
© **Fehmi – Vesseltracker**

© **Andre Le Mens - Marine marchande.net** The ex-*Mascarin* from Saint-Nazaire used to sail on the Persian Gulf / Reunion Island line for "Union Maritime de l'Océan Indien".

Shinyo Alliance (ex-Tokiwa). IMO 8919130. Tanker. Length 315 m, 29,264 t. Hong Kong flag. Classification society Korean Register of Shipping. Single hull ship built in 1991 in Nagasaki (Japan) by Mitsubishi. Sold for demolition in India. 445 \$ per ton.

Shogun (ex-Temasek, ex-Yuyo Breeze, ex-Nakata Breeze). IMO 8419025. Tanker. Length 182 m, 8,173 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double sided ship built in 1985 in Onomichi (Japan) by Onomichi Zosen. Owned by Warm Seas Development (United Arab Emirates). Sold for demolition in India.

Sofia (ex-Anastasios I, ex-Olympia, ex-Elisabeth Broere). IMO 6723783. Tanker. Length 71 m. Togolese flag. Unknown classification society. Single hull ship built in 1967 in Lauenburg (Germany) by Hitzler JG. Owned by Hellenic Group of Companies SA (Greece). Detained in 2008 in Piraeus (Greece) and in 2009 in Eleusis (Greece). Sold for demolition in Turkey.



Sriracha Energy (ex-Seasong, ex-World Kinship). IMO 7912850. Tanker. Length 246 m, 16,641 t. Thai flag. Unknown classification society. Single hull ship built in 1980 in Aioi (Japan) by Ishikawajima-Harima. Owned by Nathalin Management Co Ltd (Thailand). Sold for demolition in Pakistan. 420 \$ per ton.



Star 8 (ex-Nepline Mas, ex-Nepline Delima, ex-Jurong Gurami). IMO 9114854. Tanker. Length 102 m, 2,400 t. Saint Kitts and Nevis flag. Unknown classification society. Single hull ship built in 1995 in Singapore by Jurong Shipbuilders. Unknown destination of demolition.



Stella (ex-Loul'wat Qatar, ex-Olympic Spirit). IMO 8900490. Tanker. Length 232 m, 13,629 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1990 in Oppama (Japan) by Sumitomo. Owned by AK Shipping & Trading Inc (Greece). Sold as is in Singapore. Unknown destination of demolition. 285 \$ per ton.



Suppavan 1 (ex-Natalia, ex-Garuda Mahakam I, ex-AM Carrier). IMO 7815155. Tanker. Length 108 m, 1,815 t. Thai flag. Unknown classification society. Double bottom ship built in 1979 in Yawatahama (Japan) by Kurinoura. Owned by Thai International Tankers (Thailand). Sold as is in Singapore for demolition in India. 417 \$ per ton.



Talara. IMO 7406289. tanker. Length 171 m, 6,000 t. Peruvian flag. Unknown classification society. Built in 1978 in Callao (Peru) by SIMA. Owned by Peru Govt OFINAG (Peru). Used by the Peruvian navy as a floating storage off Callao, near Lima. Unknown destination of demolition. **See photo p 5.**



Taluga. AO 62. Tanker. Length 168 m, 7,236 t. United States flag. No classification society ; struck from the naval register on the 21st February 1992. Built in 1943 in Sparrows Point (United States) by Bethlehem Steel. Fleet oiler assigned to the Asiatic-Pacific theater during World War II ; she served in the Korean and Vietnam wars. Laid up in the Reserve Fleet in Suisun Bay, California. Owned by US MARAD (United States). She will be towed through the Panama canal and broken up in Brownsville, Texas (United States).



Ukhta. IMO 6503688. Tanker. Length 83 m, 1,260 t. Russian flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1964 in Kerch (Ukraine) by Zaliv. Owned by Ecologia DV (Russia). Unknown destination of demolition.

Venus (ex-Ascension, ex-Pranedya Dwitya). IMO 7913464. Tanker. Length 158 m, 5,678 t. Panamanian flag. Unknown classification society. Single hull ship built in 1980 in Setoda (Japan) by Naikai Shipbuilding. Detained in 2004 in Singapore. Sold for demolition in Turkey. 189 \$ per ton.



Victory III (ex-Ryvingen). IMO 8920476. Tanker. Length 242 m, 16,320 t. Cyprus flag. Classification society Bureau Veritas. Built in 1990 in Kerch (Ukraine) by Sudostroitelnyy Zavod Zaliv. Owned by Tsakos Shipping (Greece). Sold as is in Singapore for demolition in India. 449 \$ per ton



Chemical tanker

Alf Armar (ex-*Alfa Marmara*, ex-*Sichem Labrador*, ex-*Kilchem Labrador*, ex-*Dixie Queen*, ex-*Shoun Universe*). IMO 8418241. Chemical tanker. Length 113 m, 2,600 t. Cambodian flag. Classification society Phoenix Register of Shipping. Double hull ship built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Chempet Shipping (Turkey). Detained in 2010 in Novorossiisk (Russia). Sold for demolition in India. 475 \$ per ton including 50 t of stainless steel.



Angelim. IMO 8201507. Chemical tanker. Length 133 m, 5,444 t. Brazilian flag. Classification society Bureau Veritas. Single hull ship built in 1985 in La Rochelle (France) by Ateliers et Chantiers de La Rochelle. Owned by Flumar Transportes De Quimicos (Brazil). Sold for demolition in India. 800 \$ per ton including 426 t of stainless steel.



Bice A. IMO 8903959. Chemical tanker. Length 126 m, 4,067 t. Italian flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by ME Marittima Emiliana SPA (Italy). Sold as is in Augusta (Italy) for demolition in India. 985 \$ per ton including 1.169 t of stainless steel.



Champion Brali (ex-*Brali*, ex-*Probo Brali*). IMO 8309799. Chemical tanker. Length 182 m, 13,020 t. Bahamian flag. Classification society Det Norske Veritas. Double hull ship built in 1985 in Ulsan (South Korea) by Hyundai HI. Owned by Champion Tankers (Norway). Detained in 1998 in Vlaardingen (The Netherlands). Sold for demolition in Pakistan. 435 \$ per ton.



Corona (ex-*Global Mars*). IMO 8502731. Chemical tanker. Length 105 m, 2,226 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1985 in Imabari (Japan) by Higaki. Owned by Glory Ship Management (Singapore). Detained in 2008 in Zhangjiagang (China). Sold for demolition in India. 470 \$ per ton

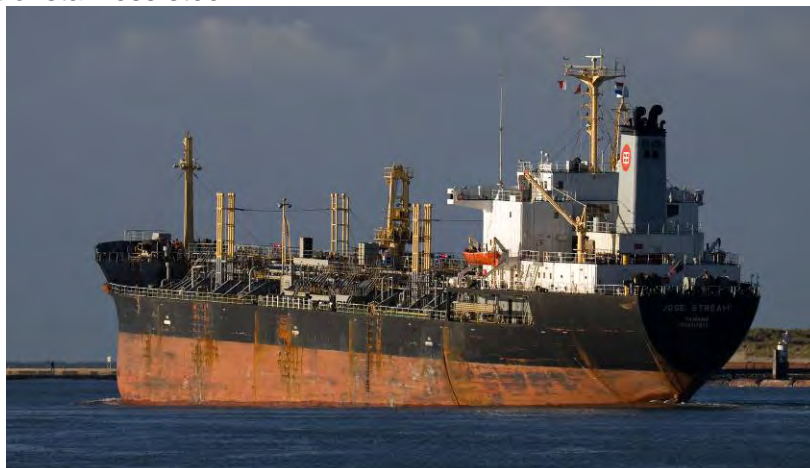


Global Maceio. IMO 8220577. Chemical tanker. Length 147 m, 4,712 t. Deflagged from Brazil to flag Saint Kitts and Nevis for her last journey. Classification society Bureau Veritas. Double hull ship built in 1986 in Viana do Castelo (Portugal) by ENVC. Owned by DTA Ship Trading (United Arab Emirates). Sold for demolition in India, *Global Maceio* has just left Salvador and is expected late november in Alang.



Green Cypress (ex-*Tonegawa*). IMO 8505161. Chemical tanker. Length 149 m, 5,432 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1985 in Uwajima (Japan) by Uwajima Zosenho. Owned by Chung Fai Trading (Hong Kong, China). Unknown destination of demolition. 406 \$ per ton.

Jose Stream (ex-*Yodogawa*, ex-*Molly Laura*). IMO 8517803. Chemical tanker. Length 155 m, 5,728 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1986 in Hakodate (Japan) by Hakodate Dock. Owned by V&K Ocean SA (Japan). Sold for demolition in India. 490 \$ a tonne including 500 t of stainless steel.



Jose Stream, november 2008 in Rozenburg (The Netherlands) © Hans Esveldt

Lady Marialaura. IMO 8903947. Chemical tanker. Length 135 m, 4,461 t. Italian flag. Classification society RINA. Double hull ship built in 1993 in Viareggio (Italy) by Esercizio. Owned by ME Marittima Emiliana Spa (Italy). Sold as is in Augusta (Italy) for demolition in India. 985 \$ per ton including 1,365 t of stainless steel.



Madura (ex-NCC Hijaz, ex-Tomoe 567). IMO 8418277. Chemical tanker. Length 140 m, 4,175 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1985 in Yawatahama (Japan) by Kurinoura. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition and towed to India. 612 \$ per ton including 150 t of stainless steel.

Nokia (ex-Sommer, ex-Moza, ex-Doha Sun, ex-Sun Emerald, ex-Reina, ex-Botany Transcendent). IMO 8025434. Chemical tanker. Length 107 m, 2,788 t. Sierra Leone flag. Unknown classification society. Double hull ship built in 1981 in Akitsu (Japan) by Taihei. Sold for demolition in Pakistan.



Panormus (ex-West Queen, ex-West Trader, ex-Inox, ex-Snow Queen, ex-Chemical Discoverer, ex-Bow Queen). IMO 7382782. Chemical tanker. Length 103 m, 2,295 t. Maltese flag. Classification society RINA. Single hull ship built in 1975 in Sovik (Norway) by Soviknes Verft. Owned by Sicilnavi S.R.L (Italy). Detained in 2008 in Constanza (Romania). Sold for demolition in Turkey.



Pico El Aguila (ex-Stolt Accord, ex-Rainbow). IMO 8122971. Chemical tanker. Length 132 m, 4,464 t. Venezuelan flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1982 in Shimoda (Japan) by Shimoda DY. Owned by HL Boulton & Co (Venezuela). Sold as is in Curacao for demolition in India. Including 287 t of stainless steel.

Pico Espejo (ex-Itakita, ex-Owl Trader, ex-Chemilugano). IMO 8103925. Chemical tanker. Length 132 m, 4,414 t. Venezuelan flag. Unknown classification society. Double hull ship built in 1982 in Shimoda (Japan) by Shimoda DY. Owned by Atlas Marine Ca (Venezuela). Detained in 2008 in Houston (United States). Sold as is in Curacao for demolition in India. 310 \$ per ton.



Pumpuri (ex-Mikhail Gromov). IMO 8623963. Chemical tanker. Length 179 m, 9,680 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1987 in Kherson (Ukraine) by Khersonskiy SZ. Owned by LSC Shipmanagement (Latvia). Detained in 2006 in Augusta (Italy). Sold for demolition in India. 463 \$ per ton.



Pumpuri is ready to leave dry-dock, Sevastopol (Ukraine), November 2005 © Aleksandr Koz

Stolt Pride. Chemical tanker. IMO 7400821. Length 176 m, 10,184 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1976 in Prairie-au-Duc (France) by Dubigeon-Normandie. Owned by Stolt Tankers BV (The Netherlands). Detained in 2009 in Terneuzen (The Netherlands). Sold for demolition in India.



Trader (ex-SMT Chemical Trader, ex-Julius Hammer, ex-Oxy Trader). IMO 7821207. Chemical tanker and pusher. Length 207 m. United States flag. Classification society American Bureau of Shipping. Single hull ship built in 1981 in Avondale (United States) by Westwego. Owned by Stolt-Nielsen-USA (United States). Sold for demolition in India.

Gas tanker

BW Ragnhild (ex-Berge Ragnhild). IMO 8302985. Gas tanker. Length 228 m, 21,994 t. Norwegian flag (international register). Classification society Det Norske Veritas. Single hull ship built in 1986 in La Ciotat (France) by Normed. Owned by BW Gas AS (Norway). Detained in 2000 in Port Bonython (Australia). Used as floating LPG storage in Suape (Brazil) in the All Saints Bay. Sold for demolition in India. 420 \$ per ton.



BW Ragnhild, as floating storage in Suape, Brazil, August 2009 © Ørjan Halvorsen

Egypt Gas (ex-Berge Troll, ex-Extol, ex-Monge). IMO 7359876. Gas tanker. Length 231 m, 19,779 t. Panamanian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1976 in La Ciotat (France) by Chantiers Navals de La Ciotat. Owned by Benelux Overseas Inc (Greece). Sold for demolition in India 435 \$ per ton.



The launching of the *Monge*, La Ciotat, 11th May 1976 © *Courrier de la CGM*



The baptism of the *Monge*, La Ciotat, 11th mai 1976
© *Courrier de la Compagnie Générale Maritime*



Egypt Gas, ex-*Monge* (right) and *Isis Gas*, 13th juin 2008, gulf of Suez © *Shipspotting*

Libra Gas II (ex-Sunny Clipper, ex-Coral Isis). IMO 7514361. Gas tanker. Length 108 m, 3,126 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1976 in Papenburg (Germany) by Meyer JL. Owned by Benelux Overseas (Greece). Sold for demolition in India.



Parna Berlian (ex-Clipper Sea, ex-Lielupe, ex-Robin Transoceanis VI). IMO 7405053. Gas tanker. Length 139 m, 5,890 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1978 in Papenburg (Germany) by Meyer JL. Owned by Anglo-Eastern Shipmanagement (Singapore). Sold for demolition in China. 350 \$ per ton.



Sigloo Finn (ex-Igloo Finn). IMO 8000989. Gas tanker. Length 127 m, 5,550 t. Norwegian flag (international register). Classification society Det Norske Veritas. Double hull ship built in 1981 in Moss (Norway) by Moss Rosenberg. Owned by EMS Ship Management (Singapore). Sold for demolition in India.



Somerset (ex-Maersk Somerset, ex-Sally Maersk). IMO 7924023. Gas tanker. Length 153 m, 8,250 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1981 in Lindo (Denmark) by Odense Staalskibs. Owned by Zodiac Maritime Agencies Limited (United Kingdom). Sold for demolition in India. 430 \$ per ton.



Supreme (ex-Mel, ex-Hassi R'Mel). IMO 7035494. Gas tanker. Length 200 m, 12.825 t. Sierra Leone flag. Classification society Bureau Veritas. Single hull ship built in 1971 in La-Seyne-sur-Mer (France) by les Chantiers de la Méditerranée. Owned by Argo Systems (United Arab Emirates). Detained in 2003 in Barcelona (Spain). Laid up since october 2006 in Arzew (Algeria). Sold for demolition in India.



Supreme, ex-Hassi R'Mel, in Huelva (Spain) © Rafael Martinez Bescos

General cargo

Advanta (ex-Fanagoriya, ex-Afrodita K, ex-Balkan K, ex-Volodarsk). IMO 8892538. General cargo. Length 103 m, 824 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1967 in Komarno (Slovakia) by ZTS Yard. Owned by ZAO Donchart (Russia). Detained in 2008 in Dniepro-Buzkyy (Ukraine). Sold for demolition in Turkey.



Ali M (ex-Ali Macit, ex-Yarda, ex-Agat, ex-Sapphir, ex-Ontik, ex-Ontika, ex-Baltiyskiy 42). IMO 6703795. General cargo. Length 96 m. Cambodian flag. Classification society International Register of Shipping. Built in 1965 in Kaliningrad (Russia) by Yantar. Owned by Macitler Maritime (Turkey). Detained in 2004 in Novorossiysk (Russia), in 2006 in Kdzeregli (Turkey), in 2007 in Kherson (Ukraine), in 2008 in Rostov (Russia), in 2009 in Eysk, Rostov et Temryuk (Russia) and in 2010 in Kherson (Ukraine) and Temryuk (Russia). Sold for demolition in Turkey.



Alouette Arrow (ex-Chimo, ex-Finnarctis). IMO 7415711. General cargo. Length 160 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Gijon (Spain) by Juliana Gijonesa. Owned by Kristian Gerhard Jebsen Skipsrederi A/S (Norway). Sold for demolition in China.



An San (ex-Varuna, ex-Majed M, ex-Eastern Jupiter I). IMO 7618533. General cargo. Length 116 m, 3,064 t. North Korean flag. Classification society Korea Classification Society. Built in 1976 in Kinoue (Japan) by Setouchi. Owned by Korea Ansan Shipping Co (North Korea). Detained in 2003 in Batangas (Philippines) and Hong Kong (China), in 2004 in Guangzhou and Rizhao (China), in 2006 in Vishakhapatnam (India), in 2007 in Qinzhou, and Yantai (China) and Bushire (Iran) and in 2010 in Lianyungang (China). Sold for demolition in India. 402 \$ per ton.



Argoni (ex-Angus, ex-Andros, ex-Alsterberg). IMO 7525580. General cargo. Length 79 m. Sierra Leone flag. Classification society International Ship Classification. Built in 1976 in Kure (Japan) by Imamura. Detained in 2007 in Bayonne (France), in 2008 in Kerch (Ukraine), in 2009 in Aveiro (Portugal), and in 2010 in Alicante (Spain) and Olbia (Italy). Sold for demolition in Turkey.



Assos I (ex-Odessa, ex-Defiant, ex-San Nicolas, ex-Sweet Spirit, ex-Panther, ex-Breeze Lory, ex-Manda Glory, ex-Arkadia C, ex-Olympic Med, ex-Olympic Sun, ex-Angelika Z, ex-Toroneos II, ex-Boringia, ex-Tender Ship, ex-Nikolaj Sif). 16 names, the record ! IMO 6706773. General cargo. Length 70 m, 900 t. Tanzanian flag. Unknown classification society. Built in 1967 in Westerbroek (The Netherlands) by Smit AJ. Owned by Epirus Navigation Ltd (Greece). Detained in 2007 in Novorossiysk (Russia), in 2008 in Chioggia (Italy) and in 2010 in Bourgas, (Bulgaria). Sold for demolition in Turkey.



Brustel (ex-Zeina, ex-Ismini I, ex-Ismini, ex-Megas Vassilios, ex-Ais Giorgis I, ex-Aghios Porfirios, ex-Simao Mansur). IMO 7624398. General cargo. Length 107 m. Albanian flag. Unknown classification society. Built in 1979 in Niteroi (Japan) by EBIN/So. Owned by Albartin Shipping Co (Albania). Detained in 2008 in La Rochelle and Sète (France), Ploce (Croatia) and Koper (Slovenia). Sold for demolition in Turkey.



Daphne (ex-Rose 7, ex -Good Start, ex-Mineva, ex-Nieuwmoer, ex-Domino, ex-Kortenaer, ex-Kortina, ex-Hovin). IMO 6824422. General cargo. Length 82 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1968 in Gdansk (Poland) by Gdanska Lenina. Detained in 2009 in Poti (Georgia) and twice in 2010 in Bartin (Turkey). Sold for demolition in Turkey.



Despina (ex-Iran Kolahdooz, ex-Merapi, ex-Stratheden). IMO 7428809. General cargo. Length 169 m, 7,761 t. Pavillon Iran. Classification society Lloyd's Register of Shipping. Built in 1977 in Gdansk (Poland) by Gdanska Lenina. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Sold for demolition in India. 430 \$ per ton including 250 t of bunkers.



Dynasty (ex-Asean Jade, ex-Welsun, ex-Orion, ex-Hohsing Arrow). IMO 7718383. General cargo. Length 146 m, 4,783 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Owned by Glory Ship Management (Singapore). Sold for demolition in India. 395 \$ per ton.

Edarte I (ex-Sidervega). IMO 7033123. General cargo. Length 89 m. Albanian flag . Classification society Alfa Register of Shipping. Built in 1971 in Leghorn (Italy) by Luigi Orlando. Owned by Albartin Shipping Co (Albania). Sold for demolition in Turkey.



Fisher (ex-Hendiah, ex-Jeland Star, ex-Pulau Talaud, ex-Pandan Indah, ex-Rindang, ex-Elang II, ex-Clipper, ex-Golden Cast, ex-Golden Castle). IMO 7352787. General cargo. Length 128 m, 3,046 t. Tanzanian flag. Classification society International Maritime Bureau. Built in 1973 in Kochi (Japan) by Kochi Jyuko. Detained in China in 2002 in Zhanjiang and in 2005 in Guangzhou, in 2007 and 2010 in Novorossiysk (Russia) and in 2010 in Theodosia (Ukraine). Sold for demolition in India.



Forest Venture (ex-*Tasman Venture*). IMO 7618569. General cargo. Length 144 m, 5,429 t. Cyprus flag. Unknown classification society. Built in 1977 in Kagoshima (Japan) by Kagoshima Docks. Sold for demolition in India. 358 \$ per ton.



Forest Venture in Rio Haina, Dominican Republic, March 2010 © Viktor - Shipspotting

Garnia (ex-*Lord*, ex-*Agios Nikolaos*, ex-*Siroco*). IMO 7627601. General cargo. Length 106 m, 1,033 t. Syrian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Meira (Spain) by Construcciones. Owned by Yass Marine Co Ltd (Syria). Detained in 2007 in Novorossiysk (Russia), in 2008 in Limassol (Cyprus) and in 2009 in Volos (Greece). Sold for demolition in Turkey.



Inlaco Spring (ex-*Van Lang*, ex-*Mekong Vitesse*, ex-*Nowshera*, ex-*Oyster Bay*, ex-*Scandutch Corsica*, ex-*Hornberg*, ex-*Ocean Sif*). IMO 8302935. General cargo. Length 115 m, 1,990 t. Vietnamese flag. Classification society Viet Nam Register of Shipping. Built in 1983 in Frederikshavn (Denmark) by Orskov Christensens ; lengthened from 102 to 115 m in 1989. Owned by Vinalines (Vietnam). Unknown destination of demolition.



Ioannis K (ex-*Ntama*, ex-*Tonna*). IMO 5364683. General cargo. Length 77 m. Albanian flag. Classification society Alfa Register of Shipping. Built in 1957 in Aarhus (Denmark) by Flydedok & M. Lengthened from 71 to 77 m in 1964. Owned by Klaudio Shipping (Albania). Detained in Otranto (Italy) once in 2007, three times in 2009 and twice in 2010. Sold for demolition in Turkey.



Jing Feng (ex-*Ju Fu Men*, ex-*Blue Oxygen*, ex-*Pioneer Dawn*, ex-*Aki*, ex-*Kota Bakti*, ex-*Concord Gasan*, ex-*Lupin*). IMO 7909114. General cargo. Length 166 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Toyama (Japan) by Nipponkai HI. Owned by Hongyuan Marine Co (China). Detained in 2003 in Osaka (Japan) and in 2004 in Hong Kong. Sold for demolition in India.



Karadeniz M (ex-*Asena*, ex-*Nasan*, ex-*Dragut reis*, ex-*Huseyin Bey*, ex-*Maro*, ex-*Cali*, ex-*California*). IMO 7363516. General cargo. Length 81 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1974 in Gijon (Spain) by Cantabrico y Riera. Owned by Cantas Shipping & Trading Ltd (Turkey). Detained in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey.



King Spirit (ex-*Clipper Itajai II*, ex-*Expert*, ex-*Delmas Sycamore*, ex-*Woermann Expert*, ex-*CMB Esprit*, ex-*Apapa Palm*, ex-*Lloyd Parana*, ex-*Barber Menestheus*, ex-*Menestheus*). IMO 7601566. General cargo. Length 164 m, 10,074 t. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1977 in Nagasaki (Japan) by Mitsubishi. Owned by Nanjing King Shipmanagement (China). Detained in 2006 in Singapore and in 2009 in Quanzhou (China). Sold for demolition in India. 440 \$ per ton.



King Spirit, on the Huangpu river, Shangaï (China)
© FHZ - Shipspotting

Kobzar 1 (ex-*Tenenea*, ex-*Aristopes*, ex-*Vadim*, ex-*Blue Sky I*, ex-*Blue Sky*, ex-*Azovstal*). IMO 7115969. General cargo. Length 123 m, 1,783 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1971 in Navashino (Russia) by Navashinskiy Oka. Proprietaire Trais Shipping (Ukraine). Detained in 2002 in Eleusis (Greece), in 2006 in Bourgas (Bulgaria) and Constanza (Romania) and in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey. 295 \$ per ton.



Kola. IMO 8013053. General cargo. Length 176 m, 10,815 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Turku (Finland) by Oy Wartsila. Owned by Murmansk Shipping Company (Russia). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in India. 385 \$ per ton.



Lady Malak (ex-*JM 2*, ex-*Alalaa*, ex-*King Lol*, ex-*Birkenwald*, ex-*Henriette Isa*, ex-*Christopher Meeder*). IMO 6910867. General cargo. Length 76 m. Sierra Leone flag. Unknown classification society. Built in 1969 in Wewelsfleth (Germany) by Peters Hugo. Owned by Atlas Gemi Isletmeciligi Ltd (Turkey). Detained in 2004 in Sotchi and Novorossiysk (Russia) and in 2008 in Chalkis (Greece). Sold for demolition in Turkey.



Layla I (ex-*Wesam B*, ex-*Firas I*, ex-*Dania*, ex-*Carol H*, ex-*Sinno M.E. IV*, ex-*Scandinavian Express*, ex-*Bastant*). IMO 6602290. General cargo. Length 72 m. Bolivian flag. Classification society Guardian Bureau Of Shipping. Built in 1965 in Kristiansand (Norway) by Kristiansands MV. Owned by Phoenicia Maritime Co (Syria). Detained in Russia in 2005 in Sotchi and Novorossiysk and twice in 2007 in Novorossiysk. Sold for demolition in Turkey.



Mai (ex-*Maldiva Carrier*, ex-*Kairos I*, ex-*Kairos*, ex-*Germanic*). IMO 7525889. General cargo. Length 129 m, 4,273 t. Maldives flag. No classification society according to her last port state control in Singapore. Built in 1977 in Ishinomaki (Japan) by Yamanishi. Owned by Pelmar Shipping (India). Detained in 2001 in Port Klang (Malaysia). Sold for demolition in Turkey. 198 \$ per ton.



Mike Carrier (ex-*Prince Moudi*, ex-*Hamoudi K*, ex-*Prince K*, ex-*M.J.K.IV*, ex-*Hamoudi Junior*, ex-*Eagle II*, ex-*Contship One*, ex-*Seasky*, ex-*Gwendolen Isle*). IMO 6901751. General cargo. Length 81 m. Comorian flag. Unknown classification society. Built in 1969 in Bardenfleth (Germany) by Schurenstedt. Sold for demolition in Turkey.

Mineral (ex-*Harlesiel*, ex-*Mariana*, ex-*Craigerin*, ex-*Anke Z*). IMO 7113313. General cargo. Length 80 m, 1,200 t. Montenegrin flag. Unknown



classification society. Built in 1971 in Bremen (Germany) by Rolandwerft. Owned by Nimont Ltd (Montenegro). Detained in 2008 in Ravenna (Italy) and Pula (Croatia) and in 2009 again in Ravenna. Sold for demolition in Turkey.

Mineral in Ravenna (Italy), February 2009
© S.Bykov

Miya (ex- *Glaros*, ex-*Perla I*, ex-*Islam Bici*, ex-*Vjeko*, ex-*Unitiger*, ex- *Balkhash*). IMO 7005669. General cargo. Length 72 m. Togolese flag. Classification society International Register of Shipping. Built in 1969 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Sok Denizcilik Tik Ltd (Turkey). Detained in 2009 in Marina di Carrara (Italy). Sold for demolition in Turkey.



Nados (ex-*Stella Maris V*, ex-*Stella Maris*, ex-*La Luna del Mar*, ex-*Tartous II*, ex-*Olympios Hermes*, ex-*Styrso*). IMO 5342661. General cargo. Length 93 m. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1962 in Langesund (Norway) by Langesunds MV. Owned by Best Partner Ship Management (Lebanon). Sold for demolition in Turkey.



Nam Dinh (ex-*Dien Bien 02*, ex-*Tone*, ex-*Jersey*). IMO 7429762. General cargo. Length 118 m. Vietnamese flag. Classification society Viet Nam Register of Shipping. Built in 1976 in Kinooe (Japan) by Setouchi. Owned by Vietnam Shipping Co (Vietnam). Unknown destination of demolition.



Natasha (ex-*Kota Bintang*, ex-*White Star*). IMO 8021311. General cargo. Length 132 m, 4,126 t. Panamanian flag. Unknown classification society. Built in 1980 in Uwajima (Japan) by Uwajima Zosenho. Owned by Panseas Shipping LLC (United Arab Emirates). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



Nika (ex-*Ruslan*, ex-*Sormovskiy-5*). IMO 6919502. General cargo. Length 114 m, 1,222 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1968 in Nijni Novgorod (Russia) by Krasnoye Sormovo. Detained in 2003 in Novorossiysk (Russia). Sold for demolition in Turkey.



Ninh Binh (ex-*Dien Bien-03*, ex-*Kiso*, ex-*Grenada*). IMO 7429750. General cargo. Length 118 m. Vietnamese flag. Classification society Viet Nam Register of Shipping. Built in 1975 in Kinooe (Japan) by Setouchi. Owned by Vinaship (Vietnam). Unknown destination of demolition.



Orient II (ex-*Hawke Bay*, ex-*Iran Vojdan*, ex-*Arya Kay*, ex-*Aristonidas*). IMO 7360760. General cargo. Length 149 m, 4,813 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Bremerhaven (Germany) by Ag Weser Seebeck. Owned by Gulf Of Aden Shipping LLC (United Arab Emirates). Sold for demolition in India. 408 \$ per ton.



Oskar (ex-Baltic Star, ex-Tamara, ex-Kinso). IMO 7222279. General cargo. Length 74 m. Sierra Leone flag. Classification society Maritime Lloyd Georgia. Built in 1972 in Trondheim (Norway) by Orens MV. Detained in 2007 in Kdzeregli (Turkey) and in 2010 in Poti (Georgia) and Ordu (Turkey). Sold for demolition in Turkey.



Pheaton (ex-Ever Power, ex-Anhui Hope, ex-Aegis, ex-Lovcen). IMO 8212958. General cargo. Length 158 m, 7,030 t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society Bureau Veritas. Built in 1982 in Warnemunde (Germany) by VEB Warnowwerft. Owned by Shanghai Vasteast Intl (China). Detained in 2000 in Antwerp (Belgium). Sold for demolition in India, the *Pheaton* actually arrived on 30th september in Chittagong, Bangladesh, theoretically for bunkering ; three weeks later she is still waiting off the beaching plots. 394 \$ per ton.



Pheaton, Singapore Strait, November 2006 © Ivan Meshkov

Pioner Belorussii. IMO 7733656. General cargo. Length 130 m, 3,937 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping (Russia). Sold for demolition in India.

Piya Bhum (ex-Resourceful). IMO 8406975. General cargo. Length 147 m, 5.046 t. Singapore flag Classification society Germanischer Lloyd. Built in 1985 in Pusan (South Korea) by Korea SB. Owned by RCL Shipmanagement (Singapore). Detained in 2005 in Mumbai (India). Sold as is in Singapore for demolition in India. 295 \$ per ton.



Riga 4 (ex-Premier, ex-Benenden, ex-Sormovskiy-7). IMO 6919954. General cargo. Length 114 m, 1,032 t. Cambodian flag. Unknown classification society ; excluded from the Russian Maritime Register of Shipping in March 2010. Built in 1969 in Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Sun Brothers Shipping Inc (Turkey). Detained in 2007 in Constanza (Romania), in 2009 in Azov (Russia) and in 2010 in PLoce (Croatia). Sold for demolition in Turkey.






Ruby (ex-Golden Gulf, ex-Sayrandeepa, ex-Golden Venture, ex-Hoo Venture). IMO 8127646. General cargo. Length 50 m. Sierra Leone flag. Unknown classification society. Built in 1982 in Hull (United Kingdom) by Yorkshire Dry Dock. Owned by Al Hamadani (United Arab Emirates). Sold for demolition in India.







Salih Turan. IMO 8878025. General cargo. Length 60 m. Turkish flag. Unknown classification society. Built in 1984 in Istanbul (Turkey). Sold for demolition in Turkey.









Sandrella (ex-Sandrilla, ex-Maham, ex-El Sharkiah). IMO 7032703. General cargo. Length 100 m. Syrian flag. Classification society International Register of Shipping. Built in 1974 in Port Fouad (Egypte) by Suez Canal Authorities. Owned by Uni Marine Managment Company (Syria). Detained twice in 2007 in Novorossiysk (Russia). Sold for demolition in Turkey.  


Santa Suria (ex-Golden Grace, ex-Trade Grace, ex-Enarxis, ex-Bandama, ex-Silveravon). IMO 7610220. General cargo. Length 151 m, 5,187 t. Malaysian flag. Classification society Bureau Veritas. Built in 1977 in Hiroshima (Japan) by Mitsubishi. Owned by Bendera Mawar (Malaysia). Detained in 2001 in Singapore and in 2005 in Mangalore (India). Sold for demolition in India. 


Sea Breeze (ex-Devon, ex-Sea Dream, ex-Antwerp Bridge, ex-Shearer, ex-Valentin ZoloTaryev, ex-Velho, ex-Athenian Spirit). IMO 8120832. General cargo. Length 158 m, 7,019 t. Slovakian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Warnemunde (Germany) by Warnowwerft. Owned by Sudoservice Ukraine Ltd (Ukraine). Detained in 1999 in Antwerp (Belgium), in 2002 in Bremen (Germany) and Lisbon (Portugal), in 2006 in Shangai (China), in 2009 in Tianjin (China) and in 2010 in Quanzhou (China). Sold for demolition in India. 435 \$ per ton.  



Senja Fjord (ex-Astra Sea, ex-Saint Pierre, ex-Antilles, ex-Sapele). IMO 7720087. General cargo. Length 145 m, 5,960 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1980 in Szczecin (Poland) by A.Warskiego. Detained in 2007 in Novorossiysk (Russia). Sold for demolition in India. 380 \$ per ton.   



Stefanos (ex-Bulk Trader, ex-Sea Wave, ex-Alidia, ex-Alicia D, ex-Alicia). IMO 7018575. General cargo. Length 73 m. Comorian flag. Unknown classification society. Built in 1970 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Amarante Maritime (Greece). Sold for demolition in Turkey.   

Sveti Nikolay (ex-Sea Falcon, ex-Ognyan Naydov). IMO 7630311. General cargo. Length 123 m, 1,045 t. Saint Vincent and the Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Navashino (Russia) by Navashinskiy Oka. Owned by Trimpex Union Ltd (Bulgaria). Detained in 2008 and 2009 in Koper (Slovénie) and in 2010 in Larnaca (Cyprus). Sold for demolition in Turkey.   

Tae Yang (ex-Continental Partner N°1, ex-Sam Jung). IMO 7417707. General cargo. Length 68 m. South Korean flag. Unknown classification society. Built in 1976 in Pusan (South Korea) by Daedong Shipbuilding. Owned by ES Line (South Korea). Sold for demolition in India. 

Taiyo (ex-Myoken 5, ex-Kairyu n°5). IMO 8514409. General cargo. Length 78 m, 1,200 t. Sierra Leone flag. Classification society Bureau Veritas. Built in 1985 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Dalian Chuangjie Shipping Co (China). Detained in 2002 in Tokuyama (Japan), in 2007 in Kunsan (South Korea), in 2008 in Pusan and Pyeongtaek (South Korea) and in 2010 in Nongbo (China). Unknown destination of demolition. 

Tetra I (ex-Hung Phat 36, ex-Phu Yen 01, ex-Nha Trang II, ex-Toho Maru). IMO 7920807. General cargo. Length 72 m. Tuvaluan flag. Unknown classification society. Built in 1980 in Saiki (Japan) by Miura. Detained in 2000, 2003 and 2005 in Singapore, in 2007 in Beihai and Zhanjiang (China) and in 2008 in Fangcheng (China). Unknown destination of demolition.  

Tian Xing (ex-Litsa, ex-Laurie U). IMO 7618466. General cargo. Length 119 m. Panamanian flag. Classification society Panama Maritime Surveyors Bureau. Built in 1977 in Kinoe (Japan) by Setouchi. Owned by Shanghai Marukichi Ship Management Co Ltd (China). Detained in 2005 in Incheon (South Korea), in 2009 in Zhangjiagang (China) and in 2010 in Guangzhou (China). Sold for demolition in Mumbai (India).  

Twin Star (ex-Sea Trader, ex-Barco, ex-Birona, ex-Corona, ex-Speed Bulk, ex-Suavity). IMO 7229277. General cargo. Length 91 m. Togolese flag. Classification society Dromon Bureau Of Shipping. Built in 1972 in Wallsend (United Kingdom) by Clelands. Owned by ISM Group Ltd (Syria). Detained in 2005 in Samsun (Turkey), in 2007 in Gaeta (Italy), in 2008 in Novorossiysk (Russia) and Koper (Slovenia), in 2009 in Bartin (Turkey) and in 2010 in Constanza (Romania) and Thessaloniki (Greece). Sold for demolition in Turkey.



Van Phong (ex-Deja Bhum, ex-Lanka Ajitha). IMO 8012889. General cargo. Length 136 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1985 in Tigre (Argentina) by ASTARSA. Owned by Vinalines (Vietnam). Detained in 2001 and 2002 in Hong Kong (China) and in 2003 in Hong Kong and Tianjin (China). Unknown destination of demolition.



Victory JL (ex-Feng Sheng, ex-Rainbow Harmony, ex-Pakarti Tiga). IMO 7801506. General cargo. Length 120 m, 2,814 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1978 in Shiogama (Japan) by Tohoku. Owned by Nanjing King Ship Management Co Ltd (China). Detained in 2000 in Hong Kong. Unknown destination of demolition.



Zakaria J (ex-Nisreen, ex-Edarte I, ex-Nicolas S, ex-Silver I, ex-Nicolas, ex-Sigrid). IMO 7383944. General cargo. Length 93 m. Togolese flag. Unknown classification society. Built in 1975 in Gdansk (Poland) by Gdanska Lenina. Owned by Jaohar UK Ltd (United Kingdom). Detained in 2003 and twice in 2004 in Constanza (Romania), in 2006 in Valetta (Malta), in 2007 in Chalkis (Greece) and in 2008 in Varna (Bulgaria). Sold for demolition in Turkey.



Zehra I (ex-Aras 5, ex-Volgo-Balt 109). IMO 8866084. General cargo. Length 114 m. Togolese flag. Classification society Columbus American Register. Built in 1969 in Komarno (Slovakia) by ZTS Yard. Owned by Zeb Denizcilik (Turkey). Sold for demolition in Turkey.



Container ship

Dubai Fortune (ex-Gulf Fortune, ex-Union Fortune, ex-Union Fortune, ex-Porcupine, ex-Cast Porcupine, ex-Carrybox, ex-Lux Delfic, ex-San Huberto). IMO 7826037. Container ship. Length 96 m, 1,738 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Meira (Spain) by Construcciones. Owned by Gulfruss Shipping Co (United Arab Emirates). Sold for demolition in India.



Eurus Paris (ex-Puritan, ex-Eagle Prestige, ex-Puritan). IMO 8220046. Container ship. Length 148 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Sold for demolition in China.

Ital Bianca (ex-LT Bianca, ex-Adria Bianca, ex-P&O Nedlloyd Caracas, ex-Spirit Of Amsterdam, ex-City of Amsterdam, ex-Kaduna, ex-CMB Energy, ex-Hartford Express, ex-Asian Senator, ex-Maersk Bella, ex-Maersk Claudine, ex-Norasia Helga, ex-Helga Wehr). IMO 8219841. Container ship. Length 162 m. Italian flag. Classification society RINA. Built in 1983 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by Italia Marittima SpA (Italy). Sold for demolition in Turkey.



Kanal Mas (ex-X-Press Padma, ex-Orient Shreyas, ex-San Juan, ex-Holstentrader). IMO 7712339. Container ship. Length 159 m. Unknown flag. Unknown classification society. Built in 1978 in Bremerhaven (Germany) by Weser Seebeckwerft; lengthened from 146 to 159 m in 1989. Owned by Tempuran Emas Line (Indonesia). Sold for demolition in China.



Macedon (ex-Tong Xiang, ex-Ling Chang He, ex-Ostesun). IMO 8209573. Container ship. Length 104 m, 2,415 t. Panamanian flag. Classification society China Classification Society. Built in 1983 in Busum (Germany) by Busumer. Owned by North Maritime Management SA (Greece). Sold for demolition in China. 360 \$ per ton.



Maximos (ex- *Clipper Sun*, ex-*Sun Pegasus*, ex-*Caransebes*). IMO 8501725. Container ship. Length 134 m, 4,389 t. Unknown flag. Classification society Turk Loydu. Built in 1989 in Galati (Romania) by Galati SN. Owned by Nejem Co Marine Services (Syria). Unknown destination of demolition.



MSC Sariska (ex-*MSC Alex*, ex-*Alexa*, ex-*Carmen Mare*, ex-*Ville de Zenith*, ex-*Passero*, ex-*Ruhr Express*, ex-*Seatrain Bremen*, ex-*Seatrain Valley Forge*, ex-*Atlantica Livorno*, ex-*Geyerfels*). IMO 7107780. Container ship. Length 153 m, 8,500 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1971 in Lübeck (Germany) by Flender. Owned by MSC Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



MSC Sicily (ex-*Carmen*, ex-*MSC China*, ex-*Prestige*, ex-*California Express*, ex-*Asian Pearl*). IMO 7718034. Container ship. Length 186 m, 9,220 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Aioi (Japan) by Ishikawajima Harima. Owned by Shanghai Costamare Shipmanagement (China). Detained in 2010 in Montreal (Canada). Sold for demolition in India.



Rhein Bridge. IMO 8808446. Container ship. Length 276 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by `K` Line (Japan). On 18th May 2010 in the Suez canal, due to either a wrong manoeuvre or steering gear, the container ship which is sailing from Canada towards Singapore collided with the pusher/tug *Philadelphia*. Both ships are ultimately sold to ship-breakers. *Philadelphia* arrived in India. The destination of demolition of the *Rhein Bridge* is still unknown. See also page 17.



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MarineTraffic.com

Philadelphia, anchored in Singapore, November 2008
© Andrew Mackinnon - MarineTraffic



Rhein Bridge in Savannah (United States), April 2007 ©
Lorraine Morrill

River Mas (ex-*Budi Waja*, ex-*MSC Indonesia*, ex-*Mecklenburg I*, ex-*Mecklenburg*, ex- *Ernst Thalmann*). IMO 8607438. Container ship. Length 172 m, 8,750 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by Ciel Shipmanagement SA (Greece). Detained in 2003 in Osaka (Japan) and in 2004 in Hong Kong (China). Sold for demolition in China.



Sea-Land Integrity (ex-*Virginia*, ex-*Jacqueline J* ; ex-*American Virginia*). IMO 8212659. Container ship. Length 289 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo. Owned by US Bank Nation Association (United States). Sold for demolition in China.

Sima Tara (ex-*Tiger Metro*, ex-*Metro*, ex-*Anro Jayakarta*, ex-*Jayakarta*). IMO 7920560. Container ship. Length 170 m, 7,000 t. Cyprus flag. Classification society Bureau Veritas. Built in 1981 in Flensburg (Germany) by Flensburger. Owned by Simatech Shipping & Forwarding (United Arab Emirates). Sold for demolition in India and renamed « *Tara* » for her last journey.



Sima Tina (ex-Orient Resolve, ex-Tiger Rythm, ex-Rythm, ex-Anro Gowa, ex-Gowa). IMO 8026036. Container ship. Length 170 m, 7,048 t. Cyprus flag. Classification society Bureau Veritas. Built in 1982 in Flensburg (Germany) by Flensburger. Owned by Simatech Shipping (United Arab Emirates). Detained in 2000 in Singapore and in 2006 in Bandar Abbas (Iran). Sold for demolition in India. 398 \$ per ton.



Strait Mas (ex-Montreal Senator, ex-Brandenburg, ex-Wilhelm Pieck). IMO 8705424. Container ship. Length 172 m. Bahamian flag. Classification society Germanischer Lloyd. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by PT Pelayaran Tirtamas Express (Indonesia). Sold for demolition in China.



Ro-Ro

Abby G (ex- CPL Louis J.Hauge Jr, ex-Estelle Maersk). IMO 7702047. Ro-Ro. Length 230 m, 24,414 t. United States flag. Classification society American Bureau of Shipping. Built in 1979 in Lindo (Denmark) by Odense Staalskibs. In 1983 the ship is purchased by the United States navy, rebuilt by Bethlehem Steel Corp and activated with the US Military Sealift Command. Owned by Wilmington Trust Company (United States). Sold for demolition in India. 436 \$ per ton. **See p 2, United States.**



Al Salmy 2 (ex-Touggourt). IMO 7533161. Ro-Ro. Length 123 m, 4,638 t. Comorian flag. Unknown classification society. Built in 1977 in Niigata (Japan) by Niigata Engineering. Owned by Salem Al Makrani Cargo Co (United Arab Emirates). Sold for demolition in India. 392 \$ per ton.



Atlantis (ex-Niledutch Atlantic, ex-Sangwin, ex-Sassandra, ex-Atlantic Arrow, ex-CGM Ronsard, ex-Ronsard). IMO 7702889. Ro-Ro. Length 213 m, 14,835 t. Netherlands Antilles flag. Classification society RINA. Built in 1980 in La Ciotat (France) by Chantiers Navals de La Ciotat. Ordered by the Compagnie Générale Maritime, the *Ronsard* had four decks, with two running over the whole length of the ship, a 8,9 m high area for large-sized cargo and a stern quarter ramp 38 m long (cf. plan p 32). Owned by Anglo-Eastern UK (United Kingdom). Detained in 2007 in Lisbon (Portugal). Her sistership, the *Niledutch Kwanza*, ex-Ango, has just been sold for demolition. They both will meet again in India.



The *Ronsard* being completed in La Ciotat yards © **Courrier de la CGM**



Atlantis, ex-CGM *Ronsard* © **Shipspotting**

Baltic Eager (ex-*Seawheel Humber*, ex-*Olympic Star*, ex-*Baltic Eagle*). IMO 7804065. Ro-Ro. Length 137 m, 6,140 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Rauma (Finland) by Rauma Repola. Owned by Jay Management Corp (Greece). Unknown destination of demolition.



Commodore (ex-*Quito*, ex-*Alkaios*, ex-*Pavlosk 1*, ex- *Pavlosk*). IMO 9055761. Ro-Ro. Length 157 m, 9,030 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Saint Petersburg (Russia) by Severnaya. Owned by Valiant Shipping SA (Greece). Sold for demolition in India. 425 \$ per ton



Crowley Ambassador (ex-*Ambassador*). IMO 792039. Ro-Ro. Length 168 m, 5,413 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1980 in Papenburg (Germany) by Meyer JL. Owned by Interorient Marine Services (Cyprus). Sold for demolition in India. 370 \$ per ton.



Green Cape (ex-*Natal*, ex-*Bandama*, ex-*Als Dedication*, ex-*Conti Hammonia*, ex-*Manhattan*, ex-*Costa Arabica*). IMO 7824675. Ro-Ro. Length 177 m, 11,430 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1981 in Monfalcone (Italy) by Italcantieri. Owned by MACS Maritime Carrier Shipping (Germany). Detained in 2009 in Hamburg. Sold for demolition in India. 383 \$ per ton.



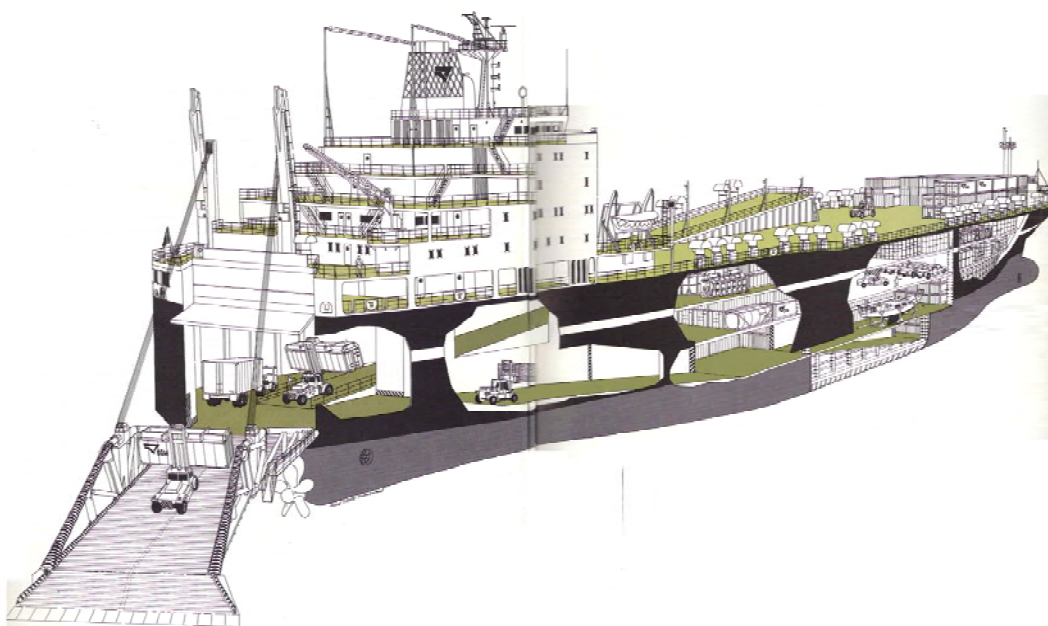
Jolly Smeraldo (ex-*C. Valor*, ex-*Hellenic Valor*). IMO 7722231. Ro-Ro. Length 190 m, 13,516 t. Italian flag. Classification society RINA. Built in 1978 in Sasebo (Japan) by Sasebo HI. Owned by Ignazio Messina & C SPA (Italy). Sold for demolition in India. 396 \$ per ton.



Ken (ex-*Kent*, ex-*Maersk Kent*, ex-*Maersk Anglia*, ex-*Duke of Anglia*, ex-*Saint Remy*, ex-*Admiral Nigeria*, ex-*Admiral Caribe*). IMO 7627950. Ro-Ro. Length 123 m, 3,468 t. Tanzanian flag. Classification society American Register Of Shipping. Built in 1977 in Tokyo (Japan) by Ishikawajima-Harima. Owned by SALS Shipping Pvt Ltd (India). Detained in 2010 in Wellington (New Zealand). Unknown destination of demolition.



Niledutch Kwanza (ex- *Kwanza*, ex-*African Arrow*, ex-*CGM Renoir*, ex-*Ango*). IMO 7702877. Ro-Ro. Length 213 m, 14.000 t. Netherlands Antilles flag. Classification society RINA. Built in 1979 in La Ciotat (France) by Chantiers Navals de la Ciotat. See also her sistership *Atlantis* p 31. Owned by Anglo-Eastern Ltd (United Kingdom). Sold for demolition in India.



Plan of the Ro-Ro container ships *Ango* and *Ronsard* © Michel Thouin- Studio dix neuf / Courrier de la CGM

Oak (ex-*Transoak*, ex-*Ada Gorthon*). IMO 8305949. Ro-Ro. Length 156 m, 6,026 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding. Owned by Transatlantic Shipping AB (Sweden). Detained in 2005 in Quebec (Canada). Sold as is in Sweden for demolition in India. 1,5 million \$ i.e. 249 \$ per ton.



Sea Runner (ex-*Lan Qiao*, ex-*Ravel*, ex-*C.R. Casablanca*, ex-*Le Mans*). IMO 7606645. Ro-Ro. Length 120 m, 3,884 t. Maltese flag. Classification society Bureau Veritas. Built in 1978 in Prairie-au-Duc (France) by Dubigeon-Normandie. Owned by Levant Shipping (France). Detained in 2006 in Fleetwood (United Kingdom). Sold for demolition in India. 398 \$ per ton.



The *Sea Runner*, ex-*Le Mans* from Nantes, in February 2008 in Fort-de-France, Martinique (France)

Spector (ex-*Niledutch Prospector*, ex-*NDS Prospector*, ex-*Laura*, ex-*Republicca de la Boca*, ex-*Laura Delmas*, ex-*Jolly Celeste*, ex-*Katsina*, ex-*Anatoliy Vasilyev*). IMO 7910656. Ro-Ro. Length 205 m, 15,015 t. Antigua & Barbuda flag. Classification society Bureau Veritas. Built in 1981 in Vuosaari (Finland) by Valmet Oy. Sold for demolition in India.



Super Star III (ex-*Blue Nile*). IMO 7818107. Ro-Ro. Length 133 m, 4,333 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1980 in Copenhagen (Denmark) by Burmeister & Wain Skibsvaerft. Owned by Gulf of Arabian Shipping (United Arab Emirates). Detained in 2008 in Mumbai (India). Sold for demolition in India.



Tor Bellona (ex-*Massilia*, ex-*Dart 10*, ex-*Mont Ventoux*, ex-*Zhang Jia Kou*). IMO 7822213. Ro-Ro. Length 177 m, 9,450 t. Norwegian flag (international register). Classification society Bureau Veritas. Built in 1980 in Sakaide (Japan) by Kawasaki. Owned by Norbulk Shipping (United Kingdom). Sold as is in Port-Said (Egypt) for demolition in India. 380 \$ per ton.



Tor Minerva (ex-*Dana Minerva*, ex-*Boracay*, ex-*Karawa*, ex-*Saudi Express*, ex-*Jolly Avorio*, ex-*Bandar Abbas Express*). IMO 7430735. Ro-Ro. Length 183 m, 9,365 t. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1978 in Oskarshamns (Sweden) by Oskarshamns Varv. Owned by Global Hanseatic Shipping GmbH (Germany). Sold for demolition in India where she arrives as *Minerva*. 378 \$ per ton.



Trakya (ex-*Jolly Turchese*, ex-*C. Innovator*, ex-*Hellenic Innovator*). IMO 7708273. Ro-Ro. Length 190 m, 13,516 t. Turkish flag. Classification society Turk Loydu. Built in 1978 in Sasebo (Japan) by Sasebo H.I.. Owned by BKT Roro Co (Turkey). Detained in 2009 in Naples (Italy). Sold as is in Tekirdag (Turkey) for demolition in India. 375 \$ per ton.



Viljandi (ex-Vilyandi, ex-Merwehaven, ex-Uniroller, ex-Boris Buvin). IMO 7740465. Ro-Ro. Length 139 m, 6,015 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Saint Petersburg (Russia) by les chantiers A.Zhdanov. Owned by Baltic Mercur Ltd (Russia). Sold for demolition in India. 470 \$ per ton.

Voyager (ex-Seaboard Voyager, ex-Kintampo, ex-Tor Mercia). IMO 8412869. Ro-Ro. Length 158 m, 6,050 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1985 in Bremerhaven (Germany) by Schichau-Unterweser. Sold for demolition in India. 380 \$ per ton.



Bulk carrier

Badri Prasad (ex-Badri, ex-Iolcos Mariner, ex-Co-Op Marine). IMO . Bulk carrier (ore). Length 240 m, 16,602 t. Deflagged from India to flag Tuvalu for her last journey. Classification society Indian Register of Shipping. Built in 1978 in Ariake (Japan) by Hitachi. Owned by Essar Shipping (India). Announced as sold for demolition in China ou India, the *Badri Prasad*, indian ship, was finally beached in Bangladesh early in September. Is business back in the ex empire of ship-breaking ?

Cape Athens (ex-Cape Athos, ex-Las Sierras, ex-La Sierra, ex-Galion, ex-Gallant Lion). IMO 8001579. Bulk carrier. Length 280 m, 18,927 t. Cyprus flag. Classification society Bureau Veritas. Built in 1981 in Sakaide (Japan) by Kawasaki. Owned by Cyprus Maritime Co Ltd (Cyprus). Detained in 2002 in Rotterdam (The Netherlands), in 2004 in Rotterdam and Sept-Iles (Canada) and in 2009 in Ningbo (China). Sold for demolition in Pakistan. 405 \$ per ton.



Free Destiny (ex-M Trader, ex-Mineral Trader, ex-Christiane, ex-Juventia). IMO 8128157. Bulk carrier. Length 184 m, 7,790 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Free Bulkers SA (Greece). Detained in 2007 in Gdynia (Poland) and in 2009 in Antwerp (Belgium). Sold for demolition in India. 417 \$ per ton



Friendly Zhejiang (ex-Thomas Selmer, ex-Tomis Glory, ex-Basarabi). IMO 821406. Bulk carrier. Length 254 m, 17,370 t. Panamanian flag. Classification society China Classification Society. Built in 1985 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Anhui Ocean Shipping Company (China). Detained in 2000 in Incheon (South Korea). Sold for demolition in India.



Govind Prasad (ex-Ikaria, ex-Thalassini Avra, ex-Kepwave). IMO 7926112. Bulk carrier. Length 263 m, 24,555 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Tamano (Japan) by Mitsui. Proprietaire Essar Shipping (India). Detained in 2006 in Amsterdam (The Netherlands). Sold for demolition in China. 407 \$ per ton.



Govind Prasad, port of Amsterdam, June 2007 © Alf van Beem

Grace N (ex-Elbe Ore, ex-Frontier Maru). IMO 8118267. Bulk carrier. Length 312 m, 30,758 t. Liberian flag. Classification society Det Norske Veritas. Built in 1983 in Kure (Japan) by Ishikawajima-Harima. Owned by Neu Seeschiffahrt GmbH (Germany). Sold for demolition in India.



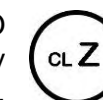
Grand Fortune (ex-Bai Yu Lan, ex-Star I, ex-Cyprus Star, ex-Angeliki H, ex-Kilmarnock, ex-Baron Maclay). IMO 7125615. Bulk carrier. Length 159 m, 6,154 t. Cambodian flag. Classification society Union Bureau of Shipping. Built in 1971 in Horten (Norway) by Horten.Verft. Owned by Grand Fortune Group Co Ltd (China). Detained in China in 2007 in Tianjin, in 2009 in Lianyungang and in 2010 in Nanjing. Sold for demolition in China. 370 \$ per ton.



Haci Fatma Sari (ex-Soli, ex-Merhaba-1, ex-Ata K, ex-S'Hib). IMO 7600079. Bulk carrier. Length 142 m, 4,660 t. Turkish flag. Classification society Turk Loydu. Built in 1977 in Onishi (Japan) by Kurushima. Owned by T Ve O Denizcilik Ltd (Turkey). Detained in 2002 in Gand (Belgium), and in 2005 and 2006 in Constanza (Romania). Sold for demolition in Pakistan.



Haina A (ex-Regal Star, ex-Dia P, ex-Jag Ravi, ex-Faro, ex-Eastern Moon). IMO 7528867. Bulk carrier. Length 186 m, 7,781 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1977 in Osaka (Japan) by Osaka Zosen. Owned by Youhang Logistics Hong Kong (Hong Kong, China). Detained in 2002 in Lisbon (Portugal) and in 2005 in Novorossiysk (Russia). Sold for demolition in China. 365 \$ per ton.



Integra Duckling (ex-Amstelwal, ex-Bulkeregli, ex-Niels Onstad). IMO 7921837. Bulk carrier. Length 270 m, 18,014 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1981 in Kobe (Japan) by Kawasaki. Owned by TMT Co Ltd (Taiwan). Detained in 2003 in Eleusis (Greece) and Newcastle (Australia) and in 2006 in Ningbo (China). Sold for demolition in India. 425 \$ per ton.



Iran Sarbaz. IMO 8113011. Bulk carrier. Length 197 m, 7,711 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Sevilla (Spain) by Espanoles. Owned by Islamic Republic of Iran Shipping Lines (Iran). Detained in 2003 in Bunbury (Australia). Sold for demolition in India. 405 \$ per ton.



Ireex (ex-Kapitonas Kaminskas, ex-Kapitonas Gudin, ex-Kapitan Gudin). IMO 7740972. Bulk carrier. Length 146 m, 5,615 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Leon Trading Ltd (Ukraine). Detained in 2005 in Naples (Italy) and in 2006 in Bayonne (France). Sold for demolition in India. 475 \$ per ton.



Irene E.M. (ex-Maria C.K., ex-Frotachile). IMO 7921837. Bulk carrier. Length 193 m, 8,913 t. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1980 in Rio de Janeiro (Brazil) by EMAQ. Owned by Chian Spirit Maritime (Greece). Detained in 2001 in N. Charleston (United States), in 2005 in Philadelphia (United States) and in 2006 in Beancour (Canada). Sold for demolition and towed to India. 370 \$ per ton.



Jan Lin (ex-Dong Shan Ling, ex-Maritime Noble). IMO 7700300. Bulk carrier. Length 164 m, 5,777 t. Chinese flag. Unknown classification society. Built in 1978 in Osaka (Japan) by Osaka Zosen. Owned by China Shipping Group (China). Sold for demolition in India. 380\$ per ton.



Jeannie III (ex-Jade Pacific, ex-Livanita, ex-Amatista, ex-General Villa, ex-Beaver, ex-Bessnes). IMO 7426215. Bulk carrier. Length 180 m, 7,822 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1977 in Uraga (Japan) by Sumitomo. Owned by Courage Maritime Technical (Taiwan). Detained twice in 2007 and in 2008 in Guangzhou, (China) and in 2010 in Qingdao (China). Sold for demolition in China. 350 \$ per ton.



Laurel (ex-Sanko Laurel). IMO 8316352. Bulk carrier. Length 167 m, 5,672 t. Chilean flag. Classification society American Bureau of Shipping. Built in 1985 in Toyohashi (Japan) by Kanasashi. Owned by Naviera Chilena del Pacifico (Chile). In February 2010, the ship is in Talcahuano (Chili) dry dock undergoing routine maintenance when an 8.8 magnitude earthquake strikes the country. Two tsunamis lift the *Laurel* up and out of the dock and thrust her onto the pier. The *Laurel* is finally sold for demolition as is in Mexico. Unknown destination of demolition. 406\$ per ton.



© Mike Schuler

Mercedes (ex-Hedvig, ex-First Star, ex-Wakayama Maru). IMO 8000496. Bulk carrier. Length 268 m, 22,693 t. Maltese flag. Classification society Bureau Veritas. Built in 1981 in Onishi (Japan) by Kurushima. Owned by Polembros Shipping Ltd (Greece). Detained in 1999 in Aabenraa (Denmark) and in 2004 in Amsterdam (The Netherlands). Sold as is in China for demolition in India. 385 \$ per ton.



Norsul Sobral (ex-Mercantil Teresopolis, ex-Felicidade Ferraz, ex-Corina). IMO 7433098. Bulk carrier. Length 173 m, 7,296 t. Deflagged from Brazil to Comoros. Classification society Bureau Veritas. Built in 1982 in Niteroi (Brazil) by CCN Maua. Owned by Norsul Navegacao (Brazil). Detained in 2008 in San Antonio (Chile). Sold for demolition in Bangladesh in spite of the ban on importation of ships containing toxic materials issued by the High Court in May 2010. The ship just arrived in Chittagong and is « waiting for instructions » off the beaching plots.



Norsul Sobral © Shipspotting

Oriental Hope (ex-Sanyo Maru). IMO 8315308. Bulk carrier. Length 230 m, 14,455 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by STX POS Shipmanagement Co (South Korea). Detained in 2004 in Newcastle (Australia). Unknown destination of demolition.



Swift Resolute (ex-Intrepid Resolute, ex-Global Peace, ex-Primo, ex-Coal Star, ex-Coal Venture). IMO 8005082. Bulk carrier. Length 263 m, 17,685 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1982 in Tamano (Japan) by Mitsui. Proprietaire Split Ship (Croatia). Detained in 2004 in Dampier (Australia) and in 2009 in Dangjin (South Korea) and Newcastle (Australia). Sold for demolition in China. 460 \$ per ton including 1.600 t de carburant. The *Swift Split*, also owned by Split Ship and forbidden from casting off Gabon, would deserve to leave for demolition (Cf. p 3 – Africa).



Venturer (ex-New Venturer, ex-New Luck, ex-Clelias Luck, ex-Tribulus). IMO 7917850. Bulk carrier. Length 264 m, 20,016 t. Italian flag. Classification society RINA. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Augustea Atlantica Spa (Italy). Detained in 1997 in Amsterdam (The Netherlands), in 2006 au Havre (France) and in 2008 in Norfolk (United States). Sold for demolition in India. 437 \$ per ton including 800 t of bunkers.



Vergina (ex-Argus Explorer, ex-Tiber, ex-Ogden Tiber). IMO 7375260. Bulk carrier. Length 185 m, 7,791 t. Liberian flag. Classification society Polski Regestr Statkow. Built in 1975 in Osaka (Japan) by Osaka Zosensho. Owned by Sicuro SA (Greece). Detained in 2000 in Bremen (Germany) and in 2002 in Venice (Italy). Sold for demolition in China. 345 \$ per ton.



Reefer

Alhambra Carrier (ex-Biyo, ex-Biyo Maru). IMO 8313219. Reefer. Length 134 m, 4,200 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Shimoda (Japan) by Shimoda DY. Owned by Norbulk Shipping (United Kingdom). Detained in 2009 in Osaka (Japan). Unknown destination of demolition.



Baltic Meridian (ex-Swan Lagoon, , ex-Isla Plaza, ex-Pocahontas). IMO 7710927. Reefer. Length 151 m, 5,748 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Tamise (Belgium) by Boelwerf along with *Potomac* and *Pocantico* (which have become *Baltic Melody* and *Baltic Mariner* and are still active). Used in the nineties to carry bananas from South America to the US East Coast. Owned by Ost-West-Handel Und Schifffahrt (Germany). Detained in 1998 in Antwerp (Belgium), in 2004 in Savona (Italy) and in 2007 in Gdansk (Poland). Sold for demolition in India. 418 \$ per ton.



The *Baltic Meridian* in the Kiel canal, November 2008 © Juergen Braker

Baltic Wave (ex-Almeda Star, ex-Harlech, ex-Arran). IMO 7392737. Reefer. Length 155 m, 6,500 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in South Bank (United Kingdom) by Smith's Docks. Owned by Ost-West-Handel Und Schiffahrt (Germany). Detained in 2002 in Brest (France), in 2003 in Antwerp (Belgium) and in 2005 in Paldiski (Estonia). Sold for demolition in India. 405 \$ per ton.



Baltic Wind (ex-Hornsound, ex-Castle Peak, ex-Avelona Star). IMO 7342988. Reefer. Length 155 m, 6,200 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in South Bank (United Kingdom) by Smith's Dock. Owned by Ost-West-Handel Und Schiffahrt (Germany). Detained in 2000 in Lisbon (Portugal) and in 2002 in Saint Petersburg (Russia). Sold for demolition in India. 405 \$ per ton.



Boston Bay (ex-Sun Claudia, ex-Levante). IMO 8313283. Reefer. Length 139 m, 4,804 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1983 in Shimonoseki (Japan) by Towa. Owned by Roswell Navigation Corp (Greece). Detained in 1999 in Beverwijk (The Netherlands), in 2001 in Saint Petersburg (Russia) and in 2008 in Esbjerg (Denmark). Sold for demolition in India. 382 \$ per ton.



Cape Navarin (ex-Amurskiy Bereg). IMO 8131556. Reefer used as fish carrier. Length 152 m, 7,263 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Wismar (Germany) by Mathias-Thesen. Owned by Laskaridis Shipping Co Ltd (Greece). Sold for demolition in India. 407 \$ per ton.



Hai Shun (ex-Florida Maru, ex-Suoh). IMO 7823633. Reefer. Length 123 m, 2,982 t. Kiribati flag. Classification society China Classification Society. Built in 1979 in Uwajima (Japan) by Miyoshi. Owned by Liaoning Foreign Trade (China). Sold for demolition in China.

Palana (ex-Bukhta Kamyshovaya). IMO 8723397. Reefer. Length 126 m, 4,157 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Nikolaiev North (Ukraine) by 61 Kommunar. Owned by Yugretransflot (Ukraine). Detained in 2009 in Marin (Spain). Sold for demolition in India. 432 \$ per ton including 40 t of aluminium.



Pioneer Bay (ex-Pioneer Express, ex-Pioneer Reefer, ex-Rehmannia, ex-Raffia Universal). IMO 8129852. Reefer. Length 142 m, 4,811 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shimonoseki (Japan) by Hayashikane. Owned by Seatrade Groningen BV (The Netherlands). Detained in 2003 in San Diego (United States). Sold for demolition in India.



Razino. IMO 7418684. Reefer. Ex fishing ship converted to fish carrier in 2000. Length 54 m, 699 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Khabarovsk (Russia) by Khabarovskiy Kirova. Owned by Polar Shipping Company Co (Russia). Detained in 2004 in Otaru (Japan). Unknown destination of demolition.



Sidonia Carrier (ex-Douglas). IMO 8223385. Reefer. Length 127 m, 4,100 t. Bahamian flag. Classification society Nippon Kaiji Kyoka. Built in 1983 in Kochi (Japan) by Imai Zosen. Owned by Norbulk Shipping (United Kingdom). Detained in 2002 in Kanto (Japan). Unknown destination of demolition.



Varadero (ex-Pietari Great, ex-Saxon Star, ex-EW Eiger, ex-Tasman Rex). IMO 7808906. Reefer. Length 168 m, 7,091 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Mihara (Japan) by Koyo. Owned by Marine Shipping OU (Estonia). Sold for demolition in India.



Car carrier

Atlantic Breeze (ex-Bujin). IMO 8507614. Car carrier. Length 195 m. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Toyohashi (Japan) by Kanasashi Zosen. Owned by Wallenius Ship Management (Norway). Sold for demolition in China.



Chijin (ex-Chijin Maru). IMO 8123054. Car carrier. Length 176 m, 9,320 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by MMS Co Ltd (Japan). Sold as is in Singapore for demolition in India, 360 \$ per ton including 500 t of bunkers.

Ducky Sovereign (ex-Prince Maru n°11). IMO 7927465. Car carrier. Length 111 m, 3,496 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Akitsu (Japan) by Taihei. Owned by TMT Co (Taiwan). Sold for demolition in Bangladesh in spite of the ban on importation of ships containing toxic materials issued in May 2010. Chittagong is the official final destination announced by the ship since July but she has not been beached in Bangladesh yet. 398 \$ per ton.

Pacific Breeze. IMO 8507626. Car carrier. Length 193 m, 14,000 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Toyohashi (Japan) by Kanasashi Zosen. Owned by Wallenius Wilhelmsen (Norway). Sold for demolition in China.



Sea Wave (ex-Sea Tarak, ex-Salome, ex-Kaiei). IMO 8014227. Car carrier. Length 165 m, 8,242 t. Maltese flag. Classification society Nippon Kaiji Kyokai (NKK). Built in 1980 in Onishi (Japan) by Kurushima. Owned by Abou Merhi Ship Management (Liban). Detained in 2009 in Antwerp (Belgium). Sold for demolition in India.



Tampere (ex-Barber Nara). IMO 7718577. Car carrier. Length 228 m, 19,000 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Tamano (Japan) by Mitsui ; Ro-Ro converted to car carrier. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition in China.



Tapiola (ex-Boogabilla). IMO 7705934. Car carrier. Length 228 m, 19,800 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Nagasaki (Japan) by Mitsubishi. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition in China.



Tapiola, port of Savannah, Georgia (United States) © JP Byrd

Toba (ex-Barber Toba). IMO 7705972. Car carrier. Length 228 m, 18,890 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Kobe (Japan) by Mitsubishi. Owned by Wilhemsen Ship Management (Norway). Sold for demolition in China.



Livestock carrier

Buffalo Express. IMO 8124424. Livestock carrier. Length 81 m. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Wivenhoe (United Kingdom) by Cook. Owned by Vroon Ship Management BV (The Netherlands). Sold for demolition in Turkey.



The *Buffalo Express* in Santos (Brazil), July 2007 © Bruno Leonardo Pricoli

Cement carrier

Caribbean Carrier I (ex-Caribbean Carrier, ex-Cadimare, ex-Split). IMO 5336911. Cement carrier. Length 180 m, 8,063 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Bulk carrier built in 1962 in Split (Croatia) by Brodogradilist ; converted to cement carrier in 1975. Proprietaire Seabulk Shipping SA (Greece). Detained in 2002 and in 2004 in Naples (Italy). Sold for demolition in India. 445 \$ per ton.



Caribbean Carrier I in Muscat (Oman) in November 2008. October 2010, the old cement carrier has just been beached in Alang © John Wilson

Dalia. IMO 7016929. Cement carrier. Length 106 m, 2,264 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1970 in Kiel (Germany) by Howaldtswerke DW. Owned by Essberger JT GMBH (Germany). Sold for demolition in India. 406 \$ per ton.



Miscellaneous

Florikan. IMO . Submarine rescue ship. Length 76 m, 1,790 t. United States flag. no classification society ; struck from the naval register on 3rd september 1991. Built in 1942 in Oakland (United States) by Moore Shipbuilding and Dry Dock. Owned by the US MARAD (United States). Laid up since 2001 in the Reserve Fleet in Suisun Bay, California. In 2006, the vessel undergoes SINKEX preparation in Concord, Californie before immersion in naval exercises. In 2010, a demolition contract is signed with Marine Metal Inc from Brownsville, Texas (United States).

North East (ex-Ost, ex-Gryadushiy). IMO 6802448. Tug. Length 41 m, 543 t. Panamanian flag. Unknown classification society. Built in 1960 in Galati (Romania) by Galati SN. Sold for demolition in India.



In 1998, the *North East* is towing ships to be demolished ; in 2010 she is beached for scrapping © Zakrochimsky

Samudrika 7. IMO 8311754. Tug. Length 55 m, 999 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Visakhapatnam (India) by Hindustan. Owned by Shipping Company of India (India). Sold for demolition in India.



© SCI

Shamrock Falcon (ex- Shamrock Petrel, ex-Seabulk Petrel, ex-Red Petrel, ex-Ben Viking). IMO 7401318. Offshore and supply. Length 61 m, 1,272 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1975 in Elmshorn (Germany) by Kremer & Sohn. Owned by Ajman Marine Services (United Arab Emirates). Sold for demolition in India. 378 \$ per ton.



The END

Now is the *Saga Rose* disappearing, with her silhouette of *Miss France* beached for demolition in Alang in 2006.

With the *Saga Rose*, a prestigious French-built liner has just been delivered to Chinese breakers in Jiangyin (on the Yangtze) in the 45th year of his age.

The *Saga Rose* is indeed a creation by the Forges et Chantiers de la Méditerranée, La Seyne. Commissioned by the Norwegian America Line, she was launched on June 13th, 1964 under the name *Sagafjord* and after the sea trials were over she was christened on September 18th 1965. During the first part of her life, she sailed regularly between Oslo and New York, the original line of her owners, and made as well many around the world cruises.



© Dedge - Shipspotting

Purchased but not renamed by the Cunard Line in 1983, she carried on her cruise shipping while she was re-flagged from Norwegian to Bahamian flag. In 1996, she was chartered by the German company Transocean Tours and temporarily renamed *Gripsholm* in memory of a famous Swedish liner.



The *Sagafjord* in Hakodate (Japan), September 1984 © Raisuke Numata

She was then sold in 1997 by Cunard to another English company, Saga Holidays (Saga Cruises) of Folkestone, which was acquiring an ocean liner for the first time. She was then renamed *Saga Rose* but retained the Bahamian flag. The company, which has the originality to accept only passengers of 50 years old and over, succeeded in making her a liner particularly appreciated by the British public for her genuine refinement. A number of her passengers renewed their bookings year after year. Her career came to an end because of her non-compliance with the SOLAS regulations taking effect in 2010.

189 m long, 24.50 m wide, weighing 24,528 gross tonnage, the *Saga Rose* had a capacity of 587 passengers and 350 crew members. Two Sulzer engines totaling 24,000 hp gave her a speed of 20 knots.

Saga Cruises owns a quite similar vessel, the *Saga Ruby*, built in 1973 as *Vistafjord* by Swan Hunter, in Wallsend, on the Tyne river. The *Saga Rose* was replaced in the Saga Cruises fleet by the *Saga Pearl II* (ex-*Astoria*), built in 1981. See page 10.



Greenland, 2008 © Robby Norman

Sources

AFP ; American Bureau of Shipping ; BEA Mer; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ;Clarkson's ; Cotzias ; Courrier de la Compagnie Maritime Générale ; Daily Star (the) ; Daylife ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Germanischer Lloyd ; Ghanaian Chronicle (the) ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lloyd's Register of Ships ; Marine Traffic ; Marine-Marchande.net ; Maritime Matters Phuket Gazette (the) ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Titan Maritime Ltd; Tokyo Memorandum of Understanding ;Tugfax ; United States Coast Guards ; United States Maritime Administration ; Vessel Tracker.



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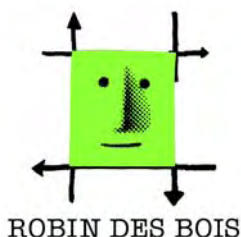
Many thanks to Gérard Cornier for his contribution

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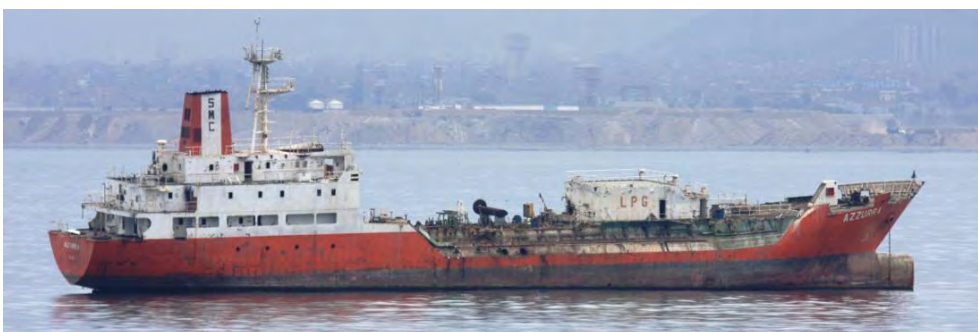
from October 16th to December 31st 2010

Ship-breaking.com

The agony of the *Azzurra*



Ravenna (Italy), on July 13th 2006 © Jacques Pirson



Callao (Peru), on December 6th 2009 © Captain Ted



Callao, on November 2nd 2010 © Andreas Schlatterer

In 2006, the Italian Liquid Petroleum Gas carrier *Azzurra Prima* was sailing in the Mediterranean Sea for Finaval SpA, an Italian company specialised in the transport of oil products and vegetable oil. In 2007, she became *Azzurra*, owned by Società Cooperativa Di Navigazione G.Giulietta based in Genoa. In 2008 she was docked in Callao, Peru's main fishing and commercial port, where, after inspection, on October 7th 2008 the classification society RINA issued reservations and suspended the certificate of the unseaworthy vessel. On August 1st 2009, "the causes for the suspension are not removed" and RINA withdrew its classification. The vessel is laid up and progressively plundered at anchorage without any safety and environmental precautions taken to protect the marine environment or the workers. One has

to hope that, as a substitute to “beaching”, the *Azzurra* is not initiating a new technique of demolishing European vessels: Offshore demolition. This particular case of a European vessel abandoned in a South American port is the reverse of the trend noticed in France consisting in abandoning old vessels flying flags of convenience.

Another vessel at the end of her tether had already been seen in Callao in Shipbreaking.com n°21: the old tanker *Talara*. Therefore a question is raised about the lack of demolition facilities on the South American continent. To illustrate this concern, at the end of 2010 three Mexican vessels were sent to be broken up in India

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Piracy and demolition

Somali pirates take anything that cross their path. As a matter of fact they happen to hijack vessels which are on their way to be broken up or vessels in a bad state already targeted by safety inspectors.

On September 8th 2010, the *Olib G*, a Greek chemical tanker flying the Maltese flag, was attacked by Somali pirates while passing through the Gulf of Aden where the European Navy, the United States and NATO forces patrol. She was sailing with ballast on her last trip to be broken up in India. The 15 Georgian and 3 Turkish crewmembers were held hostage aboard. The pirates were asking for a ransom of \$15 million, the Greek owner proposed 75,000 \$ then 150,000 \$; taking into account the presence of the stainless steel tanks which are usually present onboard chemical tankers, the sale of the vessel to a demolition shipyard would probably have raised between 2 and 3 million \$.



Olib G, southbound on the Bosphorus, on June 11th 2006 © Wil Weijsters

According to the Equasis database the status of the *Olib G* is “To be broken up” since September 8th 2010, the date that she was hijacked by the pirates. In October the classification society Det Norske Veritas, recommended to carry out a survey of the vessel upon release and before resuming trading.

According to information available in January 2011, the *Olib G* remains captured.

The *Irene EM* was listed in the category of chemical tankers in “Shipbreaking.com n°21” and towed to Alang in the summer of 2010. Before being sent to demolition, she had been hijacked on April 14th 2009. She was seized in the East of the Gulf of Aden with 23 Filipino crewmembers aboard. She was released on November 14th 2009. The ransom remains unknown.

The *Panega*, chemical tanker flying the Bulgarian flag with 15 crewmembers of the same origin cruised across the Indian Ocean towards her final destination and was listed in “Shipbreaking.com n°20”. The Promised Land was Alang where stainless steel from chemical tankers is appreciated. The vessel was intercepted and captured on May 11th 2010 at around 100 miles east of Aden (Yemen). The hijackers released the vessel on September 9th 2010, the ransom paid is unknown. Taking into account the presence of stainless steel in the *Panega* one could assume that her owner may have received a total of around 1.5 million \$ from the demolishers.

As for the tanker *Theresa VIII* (listed in Shipbreaking.com n°20) flying the Kiribati flag, she was also hijacked by Somali pirates on November 16th 2009 Northwest of the Seychelles. She was released on March 16th 2010 with her crew of 28 from North Korea. It is assumed that a 3 million \$ ransom was paid. After her release she left immediately for Alang.

The *Blue S* (ex *Blue Star*, *FCC Glory*, *Tian Jing Quan*, *Myrsinidi*) flying the Saint Kitts and Nevis flag with an Egyptian crew of 28 was transporting fertilizer from Suez to Mozambique. On January 1st 2009 she was intercepted and captured by 15 pirates 22 miles from the Port of Aden off the Yemen coast. The ship and crew were released March 4th, 2009. A ransom of 1 million \$ was paid in cash and dropped in by a helicopter when the vessel was stationed at Eyl, the pirates' port of refuge in Somalia. The pirates originally requested 6 million \$. The crew had to fish in order to eat. At the end of 2009, the old bulk carrier arrived at Alang, under the name *Blue S* without having her IMO number communicated. She escaped a citation in "Shipbreaking.com" N°18. It could be estimated that she was sold for a total of 1 million \$ at the end of 2009.

The *Bow Asir* was listed in "Shipbreaking.com n°17" in the chemical tanker category and hijacked on March 26th 2009 with a cargo of 20,000 tons of caustic soda. Thanks to her ransom being paid within 15 days, she is among the vessels that were released quickly. The ransom total remains undisclosed. She was put up for sale in the summer of 2009 which raised a total of 6 million \$ to her owner.

The *Centauri* was listed in "Shipbreaking.com n°14" in the bulk carrier category and hijacked with her crew of 26 on September 18th 2008 carrying a cargo of 15,000 tons of salt. The hull was riddled with bullet marks. Even though she had not been subject to a detention in a State Port, she was sent directly to be demolished after her release in November 2008.

The *Al Mansourah* was listed in "Shipbreaking.com n°14" in the general cargo carrier category and hijacked on September 3rd 2008 in the Gulf of Aden with 25 crewmembers onboard. She was released at the end of September 2008. A couple of weeks later the *Al Mansourah* was sent to be demolished in Alang.

The *Thor Star* was listed in "Shipbreaking.com n°15" in the category general cargo carrier and hijacked on August 12th 2008 16 km off the coast of Yemen. The vessel and her crew of 28 were released on October 14th 2008. According to her owner, she was supposed to resume trading immediately but the *Thor Star* arrived in Bangladesh for demolition early 2009.

Mauritania (follow up)

For some time now Robin des Bois has addressed the project to remove the wrecks in the bay of Nouadhibou, Mauritania; the subject was first mentioned in Shipbreaking.com N°20. The European Delegation in Mauritania encourages Robin des Bois in its letter sent in January 2011 to follow this project closely to ensure its best possible outcome. None of the wrecks or parts of the wrecks shall be dumped at sea. Prevention of pollution will be a priority throughout the entire wreck removal process.

Robin des Bois is satisfied that the option to dump the wrecks which was mentioned in the call for tender is finally abandoned. The Dutch company Mammoet Salvage BV was appointed for the project and they drew our attention to their expertise in the domain of removing wrecks or dangerous cargo from the marine environment. Robin des Bois will keep informed on the progress of operations particularly concerning the waste processing issue.

France

The 2010 parliamentary report on the dismantling of ships truly buried beneath sarcasms and inaccuracies the industrial and collective attempts arisen after the case of the *Clemenceau*. Wiping out what it calls "untruths", "myths" and "common places" in one page, it denies the ship dismantling industry to be, as the case may be, complementary with naval repair or construction activities as well as to have the capacity to create jobs and provide the industry with significant quantities of steel scrap.

It recommends as a priority and ideal site of scrapping for ocean-going vessels the river port of Bordeaux, upstream of the Gironde and of a fragile estuary; this option is offbeat and eccentric compared to the usual practise which, in the new projects, puts forward fast and secure access to the

yard. The best decision of the parliamentary mission was to pass the torch to a new interministerial mission.

To move forward, we must get out of this morass of paper and face facts.

For two years, numerous initiatives have been taken in France to demolish fishing boats within a rational administrative framework. They were previously burnt, sunk or abandoned in ports or estuaries. The *Winner*, 101 m, approximately 2,000 tons, an old cargo carrier seized in 2002 by the Marine Nationale for drug trafficking, is being dismantled in a drydock in the military port of Brest. This is the first of the crippled ships from the Breton port or from Landévennec ship graveyard to open the road to a modern and regulated industrial sector. A call for tender has been issued for the demolition of the *Anna* in La Rochelle - the general cargo carrier *Anna*, 87 m in length, sailing under the Comorian flag for Ukrainian interests, has been seized by the court after colliding in July 2008 into the downstream gate of the lock basin at the port of La Rochelle - and the civilian port would therefore rent a ship drydock to demolish the *Anna*. The Marine Nationale will announce this year which tenderers have been chosen for the demolition of the *Saone*, the *Dives*, the *Argens* and the *Bouvet* laid up in Toulon and Lorient.

The ports of Saint-Nazaire, Cherbourg, Le Havre and Dunkirk were also cited as potentially interesting demolition sites. The proximity of Ghent is encouraging for the great French Northern port. On the other side of the Belgian border, the Van Heygen recycling yard in Ghent is becoming more active and will treat early this year about twenty Scottish fishing vessels. May it please the French mission decidedly misguided, the Ghent ship-breaking yard contributes to the growth of the Belgian port which, in 2010, has just beaten its highest record of activity.

Bangladesh

The situation in Bangladesh remains unclear. During the autumn of 2010, to begin with, business started again: the local ship breaking yards succeeded in diverting a number of vessels from their original destination and have them beached at Chittagong. This was the case for *Haina A* destined for China but arriving under the name *Ina*, as well as the Panamanian VLCC *Nichiryu* listed to be demolished in India in Ship-breaking.com N°19 but arriving in Bangladesh as the *Hiryu* flying the Saint-Kitts-and-Nevis flag, as well as the *Grace N* also originally destined for India. Ship owners proved patient by waiting for the reopening of the Bangladesh market to send vessels sold earlier in the year such as the *Aegiali* listed as sold in the bulletin N°19 yet only beached at her destination in the final days of 2010. Just in time to escape the last request by the High Court suspending all new authorisations while waiting for the creation of an independent committee regrouping scientists, environmentalists and medical doctors who should guarantee that the vessels beached for demolition do not contain any dangerous materials. This new judgement imposed on imports to Bangladesh is pushing ship owners who wish to quickly get rid of their old hulls to send them towards other ship-breaking yards such as India which was the case of *Sabine*.



Keeping in mind that on August 12th 2010, Robin des Bois, launched an alert on the fate of the *Ocean Pearl* purchased by the Indian company Prayati Shipping specialised in buying ships to be demolished (Cf. [note of information](#)), the vessel arrived in Chittagong, coming from China to unload 4,000 t of urea. She has not left Bangladesh and is currently grounded on a sand bar without any official mentioning of demolition...

November 17th 2010, the *Ocean Pearl* grounded, twisted and condemned on a sand bar in Chittagong © Hans Rosenkranz

4th Quarter 2010 Statement

India rules, Turkey has ambition and Europe is perhaps waking up ...

Between October 16th and December 31st 2010, **202** vessels have left to be demolished, at a rhythm of 18 vessels a week. India with **78** vessels (39%) achieved the Grand Slam this year with their 4th appearance as the number one spot of demolition in the tonnage category as well as total number of units to be recycled. With **38** vessels (19%) Turkey stays in second place and reasserts its ambitions with the purchase of three big Canadian bulk carriers in their forties, the *Algoisle*, the *Agawa Canyon* and the *Canadian Prospector* which used to sail on the Great Lakes, in addition to the small general cargo carriers and ferries. China comes in 3rd place with **33** vessels (16%), ahead of Pakistan, **25** (12%) and Bangladesh **14** (7%). **5** vessels were demolished in Europe in Danish and Belgian ship-breaking yards. In Ghent, Van Heygen Recycling just receptioned two large Icelandic fishing vessels, and will demolish another twenty odd Scottish vessels originating from a decommissioning plan. Will Europe convert the try in 2011 and score more points in the fishing and merchant fleets?

In terms of tonnage of scrap to be recycled, India is ahead of China, Pakistan, Bangladesh and Turkey. The accumulated total to be demolished is close to **1.3 million tons** of metal. The oil, chemical and gas tankers represent this time the largest amount of vessels sent to be scrapped with a total of 64 vessels ie. 34%. In volume, the tankers represent more than 510,000 tons ie. 40% of recycled metal. General cargo carriers, 51 (25%), are next, ahead of bulk carriers, 31 (15%). The container ships, 7 (3%), and the car carriers, 4 (2%) have become rarities in ship-breaking yards.

The prices offered by ship-breaking yards have remained stable, at around 475\$ per ton for the tankers, 450\$ for the dry cargo carriers. The differential has narrowed, the prices offered by Chinese ship-breaking yards are only slightly less than those of the Indian or Pakistanese breakers. The prices have gone up in Turkey where vessels have found buyers for more than 300\$ per ton.

Of the **202** vessels, **75** (35%) were flying a European flag or belonged to European ship owners or members of the European Free Trade Association (EFTA). **95** (47%) were built in the same countries of which 3 in France namely in Brest, Dieppe and La Ciotat.

After the bar, the scrapping

79 (39%) of the vessels leaving to be broken up were controlled by a classification society which was not a member of IACS (International Association of Classification Societies) or had no classification society. The vessels not up to standards are always the first to leave: at least **89** (44%) were detained in the world's ports with a total of detention of 71% for the reefers and more than 60% for the bulk carriers and general cargo carriers. The total of detentions was 16% for the oil tankers but 59% for the chemical tankers.

Years and meters

The end of service age of the vessels leaving the waters during the period of October 16th to December 31st 2010 ranges between **15** for the gas carrier *Golden Crux n°18* and the container ship *Valley*, two vessels which were respectively victims of an explosion or a collision, and **71** year old for the *Guard Valiant*, ex Norwegian whaler *Thorgaut* (see the saga under the chapter The END, page 37-38) ; the average age is **31 years**; and it is 25 for double-hull tankers, 29 for single-hull tankers, 33 for bulk carriers and general cargo carriers, 37 for ferries and passenger ships and lastly 45 for fishing vessels whether converted or not and factory ships. 104 vessels were less than 150 m, 62 measured between 150 and 199 m and 36 were more than 200 m in length. The largest vessel to be scrapped this quarter was the old VLCC (Very Large Crude Carrier) *Maxus Widuri*, aged 36 years, **347 m** in length, used as a Floating Production Storage and Offloading unit



Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).



Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.



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



Vessel 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.

Ferry

Ancona (ex-Captain Zaman II, ex-Knossos, ex-Saga, ex-Hispania, ex-Svea). IMO 6608098. Ferry. Length 141 m, 6,338 t. Panamanian flag. Classification society Bureau Veritas. Built in 1966 in Göteborg (Sweden) by AB Lindholm. Owned by Blue Line (Denmark). Detained in 2006 in Ancona (Italy). Sold for demolition in India. 465 \$ per ton.



Apollon (ex-Express Apollon, ex-Apollon Express, ex-Apollo Express, ex-Senlac). IMO 7235915. Ferry. Length 118 m. Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1973 in Brest (France) by DCAN. Owned by European Seaways Inc (Greece). Detained in 2007 and 2008 in Igoumenitsa (Greece). Sold for demolition in Turkey.



© Roy Thornton



Franta Belsky's mural in the forward stairwell
© Richard Seville

It would have made Napoleon eat his hat. Indeed it was in France, and what more in a naval ship yard, the one in Brest, that the English ship *Senlac* was built in 1973 for British Railways, partners of the French train company SNCF for cross channel traffic under the shared trademark Sealink. At the time, British Railways made a good bargain by ordering for an appealing price three ferries, of which the *Senlac* was third after the *Hengist* and *Horsa*, delivered by the Brest ship yard the previous year and put to sea in the Strait. The latter are still in use in Greece under the names *Agios Georgios* and *Penelope A*. It's surprisingly the youngest who is first to be sent to scrap in the ship-breaking yard of Aliaga, in Turkey.

With a gross tonnage of 5,590 t, the *Senlac* -named after a site from the Battle of Hastings in 1066- was able to convey 1400 passengers and 210 cars. She enters service on May 2nd 1973 on the Newhaven/

Dieppe line replacing the *Falaise* and teaming with the French ships *Valencay* and *Villandry*. For 12 years, the *Senlac* fulfills her purpose regularly on this line until the English partner- since then privatized- decides to withdraw from the Dieppe line, leading to strong social disorder on the other side of the Channel of which we still remember the slogan "Save our *Senlac*". The ship is finally bought back by the SNCF in February 1985 (who owned already 2/3 despite the fact that she sailed under the British flag) and continued serving under French flag until she was replaced by the *Versailles*. She seems to have known only one remarkable incident: on the night of the 13th to the 14th of January 1986, a strong storm threw her to crash against the East pier while she was entering Dieppe, causing many cracks in the hull.



© Kasinath - shipthemegallery

Her second career in Greece will last much longer than the first. Sold in November 1987 to Ventouris Sealines, she becomes the *Apollo Express* and travels the line between Piraeus and Santorin, by ways of several islands. In 1995 she is passed over to Agapitos Express lines and her name changed to *Express Apollon*, then in 1999 joins the Hellas Ferries fleet within Hellenic Seaways. She will continue to stop in a variety of Islands ending her trail in Santorin. The former *Senlac* next leaves the Greek flag to be replaced in 2007 by the flag of Saint Vincent and the Grenadines, her named shortened to only *Apollon* within European Seaways. She was at the time on her way to Italy, on the Igoumenitsa/ Brindisi line, then on the Bari / Durres (Albania).



Senlac © Matt Murtland



Apollon, Corfu, July 2008 © Matt Murtland

Erotokritos T (ex-Ishikari) IMO 7394747. Ferry. Length 188 m, 11,000 t. Greek flag. Classification society Hellenic Register of Shipping. Built in 1974 in Setoda (Japan) by Naikai Shipbuilding; jumboized in 1980. Owned by Lucky Lines Maritime (Greece). Detained in Italy in 2002 in Monfalcone and in 2003 in Brindisi. Sold as is in Piraeus (Greece) for demolition in India. 367 \$ per ton.



Grecia (ex-Caramba I, ex-Espresso Grecia, ex-Espresso Livorno). IMO 7224514. Ferry. Length 125 m, 4,286 t. Maltese flag. Classification society RINA. Built in 1973 in Leghorn (Italy) by Orlando. Owned by Ilion Lines SA (Greece). Sold for demolition in Turkey. 305 \$ per ton.



SNAV Campania (ex-Norstar). IMO 7360710. Ferry. Length 173 m, 11,505 t. Italian flag. Unknown classification society. Built in 1974 in Bremerhaven (Germany) by Weser Seebeck ; jumboized in 1987. Owned by SNAV S.p.A. (Italy). Sold for demolition in India. 440 \$ per ton.



SNAV Sicilia (ex-Norland). IMO 7333822. Ferry. Length 173 m, 11,510 t. Italian flag. Unknown classification society. Built in 1974 in Bremerhaven (Germany) by Weser Seebeck ; jumboized in 1987. Owned by SNAV S.p.A. (Italy). Sold for demolition in India.



Split 1700 (ex-Wilanow, ex-Kronprins Carl Gustaf). IMO 6606234. Ferry. Length 110 m, 3,551 t. Panamanian flag. Classification society Bureau Veritas. Built in 1966 in Rendsburg (Germany) by Nobiskrug Werft. Owned by Blue Line International (Denmark). Detained in 2006 in Ancona (Italy). Sold for demolition in India. 465 \$ per ton.



Venezia (ex-Espresso Venezia, ex-Espresso Ravenna). IMO 7521663. Ferry. Length 125 m, 4,299 t. Bahamian flag. Classification society RINA. Built in 1978 in Leghorn (Italy) by Luigi Orlando. Owned by Ilion Lines (Greece). Sold for demolition in Turkey. 305 \$ per ton.



Passenger ship.

Caribbean Express (ex-Admiral of Scandinavia, ex-Hamburg, ex-Kronprins Harald). IMO 7400778. Passenger ship. Length 156 m, 9,299 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Rendsburg (Germany) by Nobiskrug Werft. Owned by Access Ferries SA (Greece). Detained in Puerto Rico in 2003 in Mayaguez and in 2008 in San Juan. Sold for demolition in India.



October 2010, *Caribbean Express* off Capetown (South Africa) before her ultimate journey to India. © Ian Schiffman

Flamenco I (ex-New Flamenco, ex-Elysian Flamenco, ex-Southern Cross, ex-Starship Majestic, ex-Sun Princess, ex-Spirit of London). IMO 7211517. Passenger ship. Length 163 m, 9,606 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Riva Trigoso (Italy) by Tirreno & Riuniti. Owned by Singapore Star Shipping (Singapore). Detained in 2004 in Las Palmas (Spain). Laid up since July 2009 in Malaysia. Sold as is for demolition in India. 335 \$ per ton.



Flamenco I, October 19th 2010 © Mara - Shipspotting

Fishing ship

Adalvik (ex-Joi Bjarna, ex-Edda, ex-Pall, ex-Nattfari, ex-Saebjorg, ex-Fylkir, ex-Gylfi, ex-Petur Thorsteinson). IMO 5276733. Fishing ship. Length 38 m, 400 t. Icelandic flag. Unknown classification society. Built in 1959 in Stralsund (Germany) by Volkswerft VEB. Deprived of fishing permits, the *Adalvik* is immobilized in the port of Njardvík for most of the year 2002. Laid up in Seydisfjörður shipyard since 2008, the ship was towed to Terneuzen (The Netherlands) and then to the Van Heygen ship-breaking yard in Ghent (Belgium).



Adalvik, anchored in the Slippurinn shipyard in Seydisfjörður (Iceland) © Gretar

Alex IV (ex-Flandre). IMO 7039115. Fishing ship. Length 38 m. Greek flag. Unknown classification society. Built in 1970 in Dieppe (France) by les Ateliers and Chantiers de la Manche. The *Flandre* was quite innovating at the time of her construction. In 1977 she was honored by the visit onboard of the PM at the time Raymond Barre. Her owner under the French flag was the Association Rochelaise de Pêche à Vapeur, from La Rochelle. The ship was sold to a Greek society in 1984 and renamed *Alex IV*. Owned by Macedonian Fight Fishing Shipping Co (Greece). Sold for demolition in Turkey.



Alex IV, undergoing cosmetic care in Piraeus (Greece), May 25th 2008 © Aleks Lindström

Guard Valiant (ex-M Valiant, ex-Cam Valiant, ex-Striltreff, ex-Manon, ex-Berg Karl, ex-Thorgaut). IMO 5041968. Fishing ship converted to standby safety vessel. Length 47 m. Norwegian flag. Unknown classification society. Built in 1939 in Sandefjord (Norway) by Framnaes. Owned by Tananger Offshore (Norway). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking. The Danish yard was founded in 1993 and has, since then, scrapped over 1000 ships. Major part of them has been fishing vessels of various sizes, but also freighters, supply vessels, ferries and a military vessel. They mostly came from Scandinavia, United Kingdom, Germany and The Netherlands. See the chapter **THE END**, p 37-38, to know more about the adventurous biography of the *ex-Thorgaut*.



Oskar (ex-Votaberg, ex-Oskar Halldorsson). IMO 6416768. Fishing ship. Length 40 m, 500 t. Icelandic flag. Unknown classification society. Built in 1964 in Zandam (The Netherlands) by De Beer. Icelandic owned.. Sold for demolition in Ghent (Belgium) by Van Heygen Recycling.



Oskar, January 2003 in Reydarfjörður Fjord (Iceland) © Birkir Agnarsson

Factory ship

Izumrudnyy . IMO 7348425. Factory ship. Length 82 m, 2,188 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Wismar (Germany) by Mathias-Thesenwerff. Owned by Nakhodka Active Marine Fishing Base (Russia). Sold for demolition in China.



Strezhevoy. IMO 7640861. Factory ship. Length 53 m, 909 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Volgograd (Russia) by Volgogradskiy. Owned by Oskar Co Ltd (Russia). Sold for demolition in China.

Wiesbaden (ex-West Rumb). IMO 7324912. Factory ship. Length 92 m. Polish flag. Classification society Germanischer Lloyd. Built in 1973 in Bremerhaven (Germany) by Rickmers. Owned by Deutsche Fischfang-Union (Germany). In November, the *Wiesbaden* was towed from Cuxhaven for demolition in Grenaa (Denmark).



The *Wiesbaden* in Cuxhaven (Germany), October 25th 2009 © Ulf Kornfeld

Tanker

Al Mubarakah (ex-Al Madinah, ex-Sibeia, ex-Gorbeia, ex-Ambra Grey, ex-Viking Osprey). IMO 7826829. Tanker. Length 228 m, 15,514 t. Saudi Arabian flag. Classification society Bureau Veritas. Single-hull ship built in 1981 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Bakri Navigation Co Ltd (Arabie Saoudite). Sold for demolition in Pakistan. 501\$ per ton.





Al Reefa (ex-Coral Reef, ex-5 de Septiembre). IMO 7413024. Tanker. Length 143 m, 3,041 t. Sierra Leone flag. Unknown classification society. Single-hull ship built in 1978 in Sorel (Canada) by Marine Industries. Sold for demolition in Pakistan.




Al Tawba (ex-Gulf Navigator, ex-Bakri Navigator, ex-Bunga Tiga, ex-Tomoe 111). IMO 8203799. Tanker. Length 123 m. Saudi Arabian flag. Classification society Nippon Kaiji Kyokai. Double-hull ship built in 1982 in Imabari (Japan) by Asakawa. Detained in 2003 in Bandar Abbas (Iran). Sold for demolition in Pakistan.







Avil (ex-Havildar Abdul Hamid PVC). IMO 8316625. Tanker. Length 228 m, 13,000 t. Comorian flag. Classification society Lloyd's Register of Shipping. Single-hull ship built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Shipping Company of India - SCI (India). Sold for demolition in Bangladesh. 400 \$ per ton.



CM Spirit (ex-S/R Galveston, ex-Exxon Galveston, ex-Exxon Sunshine State, ex-Enco Port Everglades, ex-Enco Sunshine State). IMO 7046168. Tanker. Length 168 m, 6,307 t. Tanzanian flag. Unknown classification society. Built in 1970 in Port-Arthur (United States) by Gulfport ; jumboized in 1978. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Owned by Marika Investments Ltd (Nigeria). Sold for demolition in India. 468 \$ per ton.  

Da Qing 244. IMO 8425347. Tanker. Length 178 m, 6,080 t. Chinese flag. Unknown classification society. Single-hull ship built in 1977 in Dalian SY Co (China) by Dalian Shipyard Co. Owned by China Shipping Development Co (China). Sold for demolition in China. 380 \$ per ton. 

Galena (ex-Overseas Galena Bay, ex-S/R Galena Bay, ex-Chesapeake Trader). IMO 8008917. Tanker. Length 200 m, 11,054 t. Deflagged from United States to Panama for her last journey. Classification society American Bureau of Shipping. Double bottom ship built in 1982 in San Diego (United States) by NASSCO. Owned by OSG Shipmanagement Inc (United States). On the 25th November, the *Overseas Galena Bay* left off her owner, her name, her flag and her destination. Announced in Chittagong on the 29th December, the ex American and hidden *Galena* is beached for demolition in Alang on the 23rd December.



Genius Prime (ex-Alambra, ex-Oriental Fortune, ex-). IMO 8323630. Tanker. Length 86 m, 1,112 t. Comorian flag. Classification society Nippon Kaiji Kyokai. Double-hull ship built in 1984 in Yawatahama (Japan) by Kurinoura Dockyard Co. Owned by Pacific Wise Shipping Co (United Arab Emirates). Detained in 2003 in Guangzhou (China), and in 2008 and 2010 in Bandar Abbas (Iran). Sold for demolition in Pakistan. 370 \$ per ton. 

Iman (ex-Dalnerechensk). IMO 8406638. Tanker. Length 113 m, 3,163 t. Panamanian flag. Classification society Det Norske Veritas. Double-hull ship built in 1986 in Rauma (Finland) by Rauma Repola. Owned by Riga Transport Fleet (Latvia). Detained in 1997 in Rotterdam (The Netherlands). Sold for demolition in Pakistan. 448 \$ per ton.   

Independencia. IMO 7368504. Tanker. Length 170 m, 6,140 t. Mexican flag. Unknown classification society. Single-hull ship built in 1974 in Heusden (The Netherlands) by Verolme. Owned by PEMEX (Mexico). Sold for demolition in India. 220 \$ per ton.  



Independencia in Mazatlan (Mexico), February 2005 © Arjan Elmendorp

Intuition (ex-Olympic, ex-Tweed Seto). IMO 7825801. Tanker. Length 159 m. Panamanian flag. Unknown classification society. Single-hull ship built in 1979 in Osaka (Japan) by Osaka Zosenho. Owned by Azure Services (Greece). Sold for demolition in Turkey.  

Jag Pragati. IMO 8313635. Tanker. Length 170 m, 7,678 t. Indian flag. Classification society Indian Register of Shipping. Single-hull ship built in 1985 in Pusan (South Korea) by Korea SB & E. Owned by Great Eastern Shipping Co Ltd (India). Sold for demolition in Pakistan. 455 \$ per ton.

Jet VIII (ex-Petrolier 1). IMO 8861474. Tanker. Length 55 m. Greek flag. Unknown classification society. Single-hull ship built in 1986 in Tulcea (Romania) by Tulcea Santierul Naval. Refuelling tanker of the Greek port of Piraeus. Sold for demolition in Turkey.



Jet XII (ex-Ticleni). IMO 8861656. Tanker. Length 53 m. Greek flag. Unknown classification society. Single-hull ship built in 1988 in Tulcea (Romania) by Tulcea Santierul Naval. Refuelling tanker of the Greek port of Piraeus. Sold for demolition in Turkey.



Johar (ex-Vukovar, ex-Petar Lekovic, ex-Sofia). IMO 7917393. Tanker. Length 243 m, 16,327 t. Pakistanese flag. Classification society Bureau Veritas. Single-hull ship built in 1985 in El Ferrol (Spain) by Astano. Owned by Pakistan National Shipping (Pakistan). Sold for demolition in India. 482 \$ per ton.



Juviter (ex-Victoria VII, ex-Pranedya Pratama). IMO 7908457. Tanker. Length 158 m. Panamanian flag. Unknown classification society. Single-hull ship built in 1980 in Setoda (Japan) by Naikai Shipbuilding. Owned by Intersea Management (Switzerland). Sold for demolition in Turkey.



Kun Ming Hu (ex-Kingfisher, ex-Treasure). IMO 8013558. Tanker. Length 228 m. Chinese flag. Classification society China Classification Society. Single-hull ship built in 1982 in Ariake (Japan) by Hitachi Zosen. Owned by Cosco (China). Sold for demolition in China.

Lance Naik Karam Singh PVC. IMO 8224119. Tanker. Length 228 m, 13,326 t. Deflagged from India to Comoros for her last journey. Classification society Det Norske Veritas. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in Bangladesh where she arrives as "Lancer". When India sent her ships to Bangladesh, it is carried out under hidden flag.

Lania (ex-Diamond Dream). IMO 8808642. Tanker. Length 315 m, 29,200 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1990 in Nagasaki (Japan) by Mitsubishi. Owned by Polyar Tankers AS (Norway). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 460 \$ per ton.



Lania, © Reinier Meuleman

Maxus Widuri (ex-Deep Blue, ex-Saint Constantinos, ex-Chevron Ocean, ex-Afran Ocean, ex-Ocean Park). IMO 7363487. Tanker FPSO. Length 347 m, 56,000 t. Liberian flag. Unknown classification society. Single-hull ship built in 1974 in El Ferrol (Spain) by Astano ; converted in 1997 to Floating Production Storage and Offloading unit ; in service off Indonesia in the Widuri oil field. Owned by Tankers Pacific Offshore Ltd (Singapore). Sold and towed for demolition in Pakistan. 385 \$ per ton.



Niki (ex-Giorgos M, ex-Promar, ex-Petrobulk Progress, ex-Perseverance). IMO 8607842. Tanker. Length 182 m, 8,300 t. Liberian flag. Classification society Det Norske Veritas. Double sided ship built in 1988 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by AK Shipping & Trading (Greece). Detained in 2007 in Algeiras (Spain) and in 2008 in Amsterdam (The Netherlands). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 477 \$ per ton.



Oosea (ex-Broose, ex-Sea Shell, ex-Primero de Mayo). IMO 7413000. tanker. Length 143 m, 3.041 t. Sierra Leone flag. Unknown classification society. Single-hull ship built in 1977 in Sorel (Canada) by Marine Industries. Sold for demolition in Pakistan



Overseas Diligence (ex-Diligence, ex-Chevron Louisiana). IMO 7391240. Tanker. Length 198 m, 10,339 t. United States flag. Classification society American Bureau of Shipping. Double-hull ship built in 1977 in Portland (United States) by FMC Corp. Owned by OSG Ship Management (United States). Sold for demolition in the United States by the All Stars Metal ship-breaking yard, Brownsville, Texas.

Panagia Chrisoskalitissa (ex-Panagia, ex-Tyrius, ex-Star VI, ex-Kakuhisa Maru). IMO 7639496. Tanker. Length 70 m. Greek flag. Unknown classification society. Single-hull ship built in 1977 in Sasebo (Japan) by Ito. Owned by Chrisoskalitissa Maritime (Greece). Sold for demolition in Turkey.



Phoenix (ex-Gannet, ex-Maersk Gannet, ex-Gerd Maersk, ex-Messiniaki Anatoli). IMO 7359503. Tanker. Length 171 m, 7,430 t. Panamanian flag. Unknown classification society. Single-hull ship built in 1977 in Turku (Finland) by Wartsila. Owned by Marika Investments (Nigeria). Sold for demolition in India. 468 \$ per ton.



Prince William Sound. IMO 7395349. Tanker. Length 267 m, 23,154 t. United States flag. Classification society American Bureau of Shipping. Double-hull ship built in 1975 in Chester (United States) by Sun Shipbuilding. Owned by Alaska Tankers (United States). NGOs have protested against the export of this old tanker likely to contain toxic materials towards Asia as it would be in violation of the US environmental laws. The *Prince William Sound* was laid up in a BP terminal in Malaysia (Alaska Tankers is 25% owned by BP). Sold as is in Labuan for demolition in India. 430 \$ per ton including 1,400 t of bunkers.



Prince William Sound, in Port Angeles Harbour, Washington State (United States) on July 3rd 2007
© photos - Scott D Walker

Promise (ex-Gammatank, ex-Apache Spirit). IMO 8805688. Tanker. Length 246 m, 19,637 t. Deflagged from Singapore to Saint Kitts-and-Nevis flag. Classification society Lloyd's Register of Shipping. Double-hull ship built in 1991 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Transpetrol TM AS (Norway).. Sold for demolition in India where she arrives as « *Star III* ».



Quality Spirit (ex-Francis, ex-George V, ex-Bastiaan Broere). IMO 6901658. Wine tanker. Length 82 m. San Marino flag. Classification society RINA. Single-hull ship built in 1968 in Groningen (The Netherlands) by Nieuw Noord Nederlandsche. Owned by AdorTerMar (Italy). Detained in 2007 in Temryuk (Russia) and in 2010 in Palerme (Italy). Sold for demolition in Turkey.



Quality Spirit loading wine in Valencia (Spain)
© Manuel Hernández Lafuente

Rhone. IMO 7361685. Wine tanker. Length 89 m, 1,370 t. Turkish flag. Classification society Turkish Lloyd. Navire simple Built in 1974 in Busum (Germany) by Busumer Werft. Owned by Ortak Denizcilik (Turkey). Sold for demolition in Turkey. 290 \$ per ton.



Ruby Princess (ex-Knock Davie, ex-Aegeas, ex-In Amenas, ex-Teakwood). IMO 7389015. Tanker converted in 1988 into a Floating Production and Offloading unit (FPSO). Length 270 m, 20,000 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1975 in Göteborg (Sweden) by Gotaverken. The *Ruby Princess* is operated by the Japanese MODEC since 1998 off Vietnam in the Ruby oil field, processing 30.000 barrels per day (around 4.000 t) ; the gas is flared on board ; the storage capacity of the FPSO is 850.000 barrels (more than 100.000 t). Owned by Petro Vietnam (Vietnam). Sold for demolition in China. Given her age, this type of factory ship contains around environ 15 t of oil contaminated with PCBs in her transformers and capacitors.



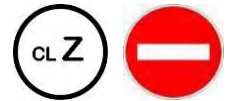
The flare of the FPSO *Ruby Princess* in action off Vietnam © MODEC Inc

Sabine (ex-Heidmar Sabine, ex-R Hal Dean). IMO 8612287. Tanker. Length 239 m, 13,699 t. Marshall Islands flag. Classification society American Bureau of Shipping. Single-hull ship built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by Liquimar Tankers (Greece). Sold for demolition as is in Singapore. On the 16th December, her destination was announced to be Chittagong but the High Court of Bangladesh ask the authorities to stop issueing NOCs (No Objection Certificates) allowing the beaching of ships. The *Sabine*, shorten to « *Sabi* » changes course ; she was finally beached for demolition in Alang, India. 487 \$ per ton.



Port of Salamina, (Greece), May 23rd 2008 © Aleksí Lindström

Sea Prince 1 (ex-Artina A, ex-Sealady, ex-Canopus). IMO 7910979. Tanker. Length 170 m, 7,760 t. Saint-Vincent-and-the-Grenadines flag. Unknown classification society. Built in 1981 in Ulsan (South Korea) by Hyundai Heavy Inds. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Sold for demolition in Pakistan. 470 \$ per ton.



Sebastian Lerdo de Tejada (ex-Viken Vest). IMO 7383293. Tanker. Length 207 m, 11,962 t. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Horten (Norway) by AS Horten. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Owned by PEMEX (Mexico). Sold for demolition in India. 220 \$ per ton. Along with the *Tolteca* and *Independencia* also to be demolished, PEMEX is destocking its old hulls.



Shujaa 5 (ex-Cap Farina II, ex-Crescent Highway, ex-Petro Avon, ex-Esso Avon). IMO 8019306. Tanker. Length 91 m, 1,746 t. Panamanian flag. Unknown classification society. Built in 1981 in Groningen (The Netherlands) by Nieuw Noord Nederlandsche. Sold for demolition in Pakistan.



Southway (ex-Genmar Prometheus, ex-Crudesun, ex-Bona Liv, ex-Golar liv). IMO 8613841. Tanker. Length 267 m, 21,189 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double-hull ship built in 1988 in Okpo (South Korea) by Daewoo Shipbuilding. Owned by Green Ocean Ship Management (India). Sold for demolition in Bangladesh. 465 \$ per ton.

Splendour (ex-Green Valley). IMO 8607775. Tanker. Length 214 m, 11,641 t. Liberian flag. Classification society Bureau Veritas. Double sided ship built in 1987 in Imari (Japan) by Namura. Owned by FAL Shipping Co Ltd (United Arab Emirates). Sold for demolition in Pakistan. 455 \$ per ton.

Subedar Joginder Singh PVC. IMO 8224171. Tanker. Length 228 m, 13,369 t. Indian flag. Classification society Indian Register of Shipping. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by The Shipping Corporation of India Ltd - SCI (India). Sold for demolition in India where she is beached as *KCTL 29*. 469 \$ per ton.

Swat (ex-Velimir Skorpik, ex-Ocean Captain). IMO 7917408. Tanker. Length 243 m, 15,463 t. Pakistanese flag. Classification society Bureau Veritas. Single-hull ship built in 1985 in El Ferrol (Spain) by Astano. Owned by Pakistan National Shipping (Pakistan). Detained in 2000 and 2002 in Trieste (Italy). Sold for demolition in Pakistan. 468 \$ per ton.



Tolteca. IMO 7531319. Tanker. Length 196 m, 11,962 t. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Monfalcone (Italy) by Italcantieri. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Owned by PEMEX (Mexico). Sold for demolition in India. 220 \$ per ton.



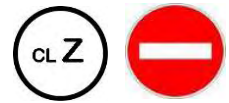
Torrent (ex-Tourmalet, ex-Torocoba, ex-Atlantic). IMO 7412771. Tanker. Length 138 m, 3,809 t. Tanzanian flag. Unknown classification society. Single-hull ship built in 1975 in Hashihama (Japan) by Hashihama Zosen. Owned by Marika Investments Ltd (Nigeria). Sold for demolition in India, the *Torrent* arrived off Alang on 2nd November, but left off and is finally beached for demolition in Gadani (Pakistan) on 19th November. 468 \$ per ton.



Waset (ex-Ikaros M, ex-Mare Glaciale). IMO 8411970. Tanker. Length 144 m, 3,853 t. United Arab Emirates flag. Classification society Bureau Veritas. Single-hull ship built in 1985 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania. Owned by FAL Shipping Co Ltd (United Arab Emirates). Sold for demolition in Pakistan. 472 \$ per ton.



Yong Chi (ex-Silver Ching, ex-Quebec, ex-Dagrund, ex-Dakila, ex-Lucerna, ex-Baraka, ex-Alrai, ex-Athelmonarch). IMO 7400572. Tanker. Length 182 m, 8,775 t. Chinese flag. Unknown classification society. Built in 1977 in Lauzon (Canada) by Davie SB. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Owned by China Shipping Group (China). Sold for demolition in China.



Zeinat 2 (ex-Ist). IMO 8325573. Tanker. Length 210 m, 15,002 t. Egyptian flag. Classification society Bureau Veritas. Single-hull ship built in 1986 in Pula (Croatia) by Uljanik-Brodogradilist. Owned by International Marine Management Co (Greece). Detained in 2001 in Augusta (Italy) and in 2002 in Cagliari (Italy). Sold for demolition in India. 477 \$ per ton.



Chemical tanker

Agia Marina (ex-Costas II, ex-Anemos I, ex-Thita Apollo, ex-Hosho Maru). IMO 7620720. Chemical tanker. Length 70 m. Greek flag. Unknown classification society. Double-hull ship built in 1976 in Imabari (Japan) by Asakawa. Sold for demolition in Turkey.



Annoula (ex-Christianborg, ex-Three Rivers, ex-TN Ruby, ex-Leading Lady, ex-Lady T, ex-Team Carrier, ex-Far Carrier, ex-Protank Carrier, ex-AM Carrier). IMO 8003333. Chemical tanker. Length 175 m, 9,749 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double-hull ship built in 1982 in Trojir (Croatia) by Lozovina-Mosor. Owned by Project Shipping Inc (Greece). Detained in 1997 in Hamburg (Germany), en 1999 in Amsterdam (The Netherlands), in 2001 in Syracuse (Italy), en 2002 in New Orleans (United States) and in 2005 in Pyongtack (South Korea). Sold for demolition in India. 450 \$ per ton.



Annoula, at Perama (Greece), July 14th 2008 © Dimitrios

Bow Panther (ex-Northern Panther). IMO 8316728. Chemical tanker. Length 170 m, 9,536 t. Singapore flag Classification society Det Norske Veritas. Double-hull ship built in 1986 in Pusan (South Korea) by Korea Shipbuilding. Owned by Odfjell Management AS (Norway). Sold for demolition in India, with delivery in January 2011. 480 \$ per ton.



Caribbean Pearl (ex-Holland Park, ex-Golden Hermes, ex-Panam Querida). IMO 8300341. Chemical tanker. Length 118 m, 3,406 t. Panamanian flag. Unknown classification society. Built in 1983 in Imabari (Japan) by Asakawa. Sold for demolition in Turkey. 300 \$ per ton.



Custom (ex-Botany T, ex-Betty T, ex-Betty Theresa, ex-Botany Troubadour). IMO 8001866. Chemical tanker. Length 106 m, 2,671 t. Panamanian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1981 in Uwajima (Japan) by Miyoshi. Owned by Navigator Tankers (Greece). Detained in 1997 in Rotterdam (The Netherlands) and in 2005 in Santander (Spain). Sold for demolition in Pakistan. 462 \$ per ton.



Doroussa (ex-Kapitan E Egorov, ex-Thorgull). IMO 8009909. Chemical tanker. Length 206 m, 10,389 t. Liberian flag. Classification society Det Norske Veritas. Built in 1982 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Dileton Maritime (Greece). Sold for demolition in Pakistan.



Ebony (ex-Jo Ebony, ex-Golden Venus). IMO 8500135. Chemical tanker. Length 128 m, 4,397 t. Maltese flag. Classification society Det Norske Veritas. Double-hull ship built in 1986 in Shimonoseki (Japan) by Misubishi. Owned by Seaflex A/S (Denmark). Detained in 2010 in Durban (South Africa). Sold for demolition in India. 545 \$ per ton.



Ebony, waiting in Rotterdam (The Netherlands) on September 3rd 2009 © Christian Bråthen

Estrellita (ex-Justus, ex-Stella, ex-Stella Duval). IMO 7102716. Chemical tanker. Length 82 m, 1,216 t. Panamanian flag. Classification society Bureau Veritas. Double-hull ship built in 1971 in Groningen (The Netherlands) by N.Noord Nederlandsche Scheepswerven. Owned by Fuji Marine Ltd (Japan). Detained in 2008 in Daesan (South Korea). Sold for demolition in India.



Olib G (ex-Berna Sultan, ex-Yeliz K, ex-Olib). IMO 8026608. Chemical tanker. Length 112 m. Maltese flag. Classification society Det Norske Veritas. Double-hull ship built in 1988 in Gijon (Spain) by Cantabrico y Riera. Owned by Frio Maritime SA (Greece). Detained in 2001 in Dunkirk (France) and in 2007 in Constanza (Romania). While she was sailing to India for the demolition yards, the *Olib G* was attacked and seized by Somali pirates. To our knowledge the ship is still held off the Somalian coast. (See the chapter « Piracy and demolition» p. 2)



Pacific Trader (ex-Butt). IMO 7920431. Chemical tanker. Length 130 m, 3,414 t. Panamanian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1980 in Bern (Germany) by Berner SW. Owned by Riga Transport Fleet (Latvia). Sold for demolition in India. 472 \$ per ton.



Rain (ex-Rainbow I, ex-Petrolimex 01, ex-Granada, ex-Gogo Royal, ex-Gogo Ranger). IMO 8101056. Chemical tanker. Length 157 m, 6,333 t. Tuvaluan flag. Classification society RINA. Double-hull ship built in 1983 in Pusan (South Korea) by Korea SB. Owned by Navimar (Italy). Sold for demolition in Bangladesh.



Rain, on November 17th 2010, beached for demolition in Chittagong © Hans Rosenkranz

Sichem Cormoran (ex-Pointe du Cormoran, ex-Domenico Ievoli). IMO 8610447. Chemical tanker. Length 100 m, 2,095 t. Maltese flag. Classification society Bureau Veritas. Double-hull ship built in 1987 in Viareggio (Italy) by Esercizio. Owned by V Ships (Germany). Sold for demolition in India.



Siteam Actinia (ex-Team Actinia, ex-Actinia). IMO 8917077. Chemical tanker. Length 176 m, 9,289 t. Maltese flag. Classification society Lloyd's Register of Shipping. Double-hull ship built in 1993 in Pula (Croatia) by Uljanik. Owned by EMS Ship Management (India). Detained in 1999 in New York (United States) and in 2008 in Gladstone (Australia). Sold for demolition in India.



Star Orion (ex-Andhika Adhisatya, ex-Global Venus). IMO 8512190. Chemical tanker. Length 107 m, 2,300 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1985 in Imabari (Japan) by Higaki. Owned by Megaports Shipmanagement (Singapore). Detained in 2000 in Brisbane (Australia). Sold for demolition in India. 445 \$ per ton.



Theresa Jupiter (ex-Isokaze, ex-Isokaze Maru). IMO 7908861. Chemical tanker. Length 149 m, 5,738 t. Tuvaluan flag. Classification society International Ship Classification. Double-hull ship built in 1980 in Mihara (Japan) by Koyo. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Detained in China in 2008 in Guangzhou, and in 2009 in Shenzhen and Fangcheng. Sold for demolition in India.



Vikstraum (ex-Snark, ex-OT Acid). IMO 7917587. Chemical tanker. Length 129 m, 3,430 t. Maltese flag. Classification society Det Norske Veritas. Double-hull ship built in 1981 in Oskarshamn (Sweden) by Oskarshamns Var. Owned by Utkilen Shipping AS (Norway). Sold for demolition in India. 785 \$ per ton including 292 t of stainless steel.



Zoppun (ex-Sira Borg, ex-Transborg, ex-Kongstraum, ex-Brage Baltic). IMO 7922128. Chemical tanker. Length 101 m, 1,896 t. Turkish flag. Classification society Turk Loydu. Double bottom ship built in 1980 in Mandal (Norway) by Mandals Slip & Mek Verksted A/S. Owned by Beykim Petrolculuk Gemi (Turkey). Detained in 2006 in Setubal (Portugal) and in 2009 in Temryuk (Russia). Sold for demolition in India.



Gas tanker.

Azzurra (ex-*Azzurra Prima*, ex-*Valle Azzurra*). IMO 8123688. Gas tanker. Length 88 m. Panamanian flag. Classification society RINA. Single-hull ship built in 1983 in Genoa (Italy) by Italcantieri. Owned by Societa Cooperativa Di Navigazione G.Giulietta (Italy). Laid up off Callao (Peru), the wreck is undergoing demolition in the middle of the Bay. See the pictures of her agony on **p 1**.



Berge Racine. IMO 8116582. Gas tanker. Length 228 m, 21,978 t. Deflagged from Norwegian to Comorian flag for her last journey. Classification society Det Norske Veritas. Single-hull ship built in 1985 in La Ciotat (France) by Normed, one of the leaders in the building of gas tankers at the time. With a capacity of 81,000 m3 of Liquid Petroleum Gas or ammonia, the *Berge Racine* was the second in a serie of three ships built for the Norwegian Bergesen which became after their launching the first LPG transporter. The *Berge Rachel*, in service since 1984, was demolished in Chittagong in September 2009, the *Berge Ragnhild*, in service since 1986, was beached in Alang in August 2010. Owned by BW Gas AS (Norway). The *Berge Racine* has been sold for demolition in Bangladesh where she arrived as *Racine*. 460 \$ per ton.



Berge Racine anchored in Port Bolivar (Ecuador), February 2008 © Alejandro González Marín

Golden Crux n°18. IMO 9129691. Gas tanker. Length 95 m, 1,476 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1995 in Imabari (Japan) by Shin Kurushima. Owned by Daiichi Tanker Co Ltd (Japan). In April 2010, an explosion occurs in the engine room while the *Golden Crux n°18* is sailing on the Yangtze river, bound for South Korea. Two Filipino sailors are killed. The ship was towed and eventually sold for demolition in India. 410 \$ per ton.

New Seaman (ex-*New Wave 2*, ex-*W-Net*, ex-*Golden Crux n°8*, ex-*Carol Maru*). IMO 8022212. Gas tanker. Length 99 m, 2,324 t. Thai flag. No classification society according to her last port state control. Single-hull ship built in 1981 in Usuki (Japan) by Usuki Tekkosho. Owned by Seamanship Co Ltd (Thailand). Detained in South Korea in 2003 in Daesan, in 2007 in Yeosu and in 2010 in Kwangyang. Sold for demolition in India



Patcharawadee 4 (ex-*Seaman*, ex-*Venus Gas*). IMO 7354151. Gas tanker. Length 89 m, 1,556 t. Thai flag. Unknown classification society. Built in 1973 in Usuki (Japan) by Usuki Tekkosho. Owned by Unique Gas and Petrochemicals Public Co (Thailand). Sold for demolition in India.



Shokaku Maru n°2. IMO 8103913. Gas tanker. Length 73 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Taiheiyo Kisen (Japan). Sold for an unknown destination of demolition.

Sigas Master (ex-Jakob Kosan, ex-Jakob Tholstrup, ex-Markland). IMO 8325327. Gas tanker. Length 70 m, 1,099 t. Maltese flag. Classification society Bureau Veritas. Single-hull ship built in 1985 in Waterhuizen (The Netherlands) by Pattje. Owned by V Ships Ltd (Monaco). Sold for demolition in Turkey. 277 \$ per ton.



Sigloo Polar (ex-Igloo Polar). IMO 8107141. Gas tanker. Length 128 m, 5,550 t. Norwegian flag. Classification society Det Norske Veritas. Double-hull ship built in 1982 in Moss (Norway) by Moss Rosenberg. Owned by THOME Ship Management (Singapore). Sold for demolition in India.



General cargo.

Acqua Azzurra (ex-Addaura, ex-Sagemar Prima, ex-Atlantic Coaster, ex-Rozenburgh). IMO 5301526. General cargo. Length 50 m. Italian flag. Unknown classification society. Built in 1958 in Landsmeer (The Netherlands) by Dollard. Owned by Acqua Azzurra (Italy). Sold for demolition in Turkey



Afanasiy Bogatyrev. IMO 7337701. General cargo. Length 123 m, 2,140 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Navashino (Russia) by Oka Navashino. Owned by Arctic Shipping Co (Russia). Detained in 2000 in Rumoi (Japan). Sold for demolition in China.



Al Fazal Almushrig (ex-Pishtaz, ex-Progress Carrier II). IMO 8129060. General cargo. Length 104 m, 2,072 t. Sierra Leone flag. Unknown classification society. Built in 1982 in Singapore by the Asia-Pacific shipyards. Sold for demolition in India.



Alexander Skvoretz (ex-Ola, ex-Vidlitsa, ex-50 Let Sovetskoy Vlasti). IMO 6919100. General cargo. Length 114 m, 1,271 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1967 in Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Standard Shipping Denizcilik (Turkey). Sold for demolition in Turkey.

Anakonda (ex-Pukjani, ex-Ample E, ex-Ample Harvest, ex-Ample Route I, ex-Jin Tai, ex-Jia Fa, ex-Ocean Mercury, ex-Corona, ex-Finnmaster). IMO 7224368. General cargo. Length 106 m, 7,507 t. Albanian flag. Unknown classification society. Built in 1972 in Ulsteinvik (Norway) by Kleven Mek Verksted. Detained in 2000 in Vunglau (Vietnam) and Onimichi (Japan), in 2001 in Fushiki (Japan) and in 2007 in Novorossiysk (Russia). Sold for demolition in Turkey.



Arina. (ex-Bonus, ex-Nimus, ex-Rogall, ex-Mattun, ex-Gretchen, ex-Gretchen Weston, ex-Frendo Star). IMO 7367964. General cargo. Length 82 m. Moldavian flag. Classification society Polski Rejestr Statkow. Built in 1974 in Foxhol (The Netherlands) by Bodewes Gruno BV. Owned by Unifreight Shipping Ltd (Russia). Detained in 2008 in Valletta (Malta). Sold for demolition in Turkey.



Arkaim-1 (ex-Vela, ex-Mar Bianco, ex-White Sea). IMO 7626451. General cargo. Length 89 m, 1,840 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Solvesborg (Sweden) by Gotaverken. Owned by Tenera Ltd (Russia). Detained in 2005 in Miyako (Japan). Sold for demolition in China.



Bahregan 10 (ex-Ehsan, ex-Iran Ehsan, ex-Arya Akhtar, ex-Aristaios). IMO 7360746. General cargo. Length 149 m, 4,820 t. Iranian flag. Unknown classification society. Built in 1975 in Bremerhaven (Germany) by AG Weser Seebeckwerft. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Detained in 2004 in Guangzhou (China) and in 2007 in Iroshima (Japan). Sold for demolition in India.



Barsehe (ex-Moonlight, ex-Blue Moon, ex-Solca). IMO 7906215. General cargo. Length 106 m, 2,300 t. Moldavian flag. Classification society Maritime Lloyd. Built in 1979 in Braila (Romania) by Braila S.N. Owned by Metkar Shipping & Trading (Romania). Sold for demolition in Turkey.



Betul (ex-Mustafa Kemal, ex-Kaptan Kemal). IMO 7015846. General cargo. Length 78 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1971 in Istinye (Turkey) by Denizcilik Istinye. Owned by Dogru Denizcilik (Turkey). Detained in 2005 in Constanza (Romania), in 2009 in Novorossiysk (Russia) and in 2010 three times in Varna (Bulgaria). Sold for demolition in Turkey.



Bolan. IMO 7822108. General cargo. Length 153 m, 5,638 t. Pakistanese flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Kobe (Japan) by Kawasaki Heavy Inds. Owned by Pakistan National Shipping (Pakistan). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in Pakistan. 448 \$ per ton.



BSLE Performer (ex-ASR, ex-Caravaggio, ex-Karlobag, ex-Makedonija, ex-Konkar Nereus). IMO 7717731. General cargo. Length 193 m, 8,739 t. Saint-Vincent-and-the-Grenadines flag. Classification society RINA. Built in 1980 in Pula (Croatia) by Uljanik. Owned by Bogazzi & Figli Spa (Italy). Sold for demolition in India.



Cabot Orient (ex-Oriental Runner). IMO 8317069. General cargo. Length 94 m, 1,666 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Saiki (Japan) by Honda Zosen. Owned by Seven Seas Shipmanagement Pte (Singapore). Detained in 2004 and 2009 in Guangzhou (China) and in 2010 in Kolkata (India). Sold for demolition in India. 650.000 \$ i.e. 387 \$ per ton.



Capella (ex-BS Express, ex-Medhope, ex-Tilia, ex-Emcol Clipper, ex-Lotus). IMO 7522760. General cargo. Length 122 m. Turkish flag. Classification society Turkish Lloyd. Built in 1976 in Yokkaichi (Japan) by Mie. Owned by Erbay Denizcilik Tasimacilik (Turkey). Detained in 2004 in Novorossiysk (Russia). Sold for demolition in Turkey.



Capital Star (ex-Trader, ex-Chaika, ex-Pyotr Gutchenko). IMO 7008635. General cargo. Length 123 m. Saint-Vincent-and-the-Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1969 in Navashino (Russia) by Navashinskiy Oka. Owned by Solmar Denizcilik (Turkey). Detained in 2007 in Kerch (Ukraine) and in 2008 in Temryuk (Russia). Sold for demolition in Turkey.



Capital Star, Bosphorus, on June 3rd 2008 © Gilmiyarov Evgeny

Condock I (ex-*Glenn Warrior*, ex-*Ondo*). IMO 7812749. General cargo. Length 92 m, 2,406 t. Antigua-and-Barbuda flag. Classification society Germanischer Lloyd. Built in 1979 in Rendsburg (Germany) by Nobiskrug Werft. Owned by Harren & Partner Ship Management GmbH (Germany). Detained in 2009 in Rotterdam (The Netherlands). Sold for demolition in India.



Despina (ex-*Domeyko*, ex-*Karlowicz*). IMO 8030881. General cargo. Length 156 m, 8,002 t. Maltese flag. Classification society Det Norske Veritas. Built in 1982 in Gdansk (Poland) by Gdanska Lenina. Owned by G Bulk Corp (Greece). Sold for demolition in India. 488 \$ per ton including bunkers, important quantities of non ferrous metals and a full set of spares.



Eastern Sea (ex-*Olmecca*, ex-*Coral Bay*, ex-*Apollo C*, ex-*Express Nilgiri*, ex-*Tiger Arrow*, ex-*Alexander Schulte*, ex-*Cape York*, ex-*Nordwoege*). IMO 8311039. General cargo. Length 150 m, 6,002 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1983 in Rostock (Germany) by Neptun VEB. Owned by Alunited Maritime Business (Bangladesh). Detained in 2007 in Kobe (Japan). Sold for demolition in Bangladesh.



Eastern Sea, port of Nikolayev (Ukraine) © Andrey Jakimenko

Flora (ex-*Safmarine Palance*, ex-*Flora V*, ex-*CGM Mana*, ex-*CCNI Ancud*, ex-*Flora*, ex-*Meredith E*, ex-*Santa Filipinas*, ex-*Sainte Alexandrine*). IMO 8027547. General cargo. Length 150 m, 6,113 t. Deflagged from Panama to Saint Kitts and Nevis for her last journey. Classification society Russian Maritime Register of Shipping. Built in 1981 in Rostock (Germany) by Neptun VEB. Owned by Kanlar Denizcilik Insaat (Turkey). Detained in 2003 in Eleusis (Greece). Sold for demolition in India. 468 \$ per ton.



Flotec (ex-*Theofano*, ex-*Presidente Ibanez*, ex-*Wangoni*). IMO 8225448. General cargo. Length 157 m, 7,100 t. Hong Kong flag. Classification society China Classification Society. Built in 1982 in Warnemünde (Germany) by Warnowwerft. Owned by Shanghai Adani Shipping Co Ltd (China). Detained in 2003 in Nantes (France). Sold for demolition in China. 390 \$ per ton.



Forward 1 (ex-*Solka*, ex-*Gerol VS Oleynikov*, ex-*Volgo Balt 139*). IMO 8858221. General cargo. Length 114 m. Cambodian flag. Classification society International Register of Shipping. Built in 1971 in Komárno (Slovakia) by ZTS Yards. Detained in 2007 in Kdzeregli (Turkey) and Nikolayev (Ukraine) and in 2009 in Trabzon (Turkey). Sold for demolition in Turkey.



Glory K (ex-Union Glory, ex-Ever Sea, ex-Southern Wind, ex-Kaenary). IMO 7618480. General cargo. Length 110 m. Panamanian flag. Classification society Columbus American Register. Built in 1977 in Imabari (Japan) by Nishi Zosen. Detained in 2000 in Vladivostock (Russia), in 2003 in Matsuyama (Japan), and in 2007 and twice in 2008 in Nikolayev (Ukraine). Sold for demolition in Turkey.



Golden Line 8 (ex-Man Chong, ex-Zale, ex-Marine Kobe, ex-Baron, ex-Corbina 1, ex-Murni Bayu, ex-Great Field, ex-Waterloo Leopard, ex-Kota Timor). IMO 8105430. General cargo. Length 109 m, 2,078 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Pusan (South Korea) by Daedong. Owned by Korea Daesong Shipping (Corée du Nord). Detained in 2000 in Bangkok (Thailand), in 2001 in Hong Kong, in 2008 in Quangninh (Vietnam) and in 2009 in Bangkok (Thailand). Sold for demolition in China. 385 \$ per ton.



Hai Tong Xian Feng (ex-Tong Cheng, ex-Aristonidas). IMO 7526845. General cargo. Length 147 m, 5,599 t. Chinese flag. Classification society China Classification Society. Built in 1977 in Toyama (Japan) by Nipponkai. Owned by Lianyungang Cosfar Shipping International Co (China). Sold for demolition in China.

Innes (ex-Conticarib, ex-Inn, ex-Ventus, ex-Josun). IMO 7502069. General cargo. Length 106 m. Cyprus flag. Classification society Germanischer Lloyd. Built in 1976 in Aukra (Norway) by Aukra Bruk. Owned by Fisser & Doornum (Germany). Sold for demolition in India.



Jaipur (ex-Aristoteles, ex-lloyd Houston). IMO 7433256. General cargo. Length 141 m. Jordanian flag. Classification society Hellenic Register of Shipping. Built in 1981 in Niteroi (Brésil) by CCN - Maua. Owned by Five Stars Shipping Co Ltd (India). Detained in 2006 in Bandar Khomeini (Iran). Sold for demolition in India.



Jaipur, in Mombasa (Kenya) June 2009
© Dmitry Rostopshin

Kapitan Kiriy. IMO 7384261. General cargo. Length 151 m, 5,439 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Gdansk (Poland) by Gdanska Lenina. Owned by Sakhalin Shipping Co (Russia). Sold for demolition in China. 410 \$ per ton.



Lider Trabzon (ex-Marie O, ex-Sparos, ex-Inka). IMO 7907350. General cargo. Length 86 m. Deflagged from Slovakia to Georgia for her ultimate journey to Aliaga. Classification society Maritime Lloyd. Built in 1979 in Wewelsfleth (Germany) by Peters H. Owned by Asya Roro Turizm Nak (Turkey). Detained in 2009 in Novorossiysk (Russia). Sold for demolition in Turkey.



Lumy (ex-Manzala, ex-Haj Moneir, ex-Senon, ex-Iosif S, ex-Medias). IMO 7311886. General cargo. Length 85 m, 1,121 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1973 in Drobeta (Romania) by Drobeta-Turnu Sever. Sold for demolition in Pakistan. 370 \$ per ton.



Mamaluca (ex-Onega, ex-Bothnia Stone, ex-Hettstedt, ex-Jobebe). IMO 7532820. General cargo. Length 121 m, 3,570 t. Panamanian flag. Unknown classification society. Built in 1976 in Rostock (Germany) by Neptun VEB. Owned by Gulf Shipping Co (United Arab Emirates). Detained in 2006 and 2007 in Yeosu (South Korea) and in 2008 in Vostochny (Russia). Sold for demolition in Pakistan.



Maroantsetra (ex-Sine Boye). IMO 7507069. General cargo. Length 49 m. Madagascar flag. Unknown classification society. Built in 1976 in Ringkobing (Denmark) by Nordsovaerftet A/S. Owned by Compagnie Malgache de Cabotage (Madagascar). Sold for demolition in India.



Med Glory (ex-African Glory, ex-St Paul River, ex-South Faith, ex-Ravenswood). IMO 7419133. General cargo. Length 125 m, 3,829 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Pusan (South Korea) by Dae Sun SB. Owned by Aurora Maritime (Bulgaria). Detained in 2002 in Ravenna (Italy), in 2006 in Castellon de la Plana (Spain) and in 2008 in Kerch (Ukraine). Sold for demolition in India. 467 \$ per ton.



Mikue (ex-Hermosa, ex-Helle Stevns, ex-Christina W, ex-Sintala, ex-Mare Garant, ex-Germa Garant, ex-Germa Lina, ex-Lina). IMO 7702592. General cargo. Length 106 m, 2,458 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1980 in Singapore by Singapore Shipbuilding ; jumboized and lengthened from 80 to 106 m in 1989. Detained in Portugal in Leixoes in 2003, and in Setubal twice in 2004, and then in 2007 and 2008. Sold for demolition in India. 440 \$ per ton.



National Star (ex-15 Ma). IMO 7810961. General cargo. Length 130 m. Egyptian flag. Classification society Polski Rejestr Statkow. Built in 1982 in Alexandria (Egypt) by Alexandria Shipyard. Owned by National Shipping & Investment (Egypt). Sold for demolition in Turkey.



Njord (ex-Swan). IMO 8007157. General cargo. Length 89 m, 1,438 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rendsburg (Germany) by Nobiskrug Werft. Owned by DAF Co Ltd (Russia). Detained in 2007 in Ventspils (Latvia) and in 2008 in Szczecin (Poland). Sold for demolition in Turkey.



Nurettin Amca (ex-Blacksea Poyraz, ex-Pergamos, ex-Sagitario, ex-Coral Volans). IMO 7334577. General cargo. Length 117 m. Mongolian flag. Classification society Turk Loydu. Built in 1973 in Hakata (Japan) by Watanabe Zosen KK. Owned by Kutup Shipping & Trading Ltd (Turkey). Sold for demolition in Turkey



Ocean Express (ex-Ummeedh, ex-Leila, ex-Neila, ex-Punta Izkiro). IMO 7713333. General cargo. Length 77 m, 1,405 t. Unkown flag. Unknown classification society. Built in 1978 in Pasajes (Spain) by Luzuriaga Astilleros. Sold for demolition in India. 390 \$ per ton.



Perla Adib (ex-Nordic Pearl, ex-Norden, ex-Rautaruuki). IMO 7434937. General cargo. Length 143 m, 3,545 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1976 in Bardenfleth (Germany) by Schuerenstedt Schiffswerft. Owned by ISM Group Ltd (Syria). Sold for demolition in Turkey. 310 \$ per ton.



Pheafan (ex-X-Press Nuptse, ex-X-Press Annapurna, ex-Kota Selamat, ex-Hodeidah Crown, ex-Ostfriesland, ex-S.A. Ostfriesland). IMO 7720893. General cargo. Length 160 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Kiel (Germany) by Howaldtswerke-DW. Owned by Shanghai Vasteast International Shipping (China). Detained in 2009 in Tangshan (China). Sold for demolition in China.



Princess Goud (ex-Abida Y, ex-Lucy M, ex-Georgiana, ex-Abdul Razzak G, ex-Rega, ex-Dana, ex-Euro Skipper, ex-Sundern, ex-Adda). IMO 6616772. General cargo. Length 80 m. Sierra Leone flag. Unknown classification society. Built in 1966 in Neuenfelde (Germany) by Sietas Schiffswerft ; jumboized and lengthened in 1979 from 67 to 80 m. Owned by Rose Marine Transport (Syria). Detained in 2004 in Novorossiysk (Russia), in 2005 in Constanza (Romania) and in 2008 in Nikolayev (Ukraine). Sold for demolition in Turkey.



Queen Haja (ex-Majestik K, ex-Jutha Phansiri, ex-Cielo di Trieste, ex-Booker Crusade, ex-Wolfgang Russ, ex-Sol Neptun). IMO 7348633. General cargo. Length 145 m, 5,569 t. Deflagged from Panama to Saint Kitts and Nevis for her last journey. Classification society International Register of Shipping. Built in 1975 in Rostock (Germany) by Neptun VEB. Owned by Metkar Shipping And Trading Co (Romania). Detained twice in 2010 in Novorossiysk (Russia). Sold for demolition in India where she arrives renamed « *Ace I* ».



Rosborg (ex-Clipper Itajai, ex-Orient Clipper, ex-African Sky, ex-Minos, ex-Cape Verde, ex-Tendai Maru). IMO 7813183. Container ship. Length 166 m, 8,170 t. Bahamian flag. Classification society RINA. Built in 1978 in Numakuma (Japan) by Tsuneishi. Owned by Konvoy Maritime Ltd (Turkey). Detained in 2010 in Xiamen (China). Sold for demolition in China. 405 \$ per ton.



Safaga (ex-Vispataurini, ex-Daniella, ex-Lady Emily, ex-Ekuelle, ex-Far South, ex-Turid). IMO 8507298. General cargo. Length 158 m, 6,856 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Red Sea Navigation Co (Egypt). Detained in 2005 in Novorossiysk (Russia) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India



Sealark (ex-Malone, ex-Fosseland, ex-Perelle). IMO 7711402. General cargo. Length 66 m, 582 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in



1979 in Wivenhoe (United Kingdom) by JW Cook. Owned by Seagate Trading & Shipping (Bulgaria). Detained in 1997 in Belfast (United Kingdom), in 2003 in Amsterdam (The Netherlands), in 2007 in Constanza (Romania), in 2008 in Nikolayev (Ukraine) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.

Sealark, inbound for Rotterdam on November 11th 2006 © **Wil Weijsters**

Southern Arrow (ex-Ocean Pioneer). IMO 8404393. General cargo. Length 107 m, 2,014 t. Cambodian flag. Classification society International Register of Shipping. Built in 1984 in Pusan (South Korea) by Daedong Shipbuilding. Owned by Pamela Corp (South Korea). Detained in 2001 in Shinhang (South Korea), in 2003 in Hong Kong, in 2009 in Kwangyang (South Korea) and Nhatrang (Vietnam) and in 2010 in Pusan and Kwangyang (South Korea) and Changshu (China). Sold for demolition in China. 385 \$ per ton.



Sveta Kseniya (ex-Sea Transporter, ex-Nord Transporter, ex-Safe Transporter). IMO 7524005. General cargo. Length 67 m. Saint Vincent and the Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Niigata (Japan) by Niigata Engineering. Owned by Trimpex Union Ltd (Bulgaria). Sold for demolition in Turkey.



Terrisha (ex-Trubezh, ex-Fratzis M, ex-Advantage, ex-Industrial Advantage, ex-DSR/TCA Livorno, ex-Radebeul). IMO 8422905. General cargo. Length 158 m, 7,160 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemünde (Germany) by Warnowwerft. Owned by National Shipping Company (Lebanon). Detained in 2008 in Mumbai (India) and in 2010 in Colombo (Sri Lanka). Sold for demolition in India. 435 \$ per ton.



Thinh Cuong 14 (ex-Minh Duc, ex-Song Tien 1). IMO 8837423. General cargo. Length 81 m, 685 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1985 in An Phu (Vietnam) by Anphu Shipyard. Owned by Hai Phong Shipping & Trading (Vietnam). Sold for an unknown destination of demolition.



Tian Chang (ex-Angeliki, ex-Maria U). IMO 7706330. General cargo. Length 119 m, 3,554 t. Panamanian flag. Classification society International Register of Shipping. Built in 1978 in Kinoue (Japan) by Setouchi Zosen. Owned by Tianjin International Marine Shipping Co (China). Detained in 2009 in Pyeongtaek (South Korea). Sold for demolition in India. 420 \$ per ton.



Topaz (ex-TJT 2, ex-Eishin Maru, ex-Saran, ex-Sea Ace, ex-Mizushima Maru). IMO 7010250. General cargo. Length 102 m, 1,901 t. Thai flag. No classification society according to her last port state control. Built in 1969 in Imabari (Japan) by Imabari Zosen. Owned by Navee Chartering (Thailand). Detained in 2002 in Singapore. Sold for demolition in Bangladesh.



Trial (ex-Sormovskiy, ex-Leninskaya Smena). IMO 7011101. General cargo. Length 114 m. Cambodian flag. Classification society Shipping Register of Ukraine. Built in 1969 in Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Concord Crewing Co (Ukraine). Sold for demolition in Turkey.



Container ship.

APL Orchid (ex-Eagle Orion, ex-Dragon Nias, ex-Neptune Jasper, ex-Anro Adelaide). IMO 8207898. Container ship. Length 161 m, 6.821 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shanghai (China) by Jiangnan shipyards. Owned by Neptune Shipmanagement (Singapore). Sold as is in Djebel Ali for demolition in India. 450 \$ per ton.


LTC Calvin P. Titus (ex-Calvin P. Titus, ex-American Michigan, ex-Sea Lion). IMO 8322789. Porte conteneurs. Length 198 m, 13,494 t. Deflagged from United States to Saint Kitts and Nevis for her last journey. Classification society American Bureau of Shipping. Built in 1985 in Odense (Denmark) by Odense Steel Shipyard. Converted for naval service and assigned to the US Military Sealift Command to carry support equipment and supplies. LTC Calvin P Titus was until recently part of the US Navy Prepositioning Program and is the 4th ship in around a year to be beached in Alang for demolition (Cf. the cases of *Abby G* in Ship-breaking.com # 21, *PFC James Anderson* and *1st LT Alex Bonnyman* in Ship-breaking.com # 17). In every case the procedure is the same : renaming and deflagging to facilitate the export towards Asia.





On December 21st, the *LTC Calvin P. Titus* abandons her American flag, her historical reference to the soldier and bugler of the Fourteenth United States Infantry who was the first to scale the Peking walls with the American flag at the siege of August 1900 and was beached in Alang six days later as "*Calvin*".






LTC Calvin P. Titus in Salalah, Oman. June 10th 2008 © Ship Nostalgia



MSC Endurance (ex-*Sea-Land Endurance*). IMO 7820849. Container ship. Length 257 m, 17,152 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1980 in Ulsan (South Korea) by Hyundai ; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Target Marine SA (Greece). Detained in 2008 in Montreal (Canada). Sold for demolition in India. 


MSC Freedom (ex-*Sea-Land Freedom*). IMO 7820954. Container ship. Length 257 m, 17,333 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1980 in Nagasaki (Japan) by Mitsubishi ; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Target Marine SA (Greece). Sold for demolition in India. 440 \$ per ton. 




MSC Voyager (ex-*Sea-Land Voyager*). IMO 7820916. Container ship. Length 257 m, 16,455 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1980 in Kobe (Japan) by Mitsubishi ; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Target Marine SA (Greece). Sold for demolition in India. 467 \$ per ton. 






Valley (ex-*Green Valley*, ex-*Mare Hibernum*, ex-*ACX Seagull*, ex-*Saudi Buraydah*). IMO 9101807. Container ship. Length 149 m, 7,636 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Wallem Shipmanagement Ltd (Norway). Detained in 2010 in Hong Kong. On 23rd November 2010, the *Green Valley* collides with another container ship, the *Tiger Spring*, on the Hoogly River in Nurpur, West Bengal (India). She was towed to Diamond Harbour for repairing but is then announced sold for demolition in Bangladesh.   



Ro Ro




Aegean Sky (ex-*Acacia*, ex-*Assi Scan Link*, ex-*Ocean Link*, ex-*Baltic Wasa*, ex-*Tor Finlandia*). IMO 7369039. Ro Ro. Length 163 m, 5,998 t. Saint-Vincent-and-the-Grenadines flag. Classification society RINA. Built in 1974 in Sandefjord (Norway) by Framnaes; jumboized in 1977. Owned by Aegean Cargo Management (Greece). Sold for demolition in India.  



Al Salmy 1 (ex-*Timimoun*). IMO 7533173. Ro Ro. Length 123 m, 4,670 t. Comorian flag. Unknown classification society. Built in 1977 in Niigata (Japan) by Niigata Eng. Owned by Salame Al Makrani Cargo Co (United Arab Emirates). Sold for demolition in India. 




Caribbean Carrier (ex-Pasewalk, ex-Auersberg). IMO 8306565. Ro Ro. Length 138 m, 5,390 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Wismar (Germany) by Mathias-Thesen. Owned by Caribbean Carrier Holding (Porto Rico). Detained in 2007 and 2010 in San Juan (Porto Rico). Sold for demolition in India.   

Coral Moon (ex-Silver Moon, ex-Sana S, ex-Peris). IMO 8503876. Ro Ro. Length 128 m, 5,430 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1985 in Galati (Romania) by Galati SN. Owned by Nova Ostria Shipping Co SA (Greece). Detained in 2008 in Santander (Spain) and Rosslare (Ireland). Sold for demolition in India. 428 \$ per ton.     

Dubai Coast II (ex-Ghat). IMO 7359280. Ro Ro. Length 118 m. Panamanian flag. Classification society Indian Register of Shipping. Built in 1975 in Uusikaupunki (Finland) by Uudenkaupungin. Sold for demolition in India.  




Ducky Symphony (ex-Santa Marcella, ex-New Aries, ex-Aries, ex-Comodal I). IMO 7713280. Ro Ro. Length 135 m, 5,669 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 in Sestao (Spain) by AESA. Owned by TMT Co Ltd (Taiwan). Detained in 2002 in Antwerp (Belgium), in 2003 in Sheerness (United Kingdom), in 2008 in Yokohama (Japan) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 430 \$ per ton.   



Fu Han Kou (ex-Roro Siam, ex-Seaboard Arrow, ex-Merida, ex-Mercandian Arrow). IMO 8322753. Ro Ro. Length 160 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Frederikshavn (Denmark) by Frederikshavn Vft. Owned by Nykcos Car Carrier Co Ltd (China). Sold for demolition in China.  

Norilsk. IMO 8013003. Ro Ro. Length 174 m, 10,816 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Turku (Finland) by Oy Wartsila. Owned by NB Maritime Management (Cyprus). Sold for demolition in China. 415 \$ per ton.   



Norilsk departing from Gibraltar roads on May 19th 2009 © Gerolf Drebbes

Ravenna (ex-Ravenna Bridge, ex-Freccia dell'Ovest, ex-Corriere dell'Ovest). IMO 7351226. Ro Ro. Length 140 m, 3,462 t. Greek flag. Classification society RINA. Built in 1975 in Leghorn (Italy) by Luigi Orlando ; jumboized in 1980 and lengthened from 117 to 140 m. Owned by Ilion Lines SA (Greece). Sold for demolition in Turkey. 305 \$ per ton.   

Zhen Xiang (ex-Han Zhong Men, ex-Min Tai 89, ex-NenJiang, ex-Nopal Audrey). IMO 7618674. Ro Ro. Length 133 m, 5,020 t. Chinese flag. Classification society China Classification Society. Built in 1977 in Copenhagen (Denmark) by AS Burmeister & Wain. Sold for demolition in China.  

Bulk carrier

Afflatus (ex-*Developer*, ex-*Iran Taleghnani*). IMO 8309660. Bulk carrier. Length 190 m. Hong Kong flag. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Detained in 2005 in Pohang (South Korea). In May 2009, the *Afflatus* which is sailing only with ballast from Lianyungang to Tianjin collides with the general cargo carrier *Wen Yue*. The *Wen Yue* sunk immediately, one of the crewmember is found dead, the other seven are lost. The Chinese Maritime Administration states that the *Afflatus* failed to comply with related regulations on navigating in fog and to observe a regular look-out, did not take avoidance actions and did not adopt a safe navigation speed. The ship was towed and then at the end of the investigation sold for demolition in Fulian (China).



Agawa Canyon. IMO 7028556. Bulk carrier. Length 197 m, 7,152 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1970 in Collingwood (Canada) by Collingwood Shipyard. Owned by Algoma Central Marine (Canada). Sold for demolition in Turkey.



The *Agawa Canyon* leaves Contrecoeur, Quebec (Canada) for scrapping in Turkey © Serge Beauchemin

Algoisle (ex-*Silver Isle*). IMO 5417820. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1963 in Cork (Ireland) by Verolme Cork. Owned by Seaway Marine Transport (Canada). Sold for demolition in Turkey.



Alma 1 (ex-*Athos*, ex-*Akrathos*, ex-*Galet*, ex-*Myson*, ex-*Mariza*, ex-*Merchant Pilot*, ex-*Kennington*, ex-*El Crusader*). IMO 8018388. Bulk carrier. Length 185 m, 7,643 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Victoria Ocean Way Ltd (Greece). Detained in 1998 in Rotterdam (The Netherlands) and in 2000 in Quebec (Canada). Sold for demolition in Pakistan.



Anatolia (ex-*Pacific Novator*, ex-*Pacific Onnovator*, ex-*Nestor*, ex-*Atlas*, ex-*Adelfa*, ex-*Cape Finisterre*). IMO 7433103. Bulk carrier. Length 176 m. Panamanian flag. Classification society Turkish Lloyd. Built in 1982 in Niteroi (Brazil) by CCN Maua. Owned by Ataduru Denizcilikve Gemi (Turkey). Detained in 2000 in Antwerp (Belgium), in 2001 in Calais (France), in 2003 in Iquique (Chile) and in 2004 and 2005 in Vladivostok (Russia). Sold for demolition in India. 427 \$ per ton.



Arima (ex-*Awobasan Maru*). IMO 8001505. Bulk carrier. Length 271 m, 20,106 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Kure (Japan) by Ishikawajima-Harima. Owned by Schulte Shipmanagement (Germany). Sold for demolition in China. 448 \$ per ton.



Asraar-E-Mostafa (ex-*Amalia*, ex-*Kanev*, ex-*Vladimir Gavrilov*, ex-*Borgnes*). IMO 7600768. Bulk carrier. Length 177 m, 8,087 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Shimizu (Japan) by Nippon Kokan. Owned by Fine Ocean International (Bangladesh). Detained in China in 2008 in Nantong and in 2010 in Zoushan. Sold for demolition in Bangladesh.



Bao Yuan Men (ex-Corey, ex-Millennium Scorpio, ex-Scorpio, ex-Capricorn, ex-Platte, ex-Spirit of Texas) IMO 7821178. Bulk carrier. Length 186 m, 8,244 t. Saint-Vincent-and-the-Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Orange (United States) by Levingston. Owned by HTM Shipping Co Ltd (China). Sold for demolition in India.

Bao Yue Jia (ex-Winter, ex-Ming Winter). IMO 7618313. Bulk carrier. Length 172 m, 8,200 t. Saint-Vincent-and-the-Grenadines flag. Classification society American Bureau of Shipping. Built in 1978 in Kaohsiung (Taiwan) by China Shipbuilding. Owned by Good Faith Shipping Co SA (China). Detained in 1999 in Cardiff (United Kingdom) and in 2009 in Xiamen (China). Sold for demolition in India. 430 \$ per ton.



Basil (ex-Vaky Junior, ex-Ratna Deep). IMO 7532650. Bulk carrier. Length 245 m, 14,158 t. Saint-Vincent-and-the-Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Cochin (India) by Cochin SY. Owned by Overseas Marine Enterprise (Greece). Detained in 2008 in Gijon (Spain). Sold for demolition in India. 435 \$ per ton.



Butet (ex-St John, ex-Saint, ex-C.S. Scope, ex-Young Scope). IMO 7710173. Bulk carrier. Length 146 m, 5,055 t. Pavillon Saint Kitts and Nevis. Classification society International Register of Shipping. Built in 1978 in Numakuma (Japan) by Tsuneishi. Owned by ATL Shipping Ltd (China). Sold for demolition in Bangladesh. 433 \$ per ton.



Canadian Prospector (ex-St Lawrence Prospector, ex-Federal Wear, ex-Carlton). IMO 5426663. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1964 in Pallion (United Kingdom) by Short Bros ; jumboized in 1968 and in 1979, and lengthened from 171 m to 195 m and then 222 m. In October 2010, the *Canadian Prospector* leaves Canada in towed of the *Simoon* and *Vigilant I* for scrapping in Turkey. Though, she has been renamed *Alliance* and deflagged to Saint Pierre and Miquelon.



Captain Giorgios (ex-Kapitan Georgi Georgiev). IMO 7919834. Bulk carrier. Length 184 m, 7,836 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Varna (Bulgaria) by les chantiers Georgi Dimitrov. Owned by Bulgare Navigation (Bulgaria). Detained in 2010 in Tyne (United Kingdom). Sold for demolition in Pakistan.



Cpt Stavros (ex-Mare Deus, ex-Star, ex-Eurobulker XV, ex-Kavo Sidero, ex-Island Star). IMO 7392880. Bulk carrier. Length 180 m, 7,037 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1976 in Osaka (Japan) by Namura. Owned by Newport Shipmanagement Ltd (Greece). Detained in 2009 in Koper (Slovenia). Sold for demolition in China.



Eternal Bright (ex-MMM Diana, ex-Able Director, ex-Giga 2, ex-Cido Star, ex-Yuuru Maru). IMO 8002004. Bulk carrier. Length 270 m, 20,000 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Imari (Japan) by Namura. Owned by COSCO (China). Detained in 1998 in Aabenraa (Denmark), in 2003 in Rotterdam (The Netherlands) and Shenzhen (China) and in 2010 in India. Sold for demolition China. 448 \$ per ton.



Eternal Bright in Antwerp, on May 4th 2007
© Vladimir Knyaz

Fedon (ex-Anna Z, ex-Colditz). IMO 7942336. Bulk carrier. Length 199 m, 9,425 t. Barbados flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Saint-Petersburg (Russia) by Baltiyskiy Zavod. Owned by Machrimar Management SA (Greece). Detained in 1999 in Antwerp (Belgium) and in 2008 in Koper (Slovenia). Sold for demolition in India. 470 \$ per ton.



Frotamerica. IMO 7433581. Bulk carrier. Length 193 m, 9,104 t. Brazilian flag. Classification society Bureau Veritas. Built in 1979 in Rio de Janeiro (Brazil) by Engenharia. Owned by Frota Oceanica e Amazonica (Brésil). Sold as is in Brazil for demolition in Turkey. 161 \$ per ton.

Golden Land (ex-Jin Se Da Di, ex-Fjord Land, ex-Lutz Jacob). IMO 7406928. Bulk carrier. Length 205 m, 12,310 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1976 in Cork (Ireland) by Verolme. Owned by Shanghai Haizheng Ship Management Co Ltd (China). Sold for demolition in China. 450 \$ per ton.



HS Pioneer (ex-Thios Costas, ex-Kitsa, ex-La Ensenada, ex-François L.D., ex-Shoho Maru). IMO 8022004. Bulk carrier. Length 273 m, 23,620 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Tsu (Japan) by Nippon Koka. Owned by STX Pan Ocean (Singapore). Detained in 2006 in Koper (Slovenia) and in 2009 twice in Tianjin (China). Sold for demolition in China. 410 \$ per ton.



Irongate (ex-Kinokawa, ex-Kinokawa Maru). IMO 8106484. Bulk carrier. Length 298 m, 14,555 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Oppama (Japan) by Sumitomo HI. Owned by Zodiac Maritime Agencies Limited (United Kingdom). Detained in 2004 in Shangai (China) and in 2009 in Tianjin (China). Sold for demolition in India. 380 \$ per ton.



Jian Mao I (ex-North King, ex-Ostrako, ex-Tricula). IMO 7917862. Bulk carrier. Length 264 m, 20,051 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by COSCO (China). Detained in 1998, 2001, 2005 and 2006 in Amsterdam (The Netherlands). Sold for demolition in China. 405 \$ per ton.



Kasid Kareem (ex-Simal I, ex-Kemal Ka, ex-Klasico I, ex-A.G. Matos, ex-Bruna Prima, ex-Bruna, ex-Mariveles). IMO 7313004. Ex tanker converted to bulk carrier. Length 93 m. Togolese flag. Classification society Turk Loydu. Built in 1973 in Imabari (Japan) by Nishi Zosen. Syrian-owned. Detained in 2004 in Varna (Bulgaria). Sold for demolition in Turkey.



Maha Vidya (ex-Jag Vidya, ex-Amita, ex-Syra). IMO 7617577. Bulk carrier. Length 169 m, 6,542 t. Indian flag. Classification society American Bureau of Shipping. Built in 1977 in Oshima (Japan) by Oshima Shipbuilding. Owned by Five Stars Shipping Co Pvt Ltd (India). Sold for demolition in Pakistan. 455 \$ per ton.

Oasis West (ex-Talia S, ex-Tania, ex-Tirgu Lapus). IMO 7806908. Bulk carrier. Length 145 m, 4,903 t. Moldavian flag. Classification society Turkish Lloyd. Built in 1978 in Galati (Romania) by Galati SN. Owned by Gamma Shipping Transport (Turkey). Detained in 2005 in Kdzeregli (Turkey), in 2007 once in Ravenna and twice in Genoa (Italy) and in 2008 in Nikolayev (Ukraine). Sold for demolition in Pakistan.



Ocean Beauty. IMO 7509263. Bulk carrier. Length 175 m, 6,537 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Neo Field Shipping Co (South Korea). Sold for demolition in China. 400 \$ per ton.

Our River (ex-Endeavour River, ex-TNT Carpentaria). IMO 8019007. Bulk carrier. Length 255 m, 18,517 t. Deflagged from Australia to Comoros for her last journey. Unknown classification society. Built in 1983 in Monfalcone (Italy) by Italcantieri. Sold for demolition in Bangladesh.



Phuc Hai Moon (ex-Kerkyra, ex-Stats 1, ex-Pearl, ex-Pearl of Jeddah, ex-Leaderman, ex-Mount Parnas, ex-Jane Boeing, ex-Ruby). IMO 7527198. Bulk carrier. Length 170 m, 7,733 t. Panamanian flag. Classification society Viet Nam Register of Shipping. Built in 1979 in Osaka (Japan) by Mitsui Engineering. Owned by Phuc Hai Co Ltd (Vietnam). Detained in 2004 in Novorossiysk (Russia) and in 2008 and 2010 in Tianjin (China). Sold for demolition in India. 435 \$ per ton in spite of a probably late delivery of the ship presently held in Burma.



Pylaros (ex-Navdhenu Trust, ex-Longdar, ex-Ariela, ex-Ariel I, ex-Ariel). IMO 8111697. Bulk carrier. Length 243 m, 17,072 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Vegesack (Germany) by Bremer Vulkan. Owned by Mednav SA (Greece). Detained in 2003 in Rotterdam (The Netherlands) and in 2009 in Boryung (South Korea). Sold as is in Hong Kong for demolition in India. 455 \$ per ton.



Stag (ex-Eastern Star, ex-Discoverer, ex-Magellan, ex-Sophie C). IMO 7641425. Bulk carrier. Length 169 m, 6,837 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1978 in Mihara (Japan) by Koyo. Owned by Clio Navigation Corp (Greece). Detained in 2010 in Nikolayev (Ukraine). Sold for demolition in China. 403 \$ per ton.



Utlo Ma Uhia (ex-FGM Achiever, ex-Ocean Beauty, ex-Argola, ex-Novi, ex-Marie B, ex-Sumadija, ex-Boka, ex-Bijela, ex-Trinculo). IMO 7343231. Bulk carrier. Length 182 m, 7,270 t. Panamanian flag. Classification society Bureau Veritas. Built in 1978 in Hebburn (United Kingdom) by Swan Hunter. Detained in 2008 in Taranto (Italy) and in 2010 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



Wei Hsing (ex-Mauritius Endeavour, ex-Fen, ex-Wei Feng, ex-Ahranti, ex-Aghia Marina, ex-Angebering, ex-Orient Union, ex-Grand Enterprise). IMO 7125184. Bulk carrier. Length 178 m, 6,445 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1972 in Osaka (Japan) by Namura Shipbuilding. Owned by Jui Zong Shipmanagement Co (Taiwan). Detained in China in 2007 and 2009 in Guangzhou and in 2010 once in Humen and twice in Quanzhou. Sold for demolition in China. 370 \$ per ton.



Zosco Wenzhou (ex-Fighting Lady, ex-Esplanade). IMO 8010489. Bulk carrier. Length 266 m, 21,160 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Zosco Zhejiang (China). Detained in Australia in 2004 in Dampier and in 2005 in Gladstone. Sold for demolition in Bangladesh.



Cement carrier

Chang Xin 102 (ex-Pacific Baron, ex-Tida Peace, ex-Eiko Maru). IMO 7709291. Cement carrier. Length 96 m. Panamanian flag. Classification society China Classification Society. Built in 1978 in Saiki (Japan) by Honda; converted to cement carrier in 1996. Owned by Shanghai Changhang Shipping Co (China). Sold for demolition in China.

Cozumel Cement (ex-Dania Portland, ex-Sea Prosperity). IMO 8101915. Cement carrier. Length 195 m, 8,721 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Dalian (China) by Dalian Shipyard. Owned by Kristian Gerhard Jebsen (Norway). Sold for demolition in India.



Car carrier

Astro Venus (ex-Sho Jin Maru). IMO 8208414. Car carrier. Length 176 m, 9,508 t. Deflagged from Panama to Comoros for her last journey. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by MMS Co Ltd (Japan). Detained in 2004 in Newark (United States) and in 2006 in Melbourne (Australia). Sold at first to an Indian ship-breaking yard, she is finally beached for demolition in Bangladesh. 455 \$ per ton including 1,000 t of bunkers.



Dong Fang Gao Su (ex-Diamond Highway). IMO 8401274. Car carrier. Length 173 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by China Shipping Container Lines Co Ltd (China). Sold for demolition in China.



Suijin (ex-Suijin Maru). IMO 8323147. Car carrier. Length 199 m, 12,500 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Shoei Kisen Kaisha Ltd (Japan). Detained in 2006 in Valparaiso (Chile). Sold for demolition in China. 400 \$ per ton.



Tosca. IMO 7708833. Car carrier. Length 195 m, 15,272 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Tsu (Japan) by Nippon Kokan. Owned by Wallenius Marine (Norway). Sold for demolition in China.

Reefer

Balaklava II (ex-Okba Bnou Nafia, ex-Akizuki Maru). IMO 7722360. Reefer. Length 120 m, 3,202 t. Cambodian flag. Unknown classification society. Built in 1978 in Saiki (Japan) by Honda. Owned by Seatraffic Ltd (Ukraine). Detained in 2006 in Kaliningrad (Russia) and in 2007 in Scheveningen and Velsen (The Netherlands). Sold for demolition in India. 428 \$ per ton.



Balaklava II, gulf of Finland, March 10th 2006 © Germans Iluhins

Ignalina (ex-Frost 3, ex-Zolotye Dyuni). IMO 8326101. Reefer. Length 152 m, 7,240 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Wismar (Germany) by VEB Mathias. Owned by Limarko Shipping Co AB (Lithuania). Detained in the United States in 1999 in Jacksonville and in 2000 in . Sold for demolition in India. 455 \$ per ton.



Markovo (ex-Splendour, ex-Dubai Vision, ex-Jalamurugan). IMO 7617888. Reefer. Length 156 m, 6,689 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Warnemünde (Germany) by Warnowwerft. Owned by Chukotka Trading Company (Russia). Detained in 2007 in Zhenjiang (China), in 2009 in Kandla (India) and in 2010 in Bandar Abbas (Iran). Sold for an unknown destination of demolition.



Skier Star (ex-Skier, ex-Tundra Skier, ex-Hilco Skier). IMO 7915553. Reefer. Length 146 m. Bahamian flag. Classification society Bureau Veritas. Built in 1981 in Sandefjord (Norway) by AS Framnaes. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in India.



Spring Tiger (ex-Spring Breeze). IMO 8312605. Reefer. Length 147 m, 7,206 t. Netherlands flag. Classification society Bureau Veritas. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Sea Trade Groningen BV (The Netherlands). Sold for demolition in India. 462 \$ per ton.



Storm Bay (ex-*Atlantic Dawn*, ex-*Nienburg*). IMO 8307911. Reefer. Length 157 m, 6,384 t. Singapore flag. Classification society Bureau Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto. Owned by Ocean Link Maritime Pte Ltd (Singapore). Detained in 2002 in Charleston (United States), in 2008 in Hamburg (Germany) and in 2010 in (United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 420 \$ per ton.



Win (ex-*Salvador Reefer*, ex-*Star Hope*, ex-*Toyo*, ex-*Sunny Reefer*). IMO 7818808. Reefer. Length 137 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1979 in Usuki (Japan) by Minami-Nippon. Owned by Samil Shipping (Hong Kong). Detained in 2008 in Bangkok (Thailand) and in 2009 in Ningbo (China). Sold for demolition in China.



Heavy load carrier

Zhen Hua 6 (ex-*Strahlhorn*, ex-*Trade Unity*, ex-*Belgium*, ex-*Mineral Belgium*). IMO 7357529. Heavy load carrier. Length 234 m, 16,604 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1976 in Tamise (Belgium) by Boelwerf. Owned by Shanghai Zhenhua Shipping (China). Detained in 2001 in Incheon (South Korea). Sold for an unknown destination of demolition.



Offloading the gantry-cranes of Port 2000 in Le Havre, December 21st 2005 © Fabrice Lacroix

Zhen Hua 6, heavy load carrier, southbound in the Suez canal, June 14th 2009 © Knut Helge Schistad

Divers

Akademik Aleksandr Vinogradov. IMO 7826312. Research vessel. Length 110 m, 4,173 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Szczecin (Poland) by A Warskiego. Owned by the Russia Federation. Sold for an unknown destination of demolition.



Aberdonian (ex-*Starmi*). IMO 7624350. Ex-tug used since 1991 as standby safety vessel. Length 44 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1977 in Waterhuizen (The Netherlands) by Pattje. Owned by Vroon Offshore Services (The Netherlands). Sold for demolition in Denmark by Smedegaarden.



Sindhu 11. IMO . Offshore supply vessel. Length 55 m, 1,211 t. Indian flag India. Classification society Indian Register of Shipping. Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by Shipping Corporation of India - SCI (India). In September, a call for tender is issued for the scrapping of *Sindhu 11* as is in Mumbai. Sold for demolition in India. 350 \$ per ton.

Sindhu 8. IMO 8322583. Offshore supply vessel. Length 55 m, 1,220 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in India. 350 \$ per ton.

Global statement 2010 of vessels sent to demolition :

For five years, Robin des bois has been studying the demolition market via the mobilisation and the analysis of over thirty different bibliographical sources. In **2006**, Robin des Bois counted **293** vessels sold to be demolished, the majority to be broken up in Bangladesh (57%), in India (26%) and towards an unknown destination (7%). In **2010**, a total of **952** vessels have left the waters to be scrapped in India (44%), in Turkey (14%), in China (13%), in Bangladesh (11%) and in Pakistan (10%). The total weight of recycled metal has gone from **1.8 million tons** in 2006 to more than **6.4 million tons** in 2010, almost four times the total amount of 2006.

In 2010, the prices offered by Asian shipyards have regularly increased and is around **440** and **500 \$** per ton. Even Turkey profited from an increase in prices which could reach up to 300\$. In spite of the boom in the number of vessels, the amount totals more than the end of 2006 when the two leaders of the market, Bangladesh and India, offered between 400 and 450\$, China 250\$ and Turkey less than 200 \$.

After the record breaking year of 2009 with a total of 1,006 vessels, the influx was only 5%. The rhythm of the vessels leaving the oceans has remained regular and stable throughout the year. The impacts of the worldwide financial crisis on commercial exchanges decreased, container ships and car carriers have resumed activity and have become rare in ship-breaking yards.

In 2010, for the third consecutive year India is the number one destination for demolition with a total of 417 vessels (44%). Turkey comes second with 136 vessels (14%) yet closely followed by China with 124 vessels (13%). Bangladesh comes in fourth place with 103 vessels (11%); Bangladesh was absent for half of the year; the certification protocol of their shipyards today remains unclear and the fight is still raging between on one side the Courts and environmentalists and on the other side the ship-breaking yards. Other vessels finished their careers in Pakistan (91), United States (11), Denmark (6), Belgium (4), Japan (1) and even Peru (1).

Turkey is the upcoming star of the year with a tripling of the number of vessels demolished thanks to the rationalisation of synergies steel industry / demolition and the improvement of dry demolition practices with the collection of liquid wastes and the setting up of booms to protect the ocean from pollution.

The United States are quite hypocritical with the demolition of the Reserve Fleet veterans and a fistful of tankers and container ships from the commercial fleet in Texan and Louisianan ship-breaking yards. This practice viewed as exemplary is practically contradicted by the exodus of a troop of – lately deflagged, quickly renamed, botchily disamericanised – American vessels towards Asia. The demolition of these vessels in Asia when they were chartered by the American Military Sealift Command or belonging to oil companies stops the field from developing in America and is contradictory to environmental laws in force in the United States.

Of the 952, vessels, 367(39%) were under a European flag or belonged to ship-owners established in the European Union or members of the European Union or the European Free Trade Association (EFTA). Once again we can clearly see the "scuttling" of the European ship demolition industry as a number of vessels including many ferries, leave Northern Europe to be demolished in Asia. However, in 2010 European breakers demonstrated their capacities by finishing the demolition of the ex-*Clemenceau*, by the regular activity of the recycling yard in Ghent, Belgium, the reinforcement of Danish ship-breaking yards and by start of an organised network of demolishing fishing vessels in France.

14 VLCC (Very Large Crude Carrier) were sent to be demolished. Amongst the vessels demolished in 2010, 462 (49%) were less than 150 m in length, 322 (34%) measured between 150 and 199 m, and 168 (18%) more than 200 m. The ages range from 15 to 71 years. The average age is the same as in 2006, 31 years.

In 2009 with 180 units, the category of oil tankers, chemical tankers and gas transporters was down graded to 4th place of vessels sent to be demolished. In 2010, this category of vessels reclaims its rank : 322 tankers all categories included, ie. 34% of vessels to be demolished. General cargo carriers (24%) have remained stable. Containers ships represent only 8% of the vessels sent to be scrapped compared to 19% in 2009, and bulk carriers 10% compared to 22% in 2009.

The number of substandard vessels amongst the vessels leaving to be broken up is high. Out of 952 vessels, at least 419 (44%) were detained in previous years with their crew in ports world-wide and in particular in Europe for not conforming to International maritime security regulations. The different memorandums mainly Paris MoU, Tokyo MoU and the Indian Ocean MoU play an important role in the fleet clean up.

The END

After 71 years with a double life, it is the *Guard Valiant's* turn to be broken up.

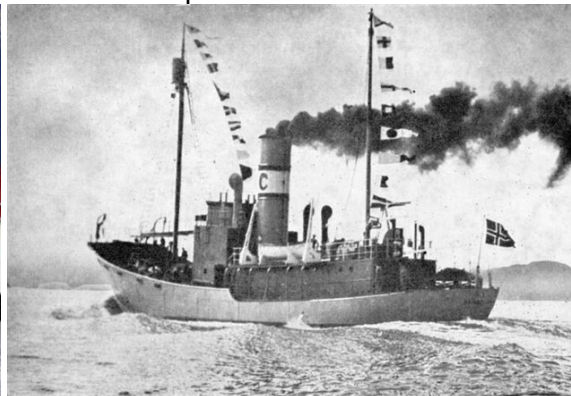


Norwegian whalers in Antarctica © Horizons de France

This whaling vessel originally called the *Thorgaut* was built in Sandefjord, head office of the seven principal ship owners who formed Norway's dominant whaling industry. The *Thorgaut* was owned by Thor Dahl, the owner of two factory ships and 11 whale catchers. The first vessel to carry the name, *Thorgaut* was launched in 1929, in 1938 she was shipwrecked and three crew members were lost in the Weddell Sea. The new *Thorgaut* had a lot more luck. In November 1940 arriving in the Southern Ocean with other whale catchers and the factory ship the *Thorshammer*, she escaped the operation "Penguin" set up by the German Navy wishing to seize the factory ships to use them as tankers as well as the whale catchers which would be converted into mine layers or mine sweepers.



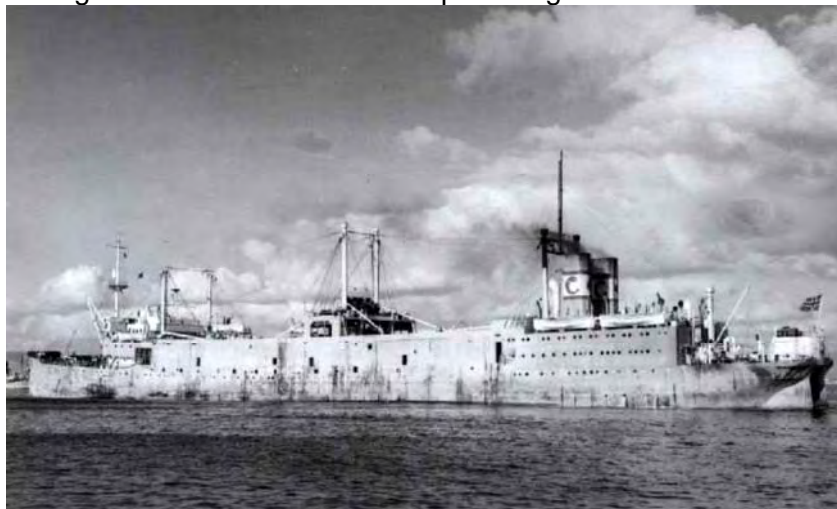
February 27th 2008, the arrival in the port of Kristiansund (Norway) of the safety vessel *Guard Valiant*, ex-*Thorgaut*, © Svein Atle Skarshaug



The *Klo*, almost a sistership of the *Thorgaut*. One can see the harpoon on the forecastle deck and the crow's nest up on the foremast © Narve Sørensen

Taking advantage of the fog and snow while hiding in the obscurity and listening to the radio communications between the Norwegian fleet at the break of dawn, the *Penguin* under the orders of captain Krüder managed to take control of 3 factory ships and 11 whalers, all double-hulled and well made. The *Thorshammer* and her support vessels managed to escape the Kriegsmarine pirates. The three captured factory ships became German. The *Ole Wegger* was stationed in Bordeaux, she may have been scuttled in the Seine, in Sahurs downstream from Rouen in August 1944. In 1942 the *Solglimt* may have been bombarded by allied aircraft in Cherbourg 1942, reducing her to a wreck. The *Pelagos* was used in Narvik as floating fuel storage. The *Penguin*, was a cargo vessel built in 1936 in Bremen, converted into a warship in 1940. 155m in length, she had a crew of 400 men, 13 cannons, 2 seaplane bombers and the reassuring silhouette of a merchant ship. After her daring play in Antarctica the "raider" was chased by the Royal Navy. On May 8th 1941, the *Penguin* was hit directly on the mine

bunker by a salva launched from the *Cromwell*, and was disintegrated. A total of 200 allied prisoners and 342 German sailors including the captain perished in the shipwreck off the coast of Mozambique. As for the *Thorshammer*, she headed for New Orleans in April 1941 to unload 15,000 tons of whale oil. Her faithful whale catchers took refuge in Montevideo. In spite of the risks linked to war and the haunting of the *Pinguin* ghost fleet they all returned to Antarctica a few months later. During this time of shortage whale oil was sold at the price of gold.



The factory ship *Thorshammer*



© Thor Dhal

© Ulf W Gustavsen

A commemorative stamp to the *Thorshammer's* effigy and heralding scientific whaling – already....

The tanker *Thorshammer*, was built in 1914 in the United Kingdom for Eagle Oil Transport Co. under the name *San Nazario*. She was bought by the Norwegian shipowner Thor Dhal in 1928. Converted into a whale oil kettle, the *Thorshammer* produced 3 million barrels of whale oil between 1928 and 1962. In 1962, three years before the blue whale whaling ban in Antarctica, she was withdrawn from service and was scrapped in La Spezia in Italy.

In 1937 the so called London Conference was signed and Norway was a signatory member. This conference was a first step establishing the International Whaling Conference. During the whaling campaign of the winter of 1937-38, Norway promoted scientific whaling. The research particularly focused on marking the cetaceans using special guns with stainless steel tubes 27 cm in length shot into the blubber coated with penicillin to avoid infections! Later when the whales were captured and dismembered, the marks gave information on the growth rate and migratory patterns of the species. Norway had opened the field in Antarctica for Japanese scientific whaling.

In 1943 we are back on the trace of the *Thorgaut*, still safe and sound. She was registered as WYP377 a patrol boat mobilised by the Coast Guards in San Francisco, after having been adapted for her mission at a cost of \$13,750: a cannon in the place of a harpoon! Along with eight other Norwegian whalers the WYP377 patrolled the American waters and roamed between San Francisco, Seattle and Honolulu. In 1944, she was demobilised and the ex- WYP377 renamed the *Thorgaut* fled in November with her eight accomplices to Antarctica, passing by Valparaiso, in the unstoppable pursuit of whales.

She carried out whaling campaigns up until 1955. Between 1955 and 1965, it seems that she continued to hunt in Arctic waters under the name of *Berg Karl*. In 1965, still flying a Norwegian flag she was converted into a fishing vessel.

She then took up a second career as a standby safety ship, under the name of *Cam Valiant* and *Guard Valiant*, flying the British flag before returning to the Norwegian flag. She has now become a sort of Newfoundland dog in charge of rescue services for oil platforms in the North Sea with a capacity of catering for 200 survivors. To accomplish this mission she was extended twice from 41 m to 45 then finally to 47 m. She was even equipped with an emergency operating room and a morgue. However, the last attempt by the owner to sell the ship to continue service failed and the ex *Thorgaut*, half guardian angel of the oceans, half demon of the whales, ended up being demolished in Denmark at the end of 2010.

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