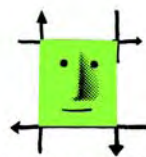


Ship-Breaking 2013

Bulletins of information and analysis on ship demolition, # 31 to 34
From January 1st to December 31st 2013



ROBIN DES BOIS

Robin des Bois
2014

Ship-Breaking

Bulletin of information and analysis on ship demolition

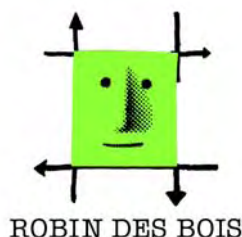
2013

Content

# 31 from January 1st to April 30th	3
(MSC <i>Flaminia</i> ; <i>Baco-Liner</i> ; Marseille, the waiting room for scrapping in Asia; The scandalous export of the <i>Lyubov Orlova</i> ; Welcome to Chennai Port, the Nightmare before Scrapping; Letters to the Editor, The END : no answer from France Telecom cable layer <i>Chamarel</i>)	
# 32 from May 1st to July 31st	93
(Russian Roulette in Canada; Demolition-breakers; Spain :sinking; Military vessels: United Kingdom, France, Italy; Letters to the Editor; Lumbers and boards on the water; <i>Douglas Bay</i> , the diamond dredger; DeMol : demolition in the Indian Ocean; <i>Oranjestad</i> , from Rhône River to the Caribbean The END: the 2 nd death of the <i>ex-European Gateway</i>)	
# 33 from August 1st to October 31st	168
(Ships crippled by the tsunami; Death of the old <i>Leopard</i> in Africa; The changeable truth of the EU - Truth on paper - When European river barges sail at sea... and sink - Do as I say, not as I do; Justice gives discount; Letters to the editor; The Ice Age The END : Sails... and Diesel)	
# 34 from November 1st to December 31st	250
(Sentenced to breaking; Demolition on the spot: <i>Edoil</i> , <i>Luno</i> ; Scrapping or sea-dumping; Military vessels; Letters to the Editor : <i>Ice Maiden I</i> , <i>Bucleuch</i> , <i>Willamette</i> , <i>Storis</i> ; US National Defense Reserve Fleet; Alang, Bay of refuge for the German gas tankers Nuclear is not dead; From <i>Matthias Claudius</i> to <i>Trader 2</i> ; The Black Page The END: the ex future Flotel <i>Ice Maiden I</i>)	
Global Statement 2013	304

31

From January 1st to April 30th, 2013



ROBIN DES BOIS

Ship-breaking.com

Content

Overview January 1 to April 30	1	Miscellaneous : cable layer, offshore, dredger, research	11	Gas tanker	39
<i>MSC Flaminia</i>	2			Combinated carrier / OBO	40
<i>Baco-Liner</i>	4	Passenger ship -	13	Ro Ro	41
Marseille, the waiting room for scrapping in Asia	4	Ferry	14	Bulk carrier	44
The scandalous export of the <i>Lyubov Orlova</i>	5	(Fish) Factory ship	16	General cargo	70
Welcome to Chennai Port, the Nightmare before Scrapping	7	Barge carrier	18	Car carrier	87
Letters to the Editor	9	Container ship	18	The END : no answer from	88
		Reefer	30	France Telecom cable layer	
		Oil tanker	31	<i>Chamarel</i>	
		Chemical tanker	38	Sources	90



Overview January 1st to April 30th 2013

416 vessels left for demolition during the first four months of the year. The cumulative scrapping will permit **3.5 millions tonnes** of metal to be recycled. **392** (94%) went to Asia; **149** vessels (36%) were built in Europe, **158** (38%) were owned by European companies. The Asian market continues to be the principal destination for European ship-owners. It is the best destination to make one last profit of an aging fleet which is not adapted to new international commercial maritime standards. To be noted is the percentage of container ships which continues to increase and reached 19% of the vessels to be demolished. India is the country which benefits from this flow. 55% of this category of vessels are 20 years old or less. Over 3/4 belong to ship-owners based in the European Union or members of the European Union Free Trade Association (EFTA); 100% were demolished in Asia. The scrap metal is bought by India at around 400 \$ per tonne. The ship-yard workers, of these far off destinations, are responsible at their own risk for the removal and handling of dangers wastes such as asbestos, PCBs, hydrocarbons, neon lights with mercury and radioactive substances, with as little money spent as possible. Ship-breaking.com # 31 highlights the methods used by European ship-owners to hide the final destination of ships at the end of their lives. This is the case of the German owners of the *MSC Flaminia* which for the moment has left Germany to be "repaired" in Romania and with the Baco-Liners starting their trips towards the Alang cemetery from the port of Rouen in the valley of the Seine River. It is also the case of some old passenger ships where the take off point for demolition is based in Marseille. The scandalous and mysterious demolition of the passenger ship the *Lyubov Orlova* and her exportation from Canada towards the high seas are also discussed in this edition # 31, as well as the practices carried out in the port of Chennai in India where sub-standard ships destined to be demolished are pushed out to the high seas and left to the mercy of cyclones. The Chennai port deserves well the Seafarers Alcatraz Award attributed by Robin des Bois in October 2012.

The rhythm of vessels leaving to be scrapped remains high (**24** vessels per week compared to 25 per week in 2012) but in March-April, the rhythm reduced notably compared to earlier months.

By unit

- 1 India, **140** (34%)
- 2 China, **110** (26%)
- 3 Bangladesh, **72** (17%)
- 4 Pakistan, **35** (8%)
- 5 Turkey, **35** (8%),
- 6 Denmark, **9** (2%)

By tonnage of recycled metal

- 1 India, 1.201.000 t (34%)
- 2 China, 832.000 t (24%)
- 3 Bangladesh, 808.000 t (23%)
- 4 Pakistan, 430.000 t (12%)
- 5 Turkey, 162.000 t (5%)

By category

- 1 : bulk carrier, 157 (38%)
- 2 : general cargo, 82 (20%).
- 3 : container ship, 77 (19%)
- 4 : tanker, 50 (12%)

India remains in first position with 140 vessels scrapped (34%) but her proportion is crumbling: India tallied 40% of all vessels scrapped in 2012. India is in front of China 118 vessels (26%) and Bangladesh 72 vessels (17%), well in front of Pakistan and Turkey.

The increase of the Indian rupee, the tense political situation in Bangladesh, the Chinese new year and the announcement of the import tax increase on vessels in Pakistan, have all weighed down the market from March onwards despite a flying start which was at the same rhythm as late 2012.

After the prison bars, scrapping

78 (19%) of the vessels sent to be scrapped were not controlled by a classification society which was a member of IACS (International Association of Classification Societies). Sub-standard ships are still the priority: at least **249** (60%) were previously detained in world ports with a rate of detention of 75 % for general cargo carriers and reefers, 69% for bulk carriers, 67% for car carriers and 56 % for ferries and passengers ships. The gold medal on the podium of sub-standard ships is the general cargo carrier *El Hussain* with a total of **16** detentions between 1997 and 2011, demolished in India at Mumbai (cf. p 75). The other medals are distributed to *St Elisabeth*, with 12 detentions (p 85), the *Marmara M* and the *Mohamad Prince*, 11 detentions for each of them (p 78 and 79).

Years and meters

The average age of vessels leaving fleets range from **10 years** for the Turkish bulk carrier *Taskent* and **52** for the British *Kommandor Jack*, a former fishing trawler converted into a geophysical survey vessel. The average age is **27**; and the average age for tankers is **25**, for container ships **22**. 112 vessels are less than 150 m in length, 172 vessels measure between 150 and 199 m and 132 over 200 m. 9 ships measure over 300 m.

MSC Flaminia

“One should always look at things from the top down” a photo of the *MSC Flaminia* leaving the Jade-Weser-Port in Wilhelmshaven, Germany to be ‘repaired’ in a Romanian shipyard before going back to work confirms this relevant expression.

Hundreds of damaged and burnt containers remain onboard. The hull and melted metal of the containers have welded together. The containers cannot be cut out without jeopardising the buoyancy and the integrity of the ship. Only the undamaged containers and the extinguishing waters – 37,000m³ – were removed.

March 2013, the *MSC Flaminia* leaving
“under repair”...© NSB

This repair job in Romania is a clever manoeuvre. It permits Northern Europe and Germany, the flag state of the *MSC Flaminia*, to get rid of an unprecedented health and safety challenge in the world of ship-breaking. The German ship-owner estimates that by the end of September, “the entire mid section” of the damaged container



ship will be replaced. By mid section one must interpret the sides, the bottom of the ship and the holds where the fire raged, the damaged containers and the residue from the fire containing numerous dangerous materials including PCBs. The mid section is the area which was greatly impacted.

It is amazing to note that the ship-owner NSB (Niederelbe Schiffahrtsgesellschaft mbH & Co KG) is bending over backwards, at all costs, to keep the *MSC Flaminia* active while they just sold around a dozen container ships to be demolished in Alang.

In this context of “repair” works, Romania and the Mangalia ship-yard workers become the holders, the responsible party and victims of millions of tonnes of contaminated scrap metals. The Mangalia ship-yard is run by Daewoo, the *MSC Flaminia* was built by Daewoo in South Korea. Not long after the “repair works” will be the demolition, which will take place in India where NSBs end-of-life container ships are regularly sent, which undoubtedly will instigate protests and blockages. Romania is without doubt a media red herring for the decontamination of the *MSC Flaminia* before heading to Alang or another ship-yard outside of the European Union.



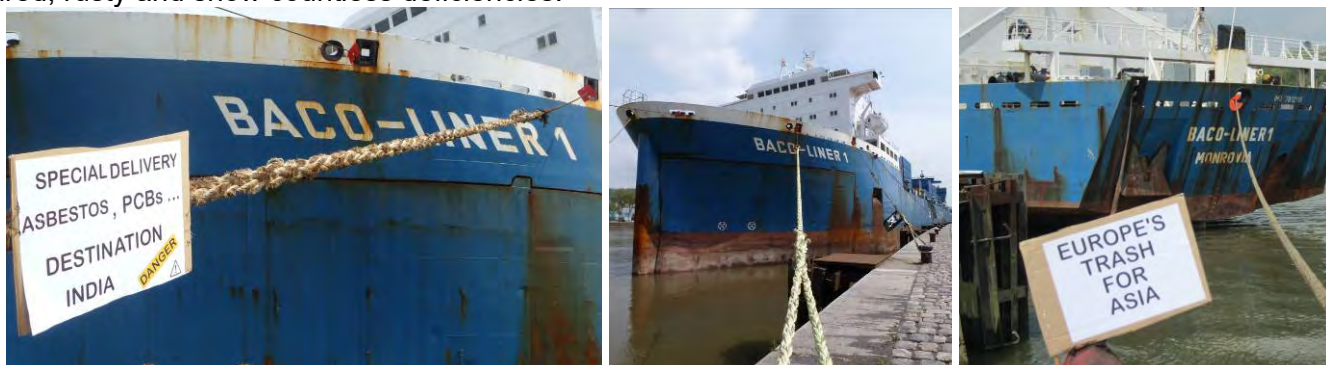
July 17th 2012 © Smit Salvage

- July 14: fire and explosion in hold 4. The *MSC Flaminia* is located 1850km away from the European coast, the crew is evacuated. Three sailors were reported dead or missing at sea.
- July 17: The first salvage and fire fighting vessel arrives.
- July 18: 2nd explosion
- July 23: According to MSC “the fire is under control”. The beginning of salvage and towing operations towards an unconfirmed destination in European waters. The convoy is situated at 1000km from Britain and Brittany; it approaches 70 km from the Cornwall coastlines.
- July 30: The ship is denied access to French and British ports therefore she takes the direction south-south-west in the Atlantic.
- July 31: a smouldering fire spreads to compartments 7 and 3.
- August 16: The *MSC Flaminia* is situated at 867 km from Cornwall and 1000 km from Brest.
- August 20: The German authorities permit the ship to enter into a German port and take into hand the salvage operation.
- August 21: The French and British maritime authorities decide to send experts onboard before authorising the container ship transit through their waters.
- August 28: The *MSC Flaminia* starts her transit through the Channel.
- August 29: Robin des Bois published a list of dangerous materials onboard.
- September 9: The salvage party arrives in Germany at the new container port Wilhelmshaven.
- September 29: Unloading of containers starts.
- December 10: End of unloading is officially announced.
- From February 20 to March 1, 2013: The extinguishing waters are pumped out and transported via tankers to be disposed of in Denmark.
- March 15: The *MSC Flaminia* leaves Germany to be ‘repaired’ in Romania.

Find here further information on the *MSC Flaminia* accident on [Robin des Bois’ internet site](#) as well as in [Ship-breaking.com bulletin # 29](#) of October 2012, p. 6-7..

Baco-Liner

Baco-Liner 1 and *Baco-Liner 2* owned by Seerederei Baco Liner GmbH based in Duisburg, Germany are about to leave for demolition on Alang beaches at 450\$ per ton. The *Baco-Liner 1* is waiting in Rouen. The Baco-Liners were specially designed for trade between Northern Europe and Africa. They carried barges in their hulls, which could load and unload on the outskirts of African ports. Therefore in the early 80s the Baco-Liners by-passed the waiting period, which could be up to a couple of weeks, to enter into hectic ports. The Baco-Liners were also able to carry up to 600 containers on deck. They are named in accordance to their function which is an abbreviation of BArge and COntainers. Today the Baco-Liners are no longer adapted to Western African ports. After 30 years of intensive service life the ships are tired, rusty and show countless deficiencies.



Baco-Liner 1 in Rouen, 17 May 2013 © Robin des Bois

The *Baco-Liner 3* was demolished in Alang during the summer of 2012 (See [Ship-breaking.com # 28](#), p 9).

The Baco Family had an eventful life.

See on this subject the press release : "[The eventful life of a family](#)", March 10th, 2010

Marseille, the waiting room for scrapping in Asia

1- The passenger ships *Princess Danae* and *Athena* which have been detained and immobilized in Marseille since September 2012 have just been bought by Rui Alegre, a 42 year old who is setting his sights on the passenger ship business. The vessels were renamed *Lisboa* and *Azores*. The new Portuguese passenger ship company has allegedly purchased another two passenger ships from the former -CIC – Classic International Cruises – also based in Portugal and now bankrupt. Mr Alegre intends to put them back in circulation after carrying out important renovation works and ensuring their compliance with international standards. All four passenger ships are old, their reputations are tarnished. Once again, Marseille is letting vessels leave, which are below international operating standards, will supposedly undergo important repair works and therefore continue to operate. A couple of months of inactivity in Lisbon before demolition in Alang or in Turkey seems to be more likely.

Please read the following press releases :

[Arctic Alarm](#), July 25, 2012

[Deux paquebots en préretraité à Marseille](#), September 19th, 2012 (in French only).

2- *Atlantic Star* The *Atlantic Star* remained inactive in Marseille for more than 2 years. Construction of the *Atlantic Star* at La Seyne-sur-Mer in 1984 had mobilized, as in all passenger ships, significant amounts of asbestos.

The ship belonged to the Spanish shipowner Pullmantur, a subsidiary of the American company Royal Caribbean Cruise Line. Her operation became too expensive; replacing her steam turbines with diesel propulsion was impossible. The *Atlantic Star*, still in the hands of Spanish interests, remained under the European flag of Malta until March 1, 2013.

The Belinda Shipholding Corp. based in the Marshall Islands then became the owner of the *Atlantic Star*, and under the flag of Togo she was renamed *Antic*. This exotic company serves only as a platform of resale for the demolition of old European passenger ships. In 2009, the company acquired from her Greek shipowner the *Kapetan Alexandros A*, an old ferry built in the United Kingdom in 1962, and flying the Maltese flag. The Belinda Shipholding Corp. immediately renamed the ship *Alexandros* and reflagged her to Sierra Leone before sending her to Turkey for demolition.

On March 19, towed by the Greek *Ionion Pelagos*, the *Antic* left the pier of Marseille for demolition, probably in Turkey. However, on March 22, the convoy announced that it was headed towards Port Said, gateway to the Suez Canal, to eventually be demolished on the beaches of Alang, in India. Authorities and Indian associations have been alerted by Robin des Bois. In early April, the tide turned again, and the convoy is now heading to Aliaga, Turkey.

Whether it is towards India or Turkey, *Atlantic Star's* final trip is unlawful. Spain, Malta and France managed to avoid their responsibilities according to European regulations on the export of hazardous waste. The departure of the *Atlantic Star* has not been subject to a notification and application under the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal.

In this case, France has a dual responsibility. On the one hand, the *Atlantic Star* departed from Marseille, so France was the last port State; on the other hand, in December 2012, STX France of Saint-Nazaire's order for a cruise ship from Royal Caribbean Cruise Line was accompanied by a very special annex clause: the "recovery" of the *Atlantic Star*. Instead of dismantling the *Atlantic Star* in Europe, with all the financial and technical constraints of a strict asbestos removal and disposal of other hazardous wastes, STX France sold the old ship to Skandinor, a subsidiary of STX Europe headquartered in Norway. At the end of the line is Belinda Shipholding Corp. of the Marshall Islands, the now legal owner of the *Atlantic Star* in charge of her hazardous demolition.

Leaving French territory was accepted without any problem by the port of Marseille. According to the French Ministry of Transport and the Sea, the local Maritime Authorities have not put in question the official version that following a transit in the Suez Canal, the *Atlantic Star* will be converted into a floating hotel in the Middle East.

This picture illustrates the tendency of European ship-owners to evade their responsibilities when it comes to a vessel's final trip: sales to bogus companies and transfers under funereal flags such as Togo, Saint Kitts and Nevis, Moldova, Tuvalu, Sierra Leone or the Comoros, and finally demolition in India, Turkey, Pakistan or Bangladesh.

Robin des Bois has filed a complaint to the Prosecutor at the Paris Court for this illegal export of waste.

The scandalous export of *Lyubov Orlova*

The former ship *Lyubov Orlova*, honoring the name of a Soviet movie star, became a Canadian resident. During her last years she was operated by an Inuit travel agency that organized Arctic cruises. In very poor condition, the *Lyubov Orlova* was finally expelled from the port of St. John, Newfoundland (Canada) to the relief of the port community. The ship was towed by a very old tug built in 1962, with a handful of crewmen on board, but not really sailors. This foolish convoy's winter journey in the North Atlantic should have ended 3300 kilometers south in a pseudo demolition site of Santo Domingo.

The *Charlene Hunt*, the only tug of a bankrupt U.S. ship-owner, was undoubtedly also destined for demolition in Santo Domingo.

The ship broke away from the tug quickly, only a few hours after leaving Newfoundland. The towing cable broke. The *Charlene Hunt* returned to St. John's Newfoundland under the instructions of Canadian authorities, who finally woke up. And the *Lyubov Orlova* went to sea without lights, without a living soul and without a locator beacon. When she approached the oil platforms off Newfoundland, the wreck was recovered, diverted, driven further out to sea and abandoned.

One month after her departure, the emergency beacon went off and the ship was spotted by Halifax Joint Rescue Coordination Centre. A shock, a leak, a lifeboat falling into the sea, a faulty beacon? All assumptions could be considered.

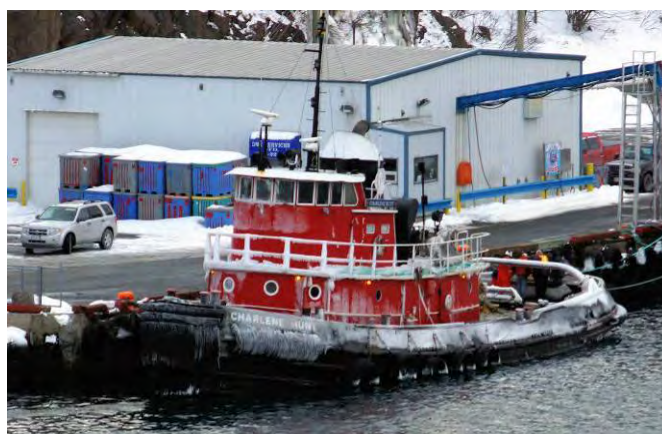
The satellites of the NGA (National Geospatial Intelligence Agency), the United States agency that signals the drift of icebergs and unidentified floating objects in the North Atlantic located the *Lyubov Orlova*. The last reported position (12 March 2013) was 49°49.12 latitude north and 36°15.44 longitude west, 1200 km off the American coast and 1800 km off of Ireland.

Ever since, the ship has shown no signs of life. Did she wreck and sink after two months adrift in currents and storms? Was she torpedoed, to be demolished, "oceanized" in the pits of the Atlantic? Or is she still on the surface, in the process of building her legend? To this day, no one – other than a few insiders – knows where exactly the *Lyubov Orlova* lies.



2007, *Lyubov Orlova* cruising in the Arctic, Hoare Bay (Canada) © J.-Maurice Turgeon

Lyubov Orlova. IMO 7391434. Passenger ship. Length 100 m, 2.695 t. Cook Islands flag. Excluded from the Russian Maritime Register of Shipping on April 5th, 2011. Built in 1976 in Kraljevica (Croatia) by Titovo. Detained in 2002 in St. Petersburg (Russia) and seized on September 25th 2010 in Saint-John's (Newfoundland, Canada) for unpaid salaries and bunkers. Acquired in February 2012 by a British Virgin Island based shell company to be demolished in the Dominican Republic. 275 \$ per ton. In early 2013, she vanished in the Atlantic Ocean after snapping her tow line.



January 28, 2013, the tug *Charlene Hunt*, back from disaster, being inspected © Wes Pretty

Charlene Hunt (ex-Orion, ex-Molly, ex-Anna V Mc Kay, ex-Betty Jean Turecamo, ex-Morania N°24, ex-HR 1, ex-Colonial). IMO 8842208. 3,000 bhp tug (in comparison the rescue tug *Abeille Bourbon* has a power of 21,000). Length 29 m. Deflagged from United States to Bolivia in January 2013, just prior to her departure as *Lyubov Orlova*'s tug. Unknown classification society. Built in 1962 in Madisonville (Louisiana, United States) by Equitable Equipment Co for the Bronx Towing Line from New York. Owned by Hunt Tugs & Barges Inc (United States).

See [the press releases](#) by Robin des Bois and the bulletins [Ship-breaking.com # 27, p 22](#) and [# 30, p 2](#). Read also the article in [Droit de l'Environnement n°211 – April 2013](#) : (In French language only).

« Le *Lyubov Orlova*, navire fantôme à la dérive... » Marie Bourrel, Centre de droit maritime et océanique, Université de Nantes (pdf – 863 Ko).

Welcome to Chennai Port, The Nightmare Before Scrapping



In South India, the port of Chennai, capital of Tamil Nadu, formerly known as Madras, is definitely not the place to be. The port authority said a few years ago that "with the development of infrastructure, Chennai Port would be able to cope with all the demands of the international maritime brotherhood and accommodate ships in the best possible conditions." Today, the Port of Chennai is without a doubt the cruelest of all ports. A rupee is a rupee. Article 99 of the UN Convention on the Law of the Sea prohibits the transport of slaves in ships, but it does not prevent the treatment of sailors as slaves. The following cases in point - *OSM Arena*, *Pratibha Cauvery* and *Pratibha Warna* - stand as evidence. They are all three in the course of demolition or doomed to imminent demolition.

OSM Arena

In January 2010, *OSM Arena*, a 190 m bulk carrier built in 1985 in Japan, flying the flag of South Korea, arrived in the port of Chennai in southern India, near Pondicherry. Under the Indian court decision, the *OSM Arena* is seized, with all her materials, her hull, 400 tons of fuel and its crew. The South Korean ship-owner is caught up in several trade disputes concerning cargoes and unpaid bills.



© Bijoy Ghosh / The Hindu

In December 2010, the Chennai port administration ordered the vessel to anchor off the coast outside the port; the cost of berthing has not been paid, it is raised to up to 93,000 rupees a day (1,800 \$).

In February 2011, the High Court of Madras ordered the sale of the vessel on humanitarian grounds after hearing a complaint from the crew concerning the poor sanitary conditions on board. The court decision was later canceled.

In July 2011, the crew of *OSM Arena* was relieved of service; most of the sailors were in a poor state due to malnutrition and dehydration. The crew was replaced by 12 Burmese sailors.

In December 2011, *OSM Arena* was hit by cyclone Thane, went adrift and stranded off the coast. Two tugs came to tow the ship to safety and she was anchored once again at Chennai outer anchorage, 2 miles off the coast in an improvised and temporary waiting area.

In early October 2012, the new crew, despite the assistance of the ITF (International Transport Workers Federation) was again in a worrying state of health. The ship was meanwhile subject to the risks of hurricanes or other adverse weather conditions. The Chennai port still refused *OSM Arena* access to its infrastructure and its quays, still because the ship was unable to pay port taxes. This ordeal has been going on for fourteen months.

On 9 April 2013, the ship was taking in water, the engine room flooded, the generators have run out of fuel, the pumps no longer functioned and there was a black out on the bulk carrier. The crew abandoned the *OSM Arena* in distress conditions and reached the coast with the help of local fishermen. The Chennai port plans to file a complaint against the Burmese seafarers for violations of immigration laws: the captain, the chief engineer and some crew members were ordered back on board, the other crew members were granted shore passes to be renewed daily. The status of the vessel on the Equasis database is officially "to be demolished", and it should be scrapped in India. A part of the sale will cover port charges demanded by the Chennai port and towing costs after the episode of the cyclone Thane.

Pratibha Cauvery

Since early October 2012, the tanker *Pratibha Cauvery* had been anchored outside the Chennai port, waiting for instructions of Prathiba Shipping, also owner of *Pratibha Warna* (see below); her seaworthiness certificate had expired and the ship should be inspected in dry dock. The crew no longer has sufficient supplies. On October 31, the hurricane Nilam hit, the ship broke her anchor chain, went adrift and ended up 5 km to the south. The captain ordered the evacuation; 22 sailors jumped into a lifeboat, which capsized. Despite the help of fishermen, six of them drowned. The rest of the crew was brought ashore the next day and detained in a hotel in the city without papers or contact while the investigation was being conducted. The tanker remained grounded for two weeks, was then refloated and returned to anchorage with a "new minimal crew." The surviving sailors filed a suit seeking unpaid wages and compensation for mental agony and endangering of their lives.

In March 2013, four directors of Pratibha Shipping were arrested in connection with the investigation into the tragedy; they denied responsibility, as the hurricane was "an act of God." In late April, the Court of Madras ordered the sale of the vessel by open tender. The ship was valued around \$4-6 million, i.e. above the market value of to be scrapped vessels.



© Bijoy Ghosh / The Hindu

Pratibha Warna

The tanker *Pratibha Warna*, which also arrived in early October 2012, unloaded her cargo in late November only. The 29 sailors had gone on strike to demand their 6 months of wages owed by Indian owner Pratibha Shipping. After inspection, the ship was declared not seaworthy by the directorate general of shipping. She was seized and anchored outside the Chennai port, also at the mercy of hurricane; ever since, sailors have got supplies from ITF (International Transport Workers Federation) and the Seafarers Welfare Committee. In March 2013, the *Pratibha Warna* was finally sold to a Hong Kong based company that sent her for demolition under the name of *Tony* and the flag of Saint Kitts and Nevis. The ship underwent another renaming before being beached for demolition in Pakistan as *Asher*.



The ex Indian tanker *Pratibha Warna*, renamed *Asher* has just been beached for demolition in Pakistan © Shahid

Letters to the Editor

Received from Shahid, Pakistan February 7th 2013.

Hello

I was just wondering and wanted to confirm from your side about the vessel name " Favor " IMO # 7109013.

In your bulletin # 27, you've mention that the above quoted Vessel is sold to India..... by the name " Endeavor " see page # 11.

But I've seen the same ship standing in Gadani - Pakistan. for reference I'm a attaching the Picture of the ship.

The tanker *Endeavor*, IMO 7109013 beached for demolition in Gadani (Pakistan) as *Favor* – © Shahid



4 January 2013



26 March 2013

Robin des Bois' reply:

From time to time a ship is announced sold for demolition in one country but, following renegotiations over prices, is finally beached in another. This was obviously the case of the *Endeavor* announced to be sold for demolition in India in March, which seemed logical as the ship was berthed in Sri Lanka. However, the ship waited until October for her final trip to Pakistan, after a name change, an ultimate and typical process which is sometimes creative: in this edition, the Norwegian *Nancy Knutsen* was also beached in Pakistan under the name *Fancy*...(see p. 36).

Received from Roland, Shanghai (China) March 27th 2013.

Dear Robin,

you announced the scrapping of M/V GEORG BUCHNER. This vessel will not be scrapped. It is classed as museum vessel and will be not allowed for leave Rostock at the moment. The court says the sold contract was wrong and the vessel is not allowed to leave Rostock.

So far they are looking for new challenges.

Reply and comments by Robin des Bois:

The fate of the *Georg Buchner*, ex *Charlesville* owned by Compagnie Maritime Belge, was in effect still pending thanks to actions by her fans. The initial sale of the vessel to a Dutch company with demolition in Lithuania on the horizon was cancelled because Rostock was classified as a maritime heritage. In early April, following a campaign in Belgium and Germany, a liquidator gave 4 weeks to the interested investors to come up with viable proposals for the ship's future. However, the Belgium proposition to tow her to Antwerp to be reconverted was rejected. The liquidator asked the Mecklenburg-West Pomerania

Land (northeastern Germany State) heritage service to remove her heritage status to facilitate demolition. The simple viewpoint of a liquidator is detrimental to a maritime culture. May 11th, the State accommodated the liquidator's point of view and removed the protected monument status from the *Georg Buchner*.



4 January 2013, visit of the *Georg Buchner ex-Charlesville* © Bjorn Aerts





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



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



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



Ship and crew detained in a port for deficiencies.



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

Miscellaneous : cable layer, offshore supply, tug, dredger, training, research

Chamarel (ex-*Vercors*). IMO 7347718. Cable layer. Length 133 m. Mauritius flag. Classification society Bureau Veritas. Built in 1974 at Le Havre (France) by Ateliers et Chantiers du Havre. Owned by Orange - France Télécom (France). Fire damaged off the Namibian coast on August 8th, 2012. The *Chamarel* ran aground on a sand beach about 30 km north of Henties Bay. The wreck has been cut in two parts and is being demolished on the spot. **See the chapter The END p 88**



Chamarel, Cape Town (South Africa), April 2007 © Det / Shipspotting

Clwyd Supporter (ex-*Neftegaz 12*). IMO 8325406. Offshore supply vessel. Length 82 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1984 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Gulf Offshore NS Ltd (United Kingdom). Sold for demolition in Denmark.



Mop 50 (ex-*Zakher Moon*, ex-*Uto*, ex-*Smit Manila*, ex-*Seaford*, ex-*Seaforth Challenger*). IMO 7319242. Offshore supply vessel. Length 56 m. Georgian flag. Classification society Bureau Veritas. Built in 1973 in Selby (United Kingdom) by Cochrane & Sons. Owned by Maridive Ofshore Projects SAE (Egypt). Sold for an unknown destination of demolition.



Ravensturm. IMO 7510183. Offshore supply vessel. Length 60 m, 1,723 t. Indian flag. Classification society Indian Register of Shipping. Built in 1977 in Hemiksem (Belgium) by St Pieter. Owned by Jayesh Shipping Pvt Ltd (India). Sold for demolition in Mumbai, India.



Sui Jiu 201 (ex-*Ocean Papa*). IMO 7396202. Offshore supply vessel. Length 87 m. Panamanian flag. Classification society China Classification Society. Built in 1975 in Mukaishima (Japan) by Hitachi. Owned by Guangzhou Salvage Bureau (China). Sold for demolition in Xinhui, China.

Vos Atlantico (ex-Mascalzone Atlantico, ex-Supplier, ex-Canmar Supplier). IMO 7420728. Offshore supply vessel. Length 63 m. Deflagged from Italy to Gibraltar. Classification society RINA. Built in 1975 in Vancouver (Canada) by Allied Shipbuilding. Owned by Vroon Offshore Italia (Italy). Sold for demolition in Turkey.



Vos Sailor (ex-Toisa Widgeon, ex-Canmar Widgeon). IMO 8104113. Offshore supply vessel. Length 43 m. Bahamian flag. Classification society RINA. Built in 1981 in Vancouver (Canada) by Allied Shipbuilding. Owned by Vroon Offshore Services (United Kingdom). Detained in 2010 in Stavanger (Norway). At 4.05 AM on December 15th, the ship suffered severe damages in very rough weather conditions in the Balmoral Oil Field off Aberdeen. The internal of the bridge was destroyed along with structural damages to the accomodation quarters. The chief officer was killed, the eleven other crew members were rescued and evacuated. The *Vos Sailor* was towed back to the Scottish coast and then declared a total loss and sold for demolition in Esbjerg, Denmark by Smeedegardens.



Salvage Queen (ex-Salvana, ex-Ocean Mercury N°1, ex-Ocean Mercury, ex-TM-11, ex-Sakura Maru). IMO 7212925. Tug. Length 64 m. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1972 in Osaka (Japan) by Daiko Dock. Owned by Asian Marine Co Ltd (Japan). Detained in 2003 in Yaeyama Island (Japan). Sold for demolition in China.



Spirit of Mol (ex-Ginga 2, ex-Ginga Maru). IMO 7229992. Training ship. Length 115 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1972 in Shimizu (Japan) by Nippon Kokan. Owned by MOL - Mitsui OSK Lines Ltd (Japan). Sold for demolition in Jiangyin, China.

Sliedrecht 35 (ex-Sliedrecht 33). IMO 8639704. Cutter suction dredger. Length 84 m, 2,948 t. Dutch flag. Classification society Bureau Veritas. Built in 1976 in Kinderdijk (Netherlands) by IHC Dredgers. Sunk in 1979 in Jubail (Saudi Arabia), salvaged, rebuilt in 1986 by Stapel bnr and renamed *Sliedrecht 35*. Owned by Van Oord (Netherlands). Sold for demolition in India.



Dredger *Sliedrecht 35* setting sail from La Rochelle (France) – [Photo report](#)

Eclipse (ex-Ocean Eclipse, ex-Seaspread, ex-Stena Seaspread). IMO 7814436. Cable layer converted into a research vessel. Length 104 m, 6,374 t. Vanuatu flag. Classification society Det Norske Veritas. Built in 1980 in Landskrona (Sweden) by Oresundsvarvet. Owned by Ocean Services (United States). In July 2012, the ship left the drydock where she had been inspected by her classification society. While being refloated, she flooded and sunk : two access holes might have been cut below the waterline. In March 2013, the *Eclipse* was deflagged from Bahamas to Vanuatu and towed for demolition in Bangladesh by tug *Barracuda I*.



Eclipse leaving Peterhead (Scotland), August 2007
© Alan Smillie



July 2012, *Eclipse*, sunk next to the pier in Singapore
© Plemo / Shipspotting

Kommandor Jack (ex-Valdivia, ex-Vikingbank). IMO 5380376. Fishing trawler converted into a research vessel in 1976. Length 75 m. Bahamian flag. Classification society Germanischer Lloyd. Built in 1961 in Bremerhaven (Germany) by Weser AG. Owned by Hays Ships Ltd (United Kingdom). Detained in 2010 in Sunderland (United Kingdom). Sold for an unknown destination of demolition.



The fishing trawler *Vikingbank* © Holger Jaschob



The research vessel *Kommandor Jack*, berthed in Brest (France), January 2009 © Thomas Quehec

Passenger ship

Atlantic Star (ex-Sky Wonder, ex-Pacific Sky, ex-Sky Princess, ex-Fairsky). IMO 8024026. Passenger ship. Length 240 m. Deflagged from Malta to Togo for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in La Seyne-sur-Mer (France) by Normed. Detained in 2002 in Sydney (Australia) and in 2003 in Auckland (New Zealand). Sold by her Spanish owner Pullmantur Cruises, subsidiary of Royal Caribbean Cruises Line, to STX France shipyards along with an order for a mega cruise ship from RCCL. Finally resold to a Marshall Islands based company for demolition in Turkey, she left Marseille in tow after being renamed Antic. See also the chapter "Marseille, the waiting room for scrapping in Asia", p 4.



The Calypso (ex-Calypso, ex-Regent Jewel, ex-Sun Fiesta, ex-Ionian Harmony, ex-Durr, ex-Canguro Verde). IMO 6715372. Ro ro ferry converted into a passenger ship in 1992-1994. Length 136 m, 7,465 t. Deflagged from Greece to Saint Kitts & Nevis for her last voyage as *Calypso*. Classification society Lloyd's Register of Shipping. Built in 1967 in Castellammare (Italy) by Italcantieri.



Canguro Verde Archives P. Berti / Navi e Armatori



The Calypso leaving Santorin (Greece), June 2011 © Lasse Kaila

This cruise ship was originally the Italian ferry *Canguro Verde* operated on the Sardinia service by Traghetti Sardi, then in 1974 by Linee Canguro. She became the Saudi *Durr* in 1981 (Suez/Jeddah service in the Red Sea), then the Greek *Ionian Harmony* for Strintzis Lines (Patras/Ancona service) in 1989. In 1990, she was acquired by a Bahamian company for exploitation in the Caribbean as the *Sun Fiesta*, but the sale failed. In 1992, she was purchased by the Greek shipowner Lelakis who had her converted into a cruise ship at Avlis Shipyards in Greece, his own shipyard, and renamed *Regent Jewel*. Following Lelakis financial difficulties, she passed under control of the Bahamian Jules Cruises in 1994 and was chartered by Transocean Tours (Germany) as *Calypso*. The Greek Cypriot group Louis Cruise

Lines acquired her in 2000, keeping her name, then slightly changing it to *The Calypso* in 2005. The vessel had a hot alert on Mai 6th, 2006 when a fire broke out in the engine room while sailing in the Channel with more than 700 passengers, but the incident resulted in damages to the ship only. Sold as is in Elefsina (Greece) by her Greek shipowner Core Marine Ltd to the United Arab Emirates based Argo Systems Fze prior to her departure for demolition in India. 285 \$ per ton.

Venus I (ex-*Venus*, ex-*Rio*, ex-*The Aegean Pearl*, ex-*Perla*, ex-*Seawing*, ex-*Southward*). IMO 7111078. Passenger ship. Length 285 m. Maltese flag. Classification society Det Norske Veritas. Built in 1971 in Riva Trigoso (Italy) by Tirreno e Riuniti. Under the name *Southward* (Norwegian flag), she was among the first ships, of Kloster Cruises, one of the cruise pioneer on the American market, later known as Norwegian Cruise Lines. Sold in 1995, she was then operated in the Mediterranean, first by Sun Cruises as the *Seawing* (charterer Airtours), then in 2005 by the Greek Cypriot shipowner Louis Cruise Lines as the Greek *Perla*, and in 2008 by Golden Star Cruises as *The Aegean Pearl*. Acquired in 2010 by Israeli interests, she became Maltese first as *Rio*, then *Venus* in 2012. Owned by Acheon Akti Navigation Co Ltd (Cyprus). Detained in 2004 in Venice (Italy) and in 2011 in Ashdod (Israel). Sold for demolition in Turkey.



Perla arriving at Piraeus port (Greece), May 2008 © Manos Petridis

Ferry

Apollonia (ex-*Gotaland*). IMO 7229514. Ferry. Length 183 m, 8,313 t. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1973 in Nakskov (Denmark) by Nakskov SV. As the Swedish *Götaland*,



operated on the Trelleborg (Sweden) / Germany line (Sassnitz, Rostock or Travemünde). Lengthened by 34 m in winter 1993/1994 by Oresundsvärvet, in Landskrona, Sweden. Sold in 2010 to the Russian Anrusstrans (Black Sea lines) and renamed *Apollonia* flying the Saint Kitts & Nevis flag, then reflagged to Moldova. Detained in 2012 in Mersin (Turkey). Sold for demolition in Turkey.

Apollonia, berthed in Sevastopol, Ukraine, February 2013 © Yevgenii / Shipspotting

Azzurra (ex-*Nortia*, ex-*Scent of Sea*, ex-*Kelibia*, ex-*Corsica Marina*, ex-*Olau West*, ex-*Kalle*, ex-*Grenaa*-). IMO 6406373. Ferry. Length 98 m. Moldovan flag. Classification society Maritime Lloyd Georgia.



Built in 1964 in Bremerhaven (Germany) by Unterweser Schiffbau. This ship had a complicated career, marked with many charterings on various services in Northern Europe (from 1964 to 1977), then in the Mediterranean (1977-2013). First Danish as *Grenaa*, then *Kalle* in 1971 and *Olau West* in 1974. Chartered under this name by Brittany Ferries on Saint-Malo/Portsmouth in the summer of 1976 ; assigned to the Olau Line (Dunkirk/Sherness) in 1977. Sold in late 1977 to Corsica Ferries and renamed *Corsica Marina* flying the Panamanian flag (Italy/Corsica). She became the Italian *Kelibia* in 1990, then the Maltese *Scent of Sea* in 1998 and the Italian *Nortia* in 1999 (Livorno/Island of Elba). In 2001, sold to Adriatic Shipping Co and renamed *Azzurra* under the Saint Vincent & Grenadines flag (Bari/Croatia or Albania service). In 2010, acquired by Fergun Ferries East Med Lines, from Mersin (Turkey) on the

2001, acquis par Adriatic Shipping Co et renommé *Azzurra* sous pavillon de Saint-Vincent-et-Grenadines (liaisons Bari/Croatie ou Albanie). En 2010, acquis par Fergun Ferries East Med Lines, de Mersin (Turquie) pour ligne Mersin/Tripoli sans changement de nom. Effectue en 2011 plusieurs voyages d'évacuation au départ de la Libye. Propriétaire Offshore Shipping Ltd (Malte). Détenu en 2011 à La Vallette (Malte). Vendu pour démolition en Turquie.



Janvier 2012, *Azzurra* à La Vallette (Malte) © Emmanuel.L

Clodia. OMI 7717377. Ferry. Longueur 148 m, 10.166 t. Pavillon Italie abandonné pour celui de Saint-Kitts-et-Nevis pour son dernier voyage sous le nom de *Clodiar*. Société de classification RINA. Construit en 1980 à Gênes (Italie) par Italcantieri;



jumboisé en 1987 et rallongé de 136 à 148 m. Principalement affecté pendant toute sa carrière à des liaisons entre l'Italie, la Sicile et la Sardaigne. En avril 2011, il a été affrété par le gouvernement italien pour transporter en Italie des clandestins débarqués sur l'île de Lampedusa. Propriétaire Tirrenia Di Navigazione (Italie). Vendu pour démolition en Inde.

Clodia à Civitavecchia (Italie), juin 2012 © Bjørnar

Nomentana. OMI 7602118. Ferry. Longueur 148 m, 10.271 t. Pavillon Italie abandonné pour celui de Saint-Kitts-et-Nevis pour son dernier voyage sous le nom de *Nomt*. Société de classification International Register of Shipping. Construit en 1980 à Castellammare (Italie) par Italcantieri ; jumboisé en 1987 et rallongé de 136 à 148 m. Sister-ship du *Clodia* (voir ci-dessus). Principalement affecté à la desserte de la Sardaigne. Vendu par son armateur italien Tirrenia Di Navigazione à l'indien Prayati Shipping Pvt Ltd juste avant son départ pour démolition en Inde.



Nomentana, novembre 2011 à Civitavecchia (Italie) © Geodante/Navi e Armatori



Nomt, à Alang © Vesselfinder

Stena Voyager (ex-*Stena Enterprise*). IMO 9080209. High speed catamaran ferry . Length 127 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1996 in Rauma (Finland) by Finnyards. High speed catamaran (up to 40 knots with four gas turbines totalling 108,000 bhp, a capacity of 1500 passengers and 360 cars). She has been operated during all her career on the Stena Line (Sweden) service between Belfast (United Kingdom) and Stranraer (Scotland), until her decommissioning in November 2011. Sold for demolition to Stena Recycling, in Landskrona, Sweden: one must not forget that metal recycling was Stena Group historical business...



Stena Voyager approaching Belfast terminal, June 2008 © Neill Rush

Sveti Stefan (ex-*Havelet*, ex-*Cornouailles*). IMO 7527899. Ferry. Length 110 m, 3,260 t. Bahamian flag. Classification society Bureau Veritas. Built in 1977 in Bergen (Norway) by Bergens MV. During the first part of her career (1976-1989), this ship was the French *Cornouailles* owned by Brittany Ferries; she has been operated on the Roscoff/Plymouth, Caen/Portsmouth or Poole/Cherbourg lines except for two years from January 1984 to January 1986, when she was chartered bareboat by SNCF for service on the Dieppe/Newhaven line. In 1989, she became the *Havelet* under the Bahamian flag on the Portsmouth/Channel Islands service successively for British Channel Island Ferries, Channel Island Ferries in 1990, and then Condor Ferries in 1998. Sold in August 2000 to Montenegro Maritime Line and renamed *Sveti Stefan* (Bahamian flag), she had since then been linking Bar (Montenegro) and Bari (Italy). Detained in 1998 in Southampton (United Kingdom). Sold for demolition in Turkey. 322 \$ per ton.



Arriving port of Bar (Montenegro) © Pomorac Montenegro

(Fish) Factory ship

Nikolay Chudotvorets (ex-*Santa Nikolas I*, ex-*Santa Nikolas*, ex-*Orlovka*). IMO 8421937. Factory ship. Length 62 m, 1,780 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Stralsund (Germany) by Volkswerft VEB. Owned by Okkervil (Russia). Sold for demolition in Liepaja, Latvia.



Nikolay Chudotvorets arriving in Liepaja (Latvia) for demolition © 3X / Shipspotting

Novator. IMO 8606824. Factory ship. Length 62 m, 1,780 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Stralsund (Germany) by Volkswerft VEB. Owned by Murmanskij Trawl Fleet (Russia). Sold for demolition in Klaipeda, Lithuania.



Novator port of Honningsvåg (Norway), April 2011 © Roar Jensen

Petr Petrov. IMO 8606848. Factory ship. Length 62 m, 1,830 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Stralsund (Germany) by Volkswerft VEB. Owned by Murmanskij Trawl Fleet (Fleet). Sold for demolition in Klaipeda, Lithuania.



Petr Petrov port of Honningsvåg (Norway), March 2010 © Roar Jensen

Tynda. IMO 7640902. Factory ship. Length 84 m, 2,650 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Nikolayev South (Ukraine) by Chernomorskiy SZ. Owned by Murmanrybflot-2 Joint Stock Co (Russia). Sold for demolition in Klaipeda, Lithuania.



Russian pelagic trawler *Tynda* fishing west of Lofoten (Norway), September 2007 © Bjarne Pettersen

Barge carrier

Baco-Liner I. IMO 7812115. Barge carrier. Length 204 m, 9,101 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1979 in Emden (Germany) by Thyssen Nordseewerke. Owned by Seereederei Baco-Liner GmbH (Germany). Detained in 2009 in Antwerp (Belgium). Sold for demolition in India. 450 \$ per ton with an additional cargo of barges.



Baco-Liner 1, Apapa, Lagos (Nigeria), February 2011 © Ivan Meshkov

Baco-Liner II. IMO 7904621. Barge carrier. Length 204 m, 9,102 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1980 in Emden (Germany) by Thyssen Nordseewerke. Owned by Seereederei Baco-Liner GmbH (Germany). Sold for demolition in India under the same conditions as *Baco-Liner I*. 450 \$ per ton.



Baco-Liner 2 on the Seine river, June 2008 ©Pascal Bredel

See also [page 4](#), the chapter on the BACO barge carrier family.

Container ship

Albert Rickmers (ex-Kota Manis, ex-CP Tui, ex-Direct Tui, ex-Contship Washington, ex-Albert Rickmers). IMO 9152741. Container ship, 2226 teu. Length 196 m, 7,389 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India. 405 \$ per ton including 150 t of bunkers.



Alexander (ex-*Helix Bridge*, ex-*CCNI Fortaleza*, ex-*Chang Jiang Bridge*, ex-*Brooklyn Bridge*). IMO 9043770. Container ship, 3720 teu. Length 277 m, 17,348 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Tadotsu (Japan) by Hashihama Zosen. Owned by Tsakos (Greece). Sold for demolition in India. 430 \$ per ton.



Keelung (Taiwan), April 2013 © Chun-Hsi

APL Almandine (ex-*Tokyo Bay*, ex-*Neptune Almandine*). IMO 9015498. Container ship, 3821 teu. Length 288 m, 17,251 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Mihara (Japan) by Koyo Dockyard. Owned by Neptune Shipmanagement (Singapore). Detained in 2011 in Shenzhen (China). Sold for demolition in India where she arrived as *Mandi*.



Apl Amazonite (ex-*Apl Sweden*, ex-*Osaka Bay* ex-*N O L Amazonite*, ex-*Neptune Amazonite*). IMO 9007958. Container ship, 3821 teu. Length 288 m, 18,816 t. Deflagged from Singapore to Togo for her last voyage as *Oni*. Classification society Lloyd's Register of Shipping. Built in 1993 in Kobe (Japan) by Mitsubishi. Owned by Compass Shipping & Trading Ltd (United Arab Emirates). Sold for demolition in India.

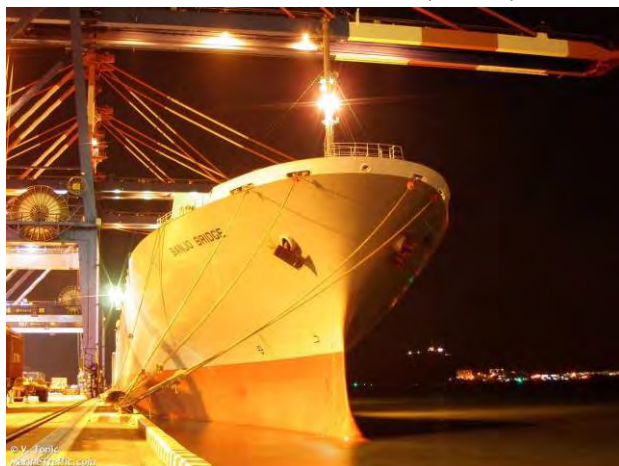
Arnis (ex-*Delmas Kasi*, ex-*Africa Star*, ex-*Nuova Adria*, ex-*Csav Roble*, ex-*Frederick Lykes*, ex-*Auguste Schulte*). IMO 8908727. Container ship, 1208 teu. Length 152 m, 6,260 t. Cyprus flag. Classification society Germanischer Lloyd. Built in 1991 in Warnemünde (Germany) by Neptun Warnowwerft. Owned by Brise Schifffahrts GmbH (Germany). Detained in 2012 and 2013 in Singapore. Sold for demolition in Bangladesh.



Banga Borti (ex-*Green Bridge*, ex-*Ever Bridge*). IMO 8201947. Container ship, 510 teu. Length 122 m. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1984 in Hakodate (Japan) by Hakodate Dock. Owned by HRC Shipping Ltd (Bangladesh). Detained in 2008 in Singapore. Sold for demolition in Bangladesh.



Banjo Bridge (ex-*Williamsburg Bridge*, ex-*Victoria Bridge*). IMO 9184926. Container ship, 3484 teu. Length 275 m, 17,594 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Marugame (Japan) by Imabari Zosen. Owned by Konlink Shipping Pte Ltd (Singapore). Detained in 2010 in Shenzhen (China) and in 2012 in Tianjin (China). Sold for demolition in Bangladesh. 465 \$ per ton.



Banjo Bridge in Busan (South Korea), August 2011 © V Tonic / MarineTraffic

California Senator (ex-Wuxi Dragon, ex-Al Fujairah, ex-Sea Initiative, ex-Chesapeake Bay, ex-California Senator). IMO 9071533. Container ship, 3017 teu. Length 215 m, 12,577 t. Deflagged from Malta to Saint Kitts & Nevis for her last voyage as *Clara*. Classification society Germanischer Lloyd. Built in 1994 in Wismar (Germany) by Mathias Thesen Schiffswerft. Owned by NSB - Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2005 in La Spezia (Italy) and in 2010 in Gioia Tauro (Italy). Sold for demolition in Bangladesh.



Cape Spear (ex-Nirint Star, ex-MSC Coimbra, ex-Cape Spear). IMO 9134701. Container ship, 1055 teu. Length 151 m, 5,248 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by DS Schifffahrt GmbH & Co KG (Germany). Sold for demolition in Turkey.



Cape Spear, in Port Said (Egypt) anchorage, May 2012 © **Andrey Kuznetsov**

Concord (ex-Cala Piedad, ex-Mercosul Pintado, ex-Safmarine Emonti, ex-Egoli Star I, ex-Libra Santos, ex-DG Concord, ex-Victoria Bay, ex-Concord). IMO 9085314. Container ship, 1452 teu. Length 167 m, 6,719 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Winter Reederei (Germany). Sold as is in Mumbai for demolition in India. 463 \$ per ton.



Conti Chiwan (ex-Maersk Itea, ex-P&O Nedlloyd Shangai, ex-MSC Munich, ex-MSC Houston, ex-Norasia Hong Kong). IMO 9057496. Container ship, 2780 teu. Length 242 m, 14,775 t. Deflagged from Liberia to Comoros for her last voyage as *Blues*. Classification society Germanischer Lloyd. Built in 1994 in Kiel (Germany) by Howaldtswerke-DW. Owned by BBG-Bremer Bereederungsgesellschaft mbH & Co KG (Germany). Detained in 2011 in Fremantle (Australia). Sold for demolition in India. 450 \$ per ton.



Conti Chiwan in Valencia (Spain), January 2012 © **Agustin Alapont Castilla**

Conti Sharjah (ex-Maersk Itaki, ex-P&O Nedlloyd Dammam, ex-MSC Italy, ex-Norasia Sharjah). IMO 9077501. Container ship. Length 242 m, 14,775 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Kiel (Germany) by Kvaerner Werft. Owned by BBG Bremer Bereederungsgesellschaft mbH & Co KG (Germany). Sold for demolition in India where she arrives as *Shan*.



Conti Sydney (ex-*MSC Sydney*, ex-*MSC Senegal*, ex-*Direct Currawong*, ex-*Contship Ipswich*). IMO 8908167. Container ship, 1599 teu. Length 164 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1990 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by NSB - Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in Xiasha, China.



Conti Sydney in Port Kelang (Malaysia), March 2012 © Bodolinsky

Courier (ex-*Indamex Ganges*, ex-*Libra Miami*, ex-*Libra Buenos Aires*, ex-*CSAV Rahue*, ex-*Velma Lykes*, ex-*Courier*). IMO 9101481. Container ship, 1452 teu. Length 167 m, 6,791 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Warnemünde (Germany) by Kvaerner. Owned by Winter Reederei (Germany). Detained in 2002 in Hong Kong. Sold as is in Mumbai for demolition in India. 452 \$ per ton including sufficient bunkers for a short trip.



CS Gitte (ex-*Delmas Congo*, ex-*Roerborg*, ex-*MSC Maghreb*, ex-*EWL Trinidad*, ex-*CGM Sinnamary*, ex-*CGM Mascareignes*, ex-*Armada Trader*, ex-*Castor*). IMO 8820248. Container ship. Length 141 m, 4,050 t. Panamanian flag. Classification society RINA. Built in 1990 in Heusden (Netherlands) by Verolme. Owned by Container Shipping A/S (Denmark). Detained in 2009 in Kolkata (India). Sold for demolition in India.



CSL Marie (ex-*Kainalu*, ex-*Akashi Bridge*). IMO 9043782. Container ship. Length 276 m, 17,654 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Tadotsu (Japan) by Hashihama SB. Owned by Cyprus Sea Lines (Greece). Sold for demolition in India. 380 \$ per ton.



CSL Ride (ex-*MSC Pride*, ex-*Jadroplov Pride*, ex-*Jolly Odra*, ex-*MSC Pride*, ex-*Jadroplov Pride*). IMO 9005431. Container ship, 2324 teu. Length 201 m, 12,953 t. Cyprus flag. Classification society Bureau Veritas. Built in 1996 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Cyprus Sea Lines Co Ltd (Greece). Sold for demolition in India. 444 \$ per ton.



Da Xin Hua Chang Shu (ex-*ANL Australia*, ex-*OOCL Australia*, ex-*Australian Endeavour*). IMO 8913681. Container ship, 2668 teu. Length 232 m. Chinese flag. Classification society China Classification Society. Built in 1991 in Koje (South Korea) by Samsung. Owned by Grand China Shipping Yantai Co (China). Sold for demolition in Xiasha, China.

Damali (ex-*Iwato*, ex-*Eagle I*, ex-*Iwato*). IMO 9106807. Container ship. Length 193 m, 8,184 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Onishi (Japan) by Shin Kurushima. Owned by Seachange Maritime (Singapore). Sold for demolition in India.

Dorian (ex-Kota Manis, ex-Dal Karoo, ex-Karawa, ex-P&O Nedlloyd Karawa, ex-Sea Bold, ex-Maersk harleston, ex-TSL Bold, ex-Dorian). IMO 9060546. Container ship, 1684 teu. Length 179 m, 7,716 t. Deflagged from Liberia to Togo for her last voyage as *Dor*. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 405 \$ per ton including 150 t of bunkers.



Dorian, in Singapore, November 2012 © MG Klinsick



ER Brisbane (ex-CMA CGM Aegean, ex-ER Brisbane, ex-Pan Crystal, ex-Zim Trieste, ex-Hyundai Emerald, ex-Zim Trieste). IMO 9116357. Container ship, 2825 teu. Length 201 m, 11,940 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Incheon (South Korea) by Halla. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2006 in Odessa (Ukraine) and in 2011 in Melbourne (Australia). Sold for demolition in Bangladesh. 428 \$ per ton.



ER Perth (ex-CMA CGM Marmara, ex-CSCL Nile, ex-Nile, ex-Hyundai Nobility). IMO 9152868. Container ship, 2825 teu. Length 202 m, 11,944 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Samho (South Korea) by Halla. Owned by ER Schiffahrt GmbH (Germany). Sold for demolition in India. 450 \$ per ton.



E. R. Perth in Hong Kong, February 2009 © Ivan Meshkov

Esra A (ex-Vento del Golfo, ex-Buxmaid, ex-OOCL Achiever, ex-Contship England, ex-Proud Eagle). IMO 8415615. Container ship, 1022 teu. Length 147 m. Turkish flag. Classification society Germanischer Lloyd. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Arkas Shipping & Transport AS (Turkey). Sold for demolition in Turkey.



Fairwind (ex-CMA CGM North Africa 1, ex-Wilma, ex-Coral Wilma, ex-Weserland, ex-Sea Lake, ex-Antartico, ex-Red Sea Endeavour, ex-Sudan Crown, ex-Royal Eagle). IMO 8411281. Container ship, 856 teu. Length 149 m, 5,207 t. Saint Vincent & Grenadines flag. Classification society Germanischer Lloyd. Built in 1985 in Neuenfelde (Germany) by JJ Sietas. Owned by Seamasters International S.A (Greece). Detained in 1998 in Genoa (Italy). Sold for demolition in Mumbai, India. 440 \$ per ton.



Feliz L (ex-Feliz Lya 2, ex-Marcalabria, ex-CCNI Rotterdam, CMA CGM La Bourdonnais, ex-CGM La Bourdonnais, ex-CMBT Serengeti, ex-Contship Pacific). IMO 9070010. Container ship, 1684 teu. Length 164 m, 7,030 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by Victoria Oceanway (Greece). Sold for demolition in India. 472 \$ per ton.



Francisca Schulte (ex-Safmarine Pakistan, ex-Maersk San Jose, ex-Francisca Schulte). IMO 9162370. Container ship, 1608 teu. Length 168 m, 7,390 t. Cyprus flag. Classification society Germanischer Lloyd. Built in 1998 in Wismar (Germany) by Mathias Thesen Werke. Owned by Reederei Thomas Schulte GmbH & Co KG (Germany). Sold for demolition in India. 445 \$ per ton.



Hanjin Colombo. IMO 9082960. Container ship, 4024 teu. Length 290 m, 18.780 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1994 in Pusan (South Korea) by Hanjin HI Co. Owned by Laeisz Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India. 470 \$ per ton including 600 t of bunkers.



Hanjin Portland. IMO 9021681. Container ship, 4024 teu. Length 289 m, 18,914 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI Co. Owned by Laeisz F (Germany). Detained in 2011 in Shanghai (China). Sold for demolition in India. 465 \$ per ton including 280 t of bunkers.



Hansa London (ex-Marfret Normandie, ex-Maersk Zambezi, ex-Gouritz, ex-Maersk Santiago, ex-Hansa London). IMO 9048976. Container ship, 1012 teu. Length 150 m, 5,248 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in China. 395 \$ per ton



Hansa Stavanger (ex-Lykes Trader, ex-Cap Pasado, ex-Direct Condor, ex-Maersk Gauteng, ex-Maersk Izmir, ex-Hansa Stavanger). IMO 9128465. Container ship, 1550 teu. Length 170 m, 7,315 t. Deflagged from Liberia to Comoros for her last voyage. Classification society Germanischer Lloyd. Built in 1997 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). In January 2013, the German containership *Hansa Stavanger* was renamed *Pearl* and was beached for demolition in India one month later as *VSM* flying the Comorian flag.



Hansa Stavanger, anchored in Singapore, October 2011 © Mick Prendergast

Hansa Trondheim (ex-AI Shamiah, ex-MSC Thailand, ex-Direct Hawk, ex-Direct Jabiru, ex-Maersk Reunion, ex-Hansa Trondheim). IMO 9151852. Container ship, 1550 teu. Length 170 m, 7,276 t. Deflagged from Germany to Comoros for her last voyage. Classification society Germanischer Lloyd. Built in 1998 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg (Germany). *Hansa Trondheim* was deflagged and successively renamed *Heim* and then *King* before being beached for demolition in India.



Henry (ex-CMA CGM *Passiflore*, ex-APL *Guatemala*, ex-Zim *Xingang*, ex-Cape *Henry*). IMO 8601410. Container ship, 2547 teu. Length 235 m, 14,158 t. Maltese flag. Classification society Det Norske Veritas. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Danaos Shipping (Greece). Detained in 2011 in Singapore. Sold for demolition in India. 435 \$ per ton.



HLL Baltic (ex-Apl *Costa Rica*, ex-Maersk *Dublin*, ex-Dragor *Maersk*). IMO 9105918. Porte-conteneur, 4565 teu. Length 292 m, 19,520 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Hanseatic Lloyd Schiffahrt GmbH & Co (Germany). Detained in 2011 in Fremantle (Australia). Sold as is in Singapore for demolition in India. 425 \$ per ton including 250 t of bunkers.



Gulf of Suez, April 2012 © Michael Standen

HMS Laurence (ex-MSC *Selma*, ex-Mina, ex-Kuang Ming *Taichung*, ex-Sinar *Nusa*, ex-Tiger *Cape*, ex-*Impala*, ex-Ruhland). IMO 8519186. Container ship, 946 teu. Length 166 m, 7,500 t. Dutch flag. Classification society Germanischer Lloyd. Built in 1985 in Warnemünde (Germany) by Warnowwerft. Owned by MSC Mediterranean Shipping Co SA (Switzerland). Detained twice in 2000 and then in 2001 in Hong Kong (China), in 2003 in Ningbo (China) and Vostochny (Russia) and in 2007 in Gemlik (Turkey). Sold for demolition in India. 440 \$ per ton.



Independence (ex-CMA CGM *Vanille*, ex-MOL *Independence*, ex-Alligator *Independence*). IMO 8608585. Container ship, 3045 teu. Length 248 m, 15,361 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Marugame (Japan) by Imabari SB. Owned by Danaos Shipping Co (Greece). Detained in 2000 in Charleston (United States), in 2001 in Rotterdam (Netherlands) and in 2002 in Charleston and Rotterdam again. Sold for demolition in India. 435 \$ per ton including a 44 t bronze working propeller.



Irenes Dream (ex-SCI *Vijay*, ex-Australia *Bridge*, ex-Australian *Endurance*). IMO 8913693. Container ship, 2668 teu. Length 232 m, 12,135 t. Cyprus flag. Classification society Lloyd's Register Of Shipping. Built in 1991 in Koje (South Korea) by Samsung. Owned by Tsakos Columbia Shipmanagement (TCM) SA (Greece). Detained in 2004 in Iran. Sold for demolition in India. 463 \$ per ton.



Port Phillip Heads (Australia), November 2011 © Lester Hunt

Maersk Madrid (ex-Peninsular Bay). IMO 8808628. Container ship, 4180 teu. Length 292 m, 19,400 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by Unitized Ocean Transport Ltd (Greece). Sold for demolition in India. 461 \$ per ton.



Maersk Malacca (ex-MSC Malacca, ex-Munkebo Maersk, ex-Alsia). IMO 8904123. Container ship, 4000 teu. Length 294 m, 22,322 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1990 in Chiba (Japan) by Mitsui. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2009 in Shenzhen (China). Sold for demolition in India. 452 \$ per ton.



Masovia (ex-Ym Izmir, ex-Cape Negro). IMO 9112909. Container ship, 1504 teu. Length 175 m, 8,090 t. Deflagged from Liberia to Saint Kitts & Nevis for her last voyage as *Emy*. Classification society Germanischer Lloyd. Built in 1995 in Gdansk (Poland) by Stocznia Gdanska S.A.. Owned by Ahrenkiel Shipmanagement GmbH (Germany). Detained in 2003 in Melbourne (Australia) and in 2005 in Hong Kong (China). Sold as is in Hong Kong for demolition in Bangladesh. 418 \$ per ton.



Masovia, arriving Keelung (Taiwan), November 2012
© Chun-Hsi

Ming Chun. IMO 8501646. Container ship, 642 teu. Length 151 m, 4,924 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines (Singapore). Detained in 2000 in Busan (South Korea). Sold for demolition in China. 370 \$ per ton.



MSC Agata (ex-DAL Madagascar, ex-Seal Usaramo, ex-Sea Trade, ex-Usaramo). IMO 8119376. Container ship, 1346 teu. Length 174 m, 8,550 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Bremen (Germany) by Weser Seebeck. Owned by MSC- Mediterranean Shipping Co (Switzerland). Sold for demolition in India.



MSC Annick (ex-Promoter N, ex-Contship Asia, ex-NDS Benguela, ex-Tiger Wave, ex-Jurong Express, ex-Colombus Ohio, ex-Aishatu Dokpesa). IMO 8609589. Container ship, 928 teu. Length 159 m, 6,763 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1988 in Rostock (Germany) by Neptun VEB. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2005 in Casablanca (Morocco) and in 2011 and 2012 in Mersin (Turkey). Sold for demolition in India. 440 \$ per ton.



MSC Austria (ex-MSC Attica, ex-Safmarine Victory, ex-Maersk Toyama, ex-Laust Maersk). IMO 8300121. Container ship, 2776 teu. Length 254 m, 18,185 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India. 450 \$ per ton.



MSC Brianna (ex-Neptune Jade). IMO 8410952. Container ship. 3187 teu. Length 245 m, 15,416 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2005 in Bremerhaven (Germany). Sold for demolition in India.



MSC Gianna (ex-Hellen C, ex-Jolly Ebanol, ex-Ellen Hudig). IMO 7925493. Container ship, 1723 teu. Length 209 m, 12,768 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Hoboken (Belgium) by Boelwerf. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 1998 in Tarragona (Spain) and Hamburg (Germany), in 2003 in Pyeongtaek (South Korea) and in 2012 in Bandar Abbas (Iran). Sold for demolition in India. 446 \$ per ton.



MSC Imma (ex-Princess Stefanie, ex-Jolly Avorio, ex-Prince Nicolas, ex-Cornelis Verolme). IMO 7925508. Container ship, 111 teu. Length 209 m, 11,624 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Hoboken (Belgium) by Boelwerf. Owned by MSC - Mediterranean Shipping Company (Switzerland). Detained in 2001 in Lisbon (Portugal), in 2004 in Naples (Italy) and in 2005 in Las Palmas (Spain). Sold for demolition in India.



MSC Natalia (ex-MSC California, ex-Vision, ex-Choyang Vision, ex-Neptune Garnet). IMO 8410940. Container ship, 2966 teu. Length 244 m, 15,301 t. Panamanian flag. Classification society Intermarine. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC - Mediterranean Shipping Company (Switzerland). Sold for demolition in India. 454 \$ per ton.



MSC Normandie (ex-New Challenge, ex-Dal Reunion, ex-Catherine Delmas, ex-Sea Commerce, ex-Usambara, ex-Victoria Bay, ex-Usambara). IMO 8119388. Container ship, 1346 teu. Length 174 m, 9,127 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1983 in Bremen (Germany) by AG Weser. Owned by MSC - Mediterranean Shipping Company (Switzerland). Sold for demolition in India. 424 \$ per ton.



MSC Normandie arriving at Le Havre (France), November 2007 © Vladimir Knyaz

MSC Sena (ex-Hyundai Pioneer, ex-MSC Pioneer, ex-P&O Nedlloyd Miami, ex-Hyundai Pioneer). IMO 8511328. Container ship, 3014 teu. Length 244 m, 14,899 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.



MTT Penang (ex-Tiger Stream, ex-Harmony, ex-Ym Hanoi, ex-Wild Eagle, ex-Sinar Bitung, ex-Freeport, ex-Freeport Express, ex-Merchant, ex-Independent Merchant, ex-Alpha, ex-Contship America, ex-Ocean America, ex-Wild Eagle). IMO 8513766. Container ship, 1021 teu. Length 147 m, 4,656 t. Deflagged from Malaysia to Tuvalu for her last voyage as *Penang*. Classification society Ships Classification Malaysia. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by MTT Shipping (Malaysia). Detained in 2001 in Singapore and in 2010 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



Northern Honour (ex-Kailua, ex-CMA CGM Capella, ex-Ville de Capella, ex-Northern Honour). IMO 9104914. Container ship, 3538 teu. Length 240 m, 13,371 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by NSB - Niederelbe Schifffahrts gmbH & Co KG (Germany). Detained in 2000 in Los Angeles (United States). Sold for demolition in Bangladesh.



Northern Reliance (ex-Kalani, ex-Indamex New York, ex-Contship Champion, ex-Northern Reliance, ex-Ville de Vela). IMO 9064865. Container ship, 3538 teu. Length 240 m, 13,344 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by NSB - Niederelbe Schifffahrts gmbH & Co KG (Germany). Detained in 2012 in Dalian (China). Sold for demolition in India. 460 \$ per ton.



Northern Valour (ex-MSC China, ex-Ming Fidelity, ex-Hyundai Fidelity, ex-Northern Valour). IMO 9122411. Container ship, 2808 teu. Length 196 m, 11,075 t. Deflagged from Antigua & Barbuda to Comoros for her last voyage as MSE. Last voyage classification society Union Marine Classification Society. Built in 1996 in Ulsan (South Korea) by Hyundai. Sold by her German shipowner Karl Schluter Reederei to the Indian Prayati Shipping just prior her departure for demolition in India.



Oued Eddahab. IMO 9143843. Container ship, 506 teu. Length 114 m, 3,123 t. Deflagged from Morocco to Cook Islands. Classification society Bureau Veritas. Built in 1998 in Valencia (Spain) by Union Naval de Levante. Owned by COMANAV (Morocco). Detained in 2000 in Sète (France), in 2002 in Genoa (Italy) and in 2006 in Rouen (France). On June 4th, 2012, *Oued Eddahab* was in Casablanca drydock for maintenance works. Due to a technical failure, the dock completely filled up with water. The engine room and several cargo holds were flooded. In July 2012, the COMANAV, considering the damage and the low value of the small container ship, decided not to have the ship repaired but to send her for scrapping. In February 2013, she was deflagged, renamed *Edda* and sold as is in Casablanca for an unknown destination of demolition.



Oued Eddahab departing Rotterdam (Netherlands), July 2005 © **Andreas Schlatterer**

Polonio (ex-Cap Polonio). IMO 8710962. Container ship, 1960 teu. Length 200 m, 13,282 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1990 in Lubeck-Siems (Germany) by Flenders. Owned by Ofer Ships Holding (Israel). Sold for demolition in India. 463 \$ per ton.



Port Said (ex-Port Said Senator, ex-DSR Port Said, ex-Northern Pleasure). IMO 9082362. Container ship, 1717 teu. Length 174 m, 7,740 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Reederei F Laeisz GmbH (Germany). Sold for demolition in India. 450 \$ per ton.



Pos Hong Kong (ex-Ana, ex-Maersk Ipanema, ex-P&O Nedlloyd Seattle, ex-Chesapeake Bay, ex-Santa Ana). IMO 9105126. Container ship, 3467 teu. Length 247 m, 14,788 t. German flag. Classification society Germanischer Lloyd. Built in 1995 in Lubeck-Siems (Germany) by Flender. Owned by Claus-Peter Offen GmbH & Co (Germany). Detained in 2012 in Ningbo (China). Sold for demolition in China en bloc with the *Santa Elena I*. 425 \$ per ton.



Prominence (ex-Providence, ex-Nordcloud). IMO 9080417. Container ship, 1684 teu. Length 179 m, 7,394 t. Deflagged from Liberia to Comoros for her last voyage. Classification society Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by ER Schifffahrt GmbH & Cie KG (Germany). Detained in 2000 in Genoa (Italy). Sold for demolition in India.



Renate Schulte (ex-CMA CGM *Oyapock* ; ex-Karthago, ex-Libra Houston, ex-Europa Express). IMO 9057147. Container ship, 1334 teu. Length 166 m, 6,822 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska Stocznia. Owned by Bernhard Schulte Shipmanagement (Germany). Detained in 1999 in Los Angeles (United States). Sold for demolition in India. 445 \$ per ton.



Saipan Skipper (ex-Argonaut, ex-Amaranta, ex-OOCL Accord, ex-Vida, ex-Amaranta). IMO 8027913. Container ship, 571 teu. Length 133 m, 4,041 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1981 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Hub Shipping (Malaysia). Sold for demolition in India.



Saipan Skipper approaching Hong Kong, August 2007 © Ivan Meshkov

Saipan Voyager (ex-Polynesia). IMO 7805837. Container ship. Length 162 m, 5,606 t. Malaysian flag. Classification society Bureau Veritas. Built in 1979 in Aioi (Japan) by Ishikawajima-Harima ; jumboized in 1988 and lengthened from 137 to 162 m. Owned by Hub Shipping (Malaysia). Detained in 2011 in Saigon (Vietnam). Sold for demolition in India.



San Isidro (ex-Ym Fukuoka, ex-Maersk Accra, ex-P&O Nedlloyd Lome, ex-San Isidro). IMO 9046239. Container ship, 1512 teu. Length 167 m, 6,992 t. Deflagged from Liberia to Tuvalu for her last voyage as *Ismi*. Classification society Germanischer Lloyd. Built in 1993 in Emden (Germany) by Thyssen Nordseewerke. Detained in 2005 in Gwangyang (South Korea). Sold by her German owner Offen Reederei to the Indian Doehle Danautic India Pvt Ltd just prior her departure for demolition ... in Bangladesh. 430 \$ per ton.



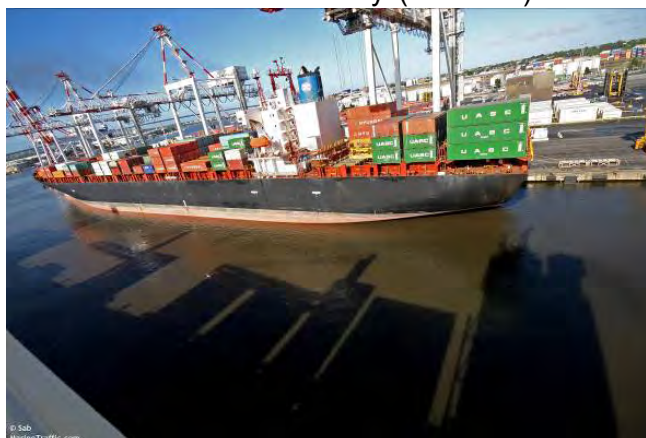
Santa Elena I (ex-MSC Johannesburg, ex-Santa Elena, ex-Maersk Rotterdam, ex-New York Senator, ex-Santa Elena). IMO 9113616. Container ship, 3467 teu. Length 246 m, 14,788 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Lubeck-Siems (Germany) by Flender. Owned by Reederei Claus-Peter Offen GmbH & Co (Germany). Sold for demolition in China en bloc with *Pos Hong Kong*. 425 \$ per ton.



Santa Monica (ex-NYK Seabreeze). IMO 9017020. Container ship, 3066 teu. Length 253 m, 15,913 t. United Kingdom flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mihara (Japan) by Koyo DY Co. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2011 in Fremantle and Port Botany (Australia). Sold for demolition in Bangladesh.



In Melbourne (Australia), November 2011 © Sab



SCI Pride (ex-*YM Milano*, ex-*MSC Pegasus*, ex-*Pegasus*, ex-*Maersk Livorno*, ex-*California Pegasus*, ex-*Yamaaki Maru*). IMO 8707355. Container ship, 3114 teu. Length 249 m, 14,943 t. Greek flag. Classification society Det Norske Veritas. Built in 1988 in Ariake (Japan) by Hitachi Zosen. Owned by Danaos Shipping (Greece). Sold for demolition in India where she arrives as *Pride*. 444 \$ per ton.



Sea Navigator (ex-*CMA CGM Maasai*, ex-*Indamex Mississippi*, ex-*Nauplius*, ex-*TNX Sprint*, ex-*Zim Brasil*, ex-*Energy*, ex-*Nauplius*). IMO 9101522. Container ship, 1388 teu. Length 167 m, 6,830 t. Deflagged from Liberia to Comoros for her last voyage as *Navigator*. Classification society Germanischer Lloyd. Built in 1995 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Martime Gesellschaft für Maritime Dienstleistungen mbH (Germany). Sold for demolition in India.



Sea Navigator arriving Cat Lai container terminal (Saigon-Vietnam), October 2006 © Alex Matevko

Seaways Venture (ex-*Contaz Istanbul*, ex-*Nordbeach*, ex-*Abidjan Star*, ex-*X-Press Mumbai*, ex-*Lanka Aruna*, ex-*Nordbeach*). IMO 8801369. Container ship, 1158 teu. Length 157 m, 6,648 t. Indian flag. Classification society Indian Register of Shipping. Built in 1991 in Wismar (Germany) by Mathias Thesen. Owned by Sabri Samirddhi (India). Detained in 2006 in Izmir (Turkey). Sold for demolition in Bangladesh.



Selma (ex-*Cala Pinard el Rio*, ex-*Nordpol*, ex-*Indamex Taj*, ex-*Abidjan Star II*, ex-*Nordpol*, ex-*TNX Mercury*, ex-*Nordpol*, ex-*San Marino*, ex-*Nordpol*). IMO 9057159. Container ship, 1354 teu. Length 166 m, 6,797 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by Rederiet Hansen & Lange A/S (Denmark). Detained in 2009 in Melbourne (Australia). Sold for demolition in India.



Singapore Trader (ex-*Eastern Glory*, ex-*Cape Arago*, ex-*Silver Sky*, ex-*Maersk Singapore*, ex-*Silver Sky*, ex-*Global Bahana*). IMO 9041174. Container ship, 1066 teu. Length 164 m, 5,130 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Wismar (Germany) by Mathias Thesen. Owned by Lomar Shipping Ltd (United Kingdom). Sold for demolition in India.



Sino West (ex-*Safmarine Concord*, ex-*Zoe Delmas*, ex-*Concord*, ex-*CMBT Concord*, ex-*Hansa Concord*, ex-*Pol East*, ex-*Ville de Mars*). IMO 8708543. Container ship, 1797 teu. Length 177 m. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Bremerhaven (Germany) by Seebeckwerft. Owned by Vasteast International (China). Sold for demolition in China



Stadt Berlin (ex-*Mekong Sapphire*, ex-*Sea Land Mexico*, ex-*Stadt Berlin*). IMO 9147203. Container ship, 1102. Length 146 m, 4,842 t. Pavillon Antigua-et-Barbuda. Classification society Germanischer Lloyd. Built in 1998 in Constanta (Romania) by Constanta SN. Owned by Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft mbH (Germany). Detained in 2011 in Puerto Cabello (Venezuela). Sold for demolition in China.



Stadt Hamburg (ex-CMA CGM Ivory, ex-Fas Gulf, ex-Stadt Hamburg, ex-Pelor, ex-Stadt Hamburg, ex-Cala Pilar, ex-Stadt Hamburg). IMO 9147198. Container ship, 1102 teu. Length 147 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1998 in Constanta (Romania) by Santierul Naval Constanta. Owned by Thien & Heyenga Bereederungs und Befrachtungsgesellschaft mbH (Germany). Detained in 2012 in Kolkata (India). Sold for demolition in Xiasha, China.



Sunset Bay (ex-Ningbo Star, ex-Cape Nati, ex-Tiger Island, ex-Sea Land Mediterranean, ex-Cape Nati). IMO 9134579. Container ship, 1504 teu. Length 175 m, 8,011 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Gdansk (Poland) by Gdanska Shipyard. Owned by NSC Schifffahrtsgesellschaft mbH & Cie KG (Germany). Detained in 1999 in Piraeus (Greece) and in 2003 in Hong Kong. Sold for demolition in China. 408 \$ per ton.



Tenora (ex-Terra Lumina, ex-La Linda). IMO 9060261. Container ship, 1304 teu. Length 184 m, 7,625 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Onishi (Japan) by Shin Kurushima. Owned by Victoria Oceanway (Greece). Sold for demolition in Bangladesh.



Van Amazonas (ex-CCNI Amazonas, ex-Concord Bridge). IMO 9172569. Container ship, 3484 teu. Length 275 m, 17,548 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Marugame (Japan) by Imabari. Owned by Northstar Ship Management Ltd (China). Sold for demolition in Bangladesh. 465 \$ per ton.

White Sea (ex-Rialto Bridge, ex-Safmarine Kimley, ex-Sea-Land Mistral). IMO 9125592. Container ship, 3681 teu. Length 245, 14,985 t. Deflagged from Malta to Togo for her last voyage. Classification society Germanischer Lloyd. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by NSB - Niederelbe Schifffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2000 in Rotterdam (Netherlands), in 2004 and 2005 in Naples (Italy), in 2007 in Port Said (Egypt) and in 2012 in Singapore. Sold for demolition in Bangladesh where she arrived as *Seal*.



Xin She Kou (ex-River Crystal, ex-Providence Bay). IMO 8026086. Container ship, 1944 teu. Length 216 m, 12,697 t. Chinese flag. Classification society China Classification Society. Built in 1983 in Emden (Germany) by Thyssen Nordseewerke. Owned by China Shipping Container Lines (China). Sold for an unknown destination of demolition.



Reefer

Al Moshtaree (ex-Linares, ex-Atlantic Universal). IMO 8211459. Reefer. Length 150 m, 8,489 t. Saudi Arabian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by London Ship Managers Ltd (United Kingdom). Detained in 2010 in Saint Petersburg. Sold for demolition in India.



Al Moshtaree in Storebælt (Denmark), May 2010 © Al Khobar

Da Bak Sol (ex-Pyongyang 813, ex-Shong Chong Gang). IMO 8882155. Reefer used as fish carrier. Length 131 m. North Korean flag. Classification society Korea Classification Society. Built in 1981 in North Korea by Bongdae Boiler Yard. Owned by Magnolia MGA Shipping (North Korea). Detained in 2002 in Hong Kong, in 2004 in Lianyungang (China), in 2006 in Bremen (Germany) and Bangkok (Thailand) and in 2012 in Natal (Brazil). Sold for demolition in Jiangyin, China.



Neerlandic. IMO 8411504. Reefer. Length 110 m. Antigua & Barbuda flag.



Classification society Bureau Veritas.



Built in 1985 in Waterhuizen (Netherlands) by Van Diepen. Owned by Thien & Heyenga Bereederungs (Germany). Detained in 2004 in Novorossiysk (Russia), in 2009 in Alexandria (Egypt), in 2009 in Larnaca (Cyprus) and in 2012 in Harlingen (Netherlands). Sold for demolition in Turkey.

Neerlandic in Emden (Germany), July 2009 © Rene Keuvelaar

Otomar Oshkahn. IMO 7306544. Reefer. Length 120 m, 4,289 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Gdansk (Poland) by Gdanska Lenina. Owned by Pacific Reefer Shipping Co (Russia). Sold for demolition in China.



Otomar Oshkahn, near Vladivostok (Russia), August 2012 © Vitali / Shipspotting

Tanker

Al Jibal (ex-Haekap Pusan, ex-Blue Ocean n°2). IMO 8214853. Tanker. Length 98 m, 2,324 t. Saudi Arabian flag. Classification society Bureau Veritas. Built in 1982 in Anan (Japan) by Shinhama Dockyard. Sold for demolition in Pakistan.

Basker Spirit (ex-Navion Basker, ex-Nordic Yukon, ex-Wilma Yukon, ex-Wilomi Yukon). IMO 9002386. Tanker. Length 244 m, 18,719 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Dalian (China) by Dalian New SB HI Co. Owned by Teekay Shipping (Canada). Sold for demolition in Bangladesh where she arrived as *Eros*.

Basker Spirit, berthed in Brisbane (Australia), May 2006 © Sinisa Aljinovic



Bebedouro. IMO 8503773. Fruit juice tanker. Length 148 m, 5,644 t. Liberian flag. Classification society American Bureau Of Shipping. Double hull ship built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Atlanship La Tour De Peilz (Switzerland). Sold for demolition in Turkey. 425 \$ per ton, a very unusual price in Turkey due to 422 t of stainless steel.



Bebedouro, April 2012, King Road, Avonmouth (United Kingdom) © Martin Pick

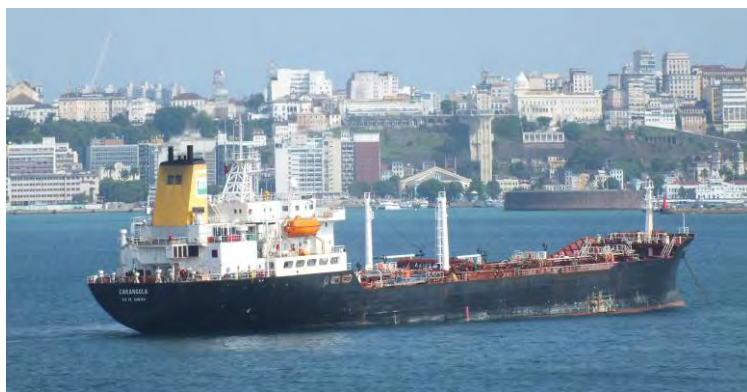
Bicas. IMO 8124008. Tanker. Length 243 m, 16,380 t. Brazilian flag. Classification society Lloyd's Shipping Register. Single hull ship built in 1985 in Rio de Janeiro (Brazil) by Ishibras. Owned by Petrobras (Brazil). Sold as is in Rio for demolition in Pakistan. 345 \$ per ton including 200 t of bunkers.

Candiota. IMO 8113451. Tanker. Length 161 m, 6,960 t. Deflagged from Brazil to Saint Kitts & Nevis for her last voyage as *Andiota*. Classification society Bureau Veritas. Built in 1990 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transpetro (Brazil). Sold for demolition in Pakistan.



February 2013, *Candiota - Andiota* being beached in Gadani (Pakistan) © Shahid

Capahuari (ex-Punta Angeles, ex-Lulu). IMO 8920359. Tanker. Length 180 m, 10,827 t. Deflagged from Peru to Tuvalu for her last voyage as *Huari*. Classification society Lloyd's Register of Shipping. Built in 1993 in Kherson (Ukraine) by Khersonskiy SZ. Sold by her Peruvian owner Transoceanica Naviera to a British Virgin Islands based ghost company, deflagged and renamed prior to her departure for demolition in Bangladesh.



Carangola. IMO 8113437. Tanker. Length 161 m, 6,936 t. Deflagged from Brazil to Tanzania for her last voyage as *Caran*. Classification society Bureau Veritas. Built in 1989 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transpetro (Brazil). Sold for demolition in Pakistan.

Carangola anchored off Salvador de Bahia (Brazil) November 2012 © Fábio Serra Werneck

Carioca. IMO 8200046. Tanker. Length 161 m, 6,767 t. Deflagged from Brazil to Saint Kitts & Nevis for her last voyage as *Arioca*. Classification society Bureau Veritas. Single hull ship built in 1986 in Rio de Janeiro (Brazil) by Caneco. Owned by Transpetro (Brazil). The only member of the Transpetro family to end up for demolition not in Pakistan but in India. See above *Candiota* and *Carangola* and [Ship-breaking.com # 30](#), p 17 *Caravelas*.



Carioca, in Rio de Janeiro (Brazil), July 2005 © Torleif Klokset

Da Qing 94. IMO 9019846. Tanker. Length 227 m. Chinese flag. Classification society China Classification Society. Single hull ship built in 1994 in Shanghai (China) by Hudong Shipyard. Owned by Ningbo Marine Company Ltd (China). Detained in 2001 in Mizushima (Japan). Sold for demolition in Jiangyin, China.



Faith IV (ex-Argo Asia). IMO 8316235. Tanker. Length 229 m, 12,982 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Mihara (Japan) by Koyo Dock. Owned by Link Marine (Singapore). Detained in 2001 in Dunkirk (France), in 2005 in Tees (United Kingdom) and in 2011 in Cochin (India). Sold for demolition in Pakistan. 435 \$ per ton.



Feng Lin Wan (ex-Maersk Virtue). IMO 8618164. Tanker. Length 243 m, 16,391 t. Chinese flag. Classification society China Classification Society. Double-sided ship built in 1988 in Chiba (Japan) by Mitsui. Owned by China Shipping Development (China). Sold for demolition in China. 396 \$ per ton.

Fort George. IMO 8800690. Tanker. Length 204 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Wallsend (United Kingdom) by Swan Hunter. Replenishment tanker of the Royal Navy. *Fort George* has been a helpless witness in the *Erika* disaster. On December 11th 1999, she was taking part in NATO manoeuvres. *Erika* had send her first MAYDAY at 2.08 PM. *Fort George* got in touch with the Maltese tanker at 2.50 PM and offered help but the *Erika's* master announced he had the situation under control, did not need assistance and cancelled his MAYDAY. The French Maritime Rescue Coordination Center (MRCC) were able to only partially hear the talks between *Fort George* and *Erika* but did not ask for additional details to the British vessel which did not contact the MRCC either. *Erika* has broken up in two parts during the night of 11-12 December 1999.



Fort George was sent to Mozambique to help with disaster relief work following devastating floods in May 2000, helped passengers of the Greek ferry *Express Samina* which had run aground and sunk during a storm in the Mediterranean in September 2000 and was involved in the largest ever drugs seizure to date by the Royal Navy in September 2009. Decommissioned in March 2011 and stripped of her stores, fixtures and fittings in Liverpool, she has been finally sold for demolition in Turkey.

Fort George arriving Willemstad (Netherlands Antilles), October 2009 © Cees Bustraan

G Glory (ex-Kaimon). IMO 9001368. Tanker VLCC. Length 323 m, 39,205 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Sasebo (Japan) by Sasebo H.I. Owned by Syncro Shipping Co Ltd (South Korea). Sold for demolition in Pakistan. 453 \$ per ton.



G. Glory in Yeosu (South Korea), October 2012

© Jojek / Vesseltracker

Hai Linh 06 (ex-Binh Minh 4, ex-Nha Trang 16, ex-Tan Binh, ex-Nisshin, ex-Tan Binh Nisshin, ex-Minx, ex-Wakayu Maru). IMO 7046508. Tanker. Length 94 m, 2,210 t. Vietnamese flag. Classification society Vietnam Shipping Register. Built in 1970 in Imabari (Japan) by Nishi Zosen. Owned by Hai Linh (Vietnam). Detained in 2008 in Zhuhai (China). Sold for demolition in India. 410 \$ per ton.



Hebei Genius (ex-United Gallant, ex-Granada Spirit, ex-Tito Tapias, ex-Aquitaine). IMO 8710326. Tanker. Length 269 m, 22,358 t. Hong Kong flag. Classification society China Classification Society. Double hull ship built in 1990 in Puerto Real (Spain) by AESA. Owned by HOSCO (China). Detained in 2003 in Singapore and in 2010 in Dampier (Australia). Sold for demolition in Bangladesh. 438 \$ per ton including 500 t of bunkers.



Jag Parwar (ex-Louise). IMO 8706820. Tanker. Length 175 m, 7,438 t. Indian flag. Classification society American Bureau of Shipping. Double-sided ship built in 1988 in Kudamatsu (Japan) by Kasado Dock. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan where she arrived as *Arwa*. 433 \$ per ton.



Gadani, April 30 2013 © Shahid



Kingsway (ex-Genmar Honour, ex-Erati). IMO 8902606. Tanker. Length 271 m, 23,104 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Setubal (Portugal) by Solisnor Estaleiros Navais. Owned by Tanker Pacific (Singapore). Sold for demolition in Pakistan.



Kingsway in Gadani, April 23rd 2013 © Shahid



Luzon Spirit. IMO 9017082. Tanker. Length 245 m, 16,834 t. Deflagged from Bahamas to Comoros for her last voyage as *Uzo*. Classification society American Bureau Of Shipping. Built in 1992 in Onomichi (Japan) by Onomichi Zosen. Owned by Teekay Shipping (Canada). Sold for demolition in Bangladesh.



© Nils Koch

Marlin (ex-Marlim, ex-AOG Marlin, ex-AOG-Marlin, ex-Difko Birtha, ex-Sitalouise, ex-Burwain Baltic, ex-Nordfarer). IMO 8420610. Tanker. Length 228 m, 14,910 t. Saint Kitts & Nevis flag. Classification society Det Norske Veritas. Built in 1987 in Copenhagen (Denmark) by Burmeister & Wain Skibsvaerft. Detained in 2012 in Port Elizabeth (South Africa). Sold by her Greek owner Prime Marine Management to the Indian Prayati Shipping a few months before her departure for demolition in India.



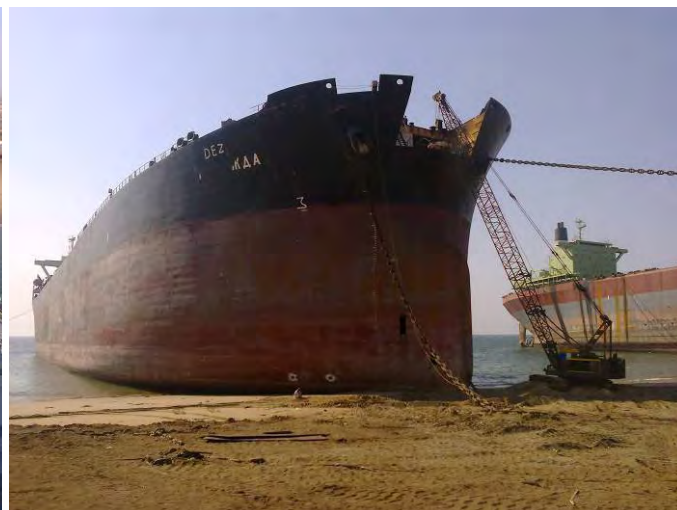
Mayfair (ex-Magdala). IMO 9077862. Tanker VLCC. Length 332 m, 42,703 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1995 in Okpo (South Korea) by Daewoo. Owned by Thome Ship Management Pte (Singapore). Sold for demolition in Pakistan. 448 \$ per ton.

Mayfair being demolished in Gadani (Pakistan)
© AJF Asadaf

Melodie (ex-Wawasan Murni, ex-Fearless, ex-Teodorico, ex-Osco Anne, ex-Osco Sun, ex-Bejaia, ex-Messiniaki Proodos). IMO 7389778. Tanker. Length 171 m, 7,210 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1977 in Oskarshamn (Sweden) by Oskarshamnsvarvet. Owned by Akron Trade & Transport (United Arab Emirates). Single hull tanker banned from transporting heavy fuel in European waters since January 2005. Sold for demolition in Pakistan.

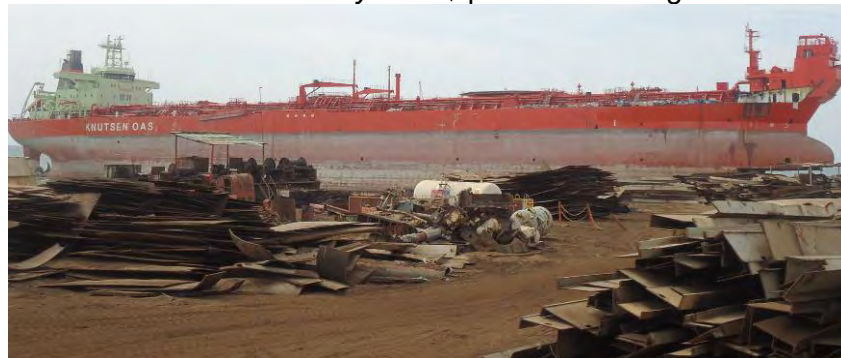


Nadezhda (ex-Almudaina). IMO 8915809. Tanker. Length 273 m, 24,512 t. Russian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1993 in Puerto Real (Spain) by AESA. Owned by Murmansk Shipping Co (Russia). Detained in 2008 in Quanzhou (China). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan where she arrived as *Dez*.



February 2013, *Nadezhda / Dez* being beached for demolition in Gadani (Pakistan) © Shahid

Nancy Knutsen. (ex-Natura) IMO 9020699. Tanker. Length 241 m, 15,232 t. Deflagged from Norway to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Turku (Finland) by Kvaerner Masa. Owned by Knutsen Oas Shipping (Norway). The ship was sold as is in China by her Norwegian owner to a British Virgin Islands based shell company and deflagged before being beached for demolition in Gadani as the Comorian *Fancy*. 436 \$ per ton including 500 t of bunkers.



« *Fancy Knutsen* », in Gadani (Pakistan) March 2013 © **Shahid**



Napa 1 (ex-Napa, ex-Napo). IMO 7925041. Tanker. Length 176 m, 8,040 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship built in 1981 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Shipmate Pte Ltd (Singapore). Detained in 2000 in Long Beach (United States) and in 2011 in Yantai (China). Sold for demolition in China. 392 \$ per ton.



National (ex-Dasman, ex-Satsuma). IMO 9046332. Tanker used as a floating storage. Length 332 m, 32,832 t. United Arab Emirates flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1993 in Tsu (Japan) by NKK. Owned by FAL Shipping (United Arab Emirates). Sold for demolition in Pakistan. 450 \$ per ton.

Niala (ex-Rala, ex-Charalabos A, ex-Stavanger Breeze, ex-Yuyo Breeze). IMO 8313128. Tanker. Length 181 m, 7,727 t. Togolese flag. Classification society Det Norske Veritas. Double-sided ship built in 1985 in Onomichi (Japan) by Onomichi Zosen. Owned by Tomini Ship Management (Pakistan). Detained in 2000 in Zhanjiang (China). Sold for demolition in Pakistan.



Omvati Prem (ex-Lochness). IMO 8719231. Tanker. Length 247 m, 18,599 t. Indian flag. Classification society Indian Register of Shipping. Double hull ship built in 1993 in Gdynia (Poland) by Gdynia Stocznia. Owned by Mercator Ltd (India). Detained in 2011 in Khark Island (Iran). Sold for demolition in Bangladesh. 442 \$ per ton.



Omvati Prem in New Mangalore (India), April 2012
© **Pete Roberts**

orkney Spirit (ex-Bona Spray). IMO 9038737. Tanker. Length 244 m, 16,476 t. Deflagged from Bahamas to Comoros for her last voyage as *Spirit*. Classification society Det Norske Veritas. Double hull ship built in 1993 in Tamano (Japan) by Mitsui. Owned by Teekay Shipping Corp (Canada). Detained in 2000 in Brindisi (Italy) and in 2011 in Geelong (Australia). Sold for demolition in Bangladesh. 442 \$ per ton including 800 t of bunkers.



Orkney Spirit entering Sydney port (Australia), July 2012 © Clyde Dickens

Papudo (ex-Antiparos). IMO 9045388. Tanker. Length 243 m, 15,969 t. Chilean flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Kerch (Ukraine) by Zaliv. Owned by Sociedad Nacional Maritima SA (Chile). Detained in 1998 in Quebec City (Canada). Sold as is in Chile for demolition in India. 341 \$ per ton.



Pratibha Warna (ex-Libra, ex-NOL Libra, ex-Neptune Libra). IMO 8700412. Tanker. Length 172 m, 8,281 t. Deflagged from India to Saint Kitts & Nevis for her last voyage as *Tony*. Classification society Bureau Veritas. Built in 1988 in Tadotsu (Japan) by Hashihama Zosen. Owned by Pratibha Shipping Co Ltd (India). Immobilized in Chennai. Sold for demolition in Pakistan where she was finally beached as *Asher*. See also p 7, "Welcome to Chennai Port, The Nightmare Before Scrapping".



The ex Indian *Pratibha Warna - Asher* in Gadani (Pakistan), April 23rd 2013 © Shahid

Providence (ex-Severomorsk, ex-Petroskald, ex-Oktella). IMO 7915826 Tanker. Length 167 m, 9,613 t. Nigerian flag. Classification society Russian Maritime Register of Shipping. Double bottom ship built in 1982 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Genesis Worldwide Shipping (Nigeria). Sold for demolition in India.



Queens Way (ex-Genmar Conqueror, ex-Inago). IMO 8902618. Tanker FSO. Length 271 m, 23,128 t. Liberian flag. Classification society American Bureau Of Shipping. Built in 1993 in Setubal (Portugal) by Solisnor. Owned by Tanker Pacific Offshore (Singapore). Detained in 2006 in Quanzho (China). Sold for demolition in Pakistan. 450 \$ per ton.



Remi (ex-*Vanguard Viking I*, ex-*Gaetano d'Alesio*, ex-*Wilomi Eira*). IMO 8901626. Tanker. Length 240 m, 16,760 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1991 in Dalian (China) by Dalian Shipyard. Owned by Eurotankers Inc (Greece). Sold for demolition in Bangladesh.



River 21 (ex-*River Venta*, ex-*Afrapearl*, ex-*NOL Pavo*, ex-*Neptune Pavo*). IMO 7929310. Tanker FSO (floating storage). Length 251 m, 13,960 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1981 in Kure (Japan) by Ishikawajima-Harima. Owned by Doehle Danautic India Pvt Ltd (India). Sold for demolition in Pakistan.



River Venta
September 2011, Luanda (Angola) © MarineTraffic



River 21
April 16, 2013, Gadani (Pakistan) © Shahid

Selin K (ex-*Celtic Wind*, ex-*Mirza*, ex-*Gelovani*, ex-*Marshal Gelovani*). IMO 8522640. Tanker. Length 179 m, 9,680 t. Turkish flag. Classification society Det Norske Veritas. Double hull ship built in 1986 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Anadolu Uluslararası (Turkey). Detained in 2003 in Novorossiysk (Russia). Sold for demolition in Turkey. 310 \$ per ton.



Chemical tanker



Namhae Pioneer II. IMO 9036557. Chemical tanker. Length 92 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Kure (Japan) by Imamura. Owned by HAS Management Co Ltd (South Korea). Sold for demolition in Jingjiang, China.



Namhae Pioneer II in Baoshan, Shanghai, (China), July 2010 © AAA / Shipspotting

Neoblue (ex-*Gaja Green*, ex-*Inge*, ex-*Toshiwa Maru*). IMO 8105545. Chemical tanker. Length 105 m, 2,281 t. South Korean flag. Classification society Korean Register of Shipping. Double hull ship built in 1981 in Imabari (Japan) by Asakawa. Owned by Greensco Corp (South Korea). Sold for demolition in China.

Oriental Swan (ex-*Sun Daisy*, ex-*Ocean Queen*, ex-*Sun Winner*, ex-*Highland Spirit*, ex-*Thalia*, ex-*Cape Spirit*, ex-*Stainless Mariner*, ex-*Shoun Venture*). IMO 8419063. Chemical tanker. Length 115 m. Sierra Leone flag. Classification society Sing Loyd. Built in 1985 in Hashihama (Japan) by Taihei Kogyo. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Detained in 2005 in Jiangyin (China). Sold for demolition in Xinhui, China.



Sulphur Global. IMO 9124938. Chemical tanker. Length 124 m, 3,667 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Akitsu (Japan) by Shin Kurushima. Owned by Daiichi Tanker Co Ltd (Japan). Detained in 2003 in Yokohama (Japan). Sold for demolition in India.

Gas tanker

BW Havlys (ex-*Bussewitz*). IMO 8105052. Gas tanker. Length 157 m, 7,220 t. Liberian flag. Classification society Germanischer Lloyd Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Owned by BW Gas A/S (Norway). Sold for demolition in Turkey.



BW Havlys at Brevik-bridge, Frierfjord (Norway), 23 January 2013 © Tomas Østberg-Jacobsen.

Donau (ex-*Gaz Nordsee*, ex-*Donau*). IMO 8414178. Gas tanker. Length 183 m, 13,059 t. Belgian flag. Classification society Bureau Veritas. Built in 1985 in Papenburg (Germany) by Jos.L.Meyer. Owned by Exmar Marine NV (Belgium). Sold for demolition in India.



Galeomma (ex-*Arzew*, ex-*El Paso Arzew*). IMO 7391202. Gas tanker. Length 289 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Newport News (United States) by Newport News Shipbuilding. Owned by Shell Tankers (United Kingdom). Sold for demolition in Youshan, China.



LNG Delta (ex-*Southern*, ex-*El Paso Southern*). IMO 7391197. Gas tanker. Length 288 m. Isle of Man flag. Classification society Bureau Veritas. Built in 1978 in Newport News (United States) by Newport News SB. Owned by Shell International Trading & Shipping Co Ltd - STASCO (United Kingdom). Sold for demolition in China.



Marigold (ex-*Formosagas n°3*, ex-*Gowell Gas*, ex-*Caribbean Venture*). IMO 8419805. Gas tanker. Length 107 m, 2,786 t. Thai flag. Classification society Bureau Veritas. Built in 1985 in Uwajima (Japan) by Miyoshi SB. Owned by Gold Ship Line Co Ltd (Thailand). Detained twice in 2000 in Nantong (China), in 2002 in Shanghai (China), in 2009 in Ulsan (South Korea), in 2010 in Gwangyang (South Korea), in 2011 in Maoming (China) and in 2012 in Gwangyang (South Korea). Sold for demolition in Bangladesh.



Yara Gas I (ex-*Hydrogas*, ex-*Este*). IMO 7711892. Gas tanker. Length 72 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1977 in Hamburg (Germany) by Norderwerft. Owned by Larvik Shipping AS (Norway). Sold for demolition in Denmark.



Yara Gas I in Vlissingen (Netherlands), March 2013 © Yazee / Shipspotting

Combinated carrier / OBO (Ore / Bulk / Ore)

Hua Di (ex-Pan Chinese n°1, ex-Gulf Riyad, ex-Probo Bear, ex-Probo Bangor). IMO 8405854. Combinated carrier (OBO). Length 183 m, 14,619 t. Panamanian flag. Classification society RINA. Double hull ship built in 1989 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Pan-Chinese Ocean Co Ltd (China). Detained in 2008 in Contrecoeur (Canada). Sold for demolition in China by Taizhou Weiye Scrapping & Rolling Co Ltd. 395 \$ per ton. Sistership of *Hua Wen* (see below), the ex-Probo Koala.



Hua Wen (ex-Hua Feng, ex-Gulf Jash, ex-Probo Koala, ex-Probo Baoning). IMO 8309816. Combinated carrier (OBO). Length 183 m, 14,389 t. Panamanian flag. Classification society RINA. Double hull ship built in 1989 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Pan-Chinese Ocean Co Ltd (China). Detained in 2004 in Vladivostok (Russia), in 2007 in Bandar Khomeini (Iran), in 2008 in Bremen (Germany) and in 2010 in Galveston (United States). In 2011 the ship is announced sold for demolition along with 4 of her sisterships. Robin des Bois alerted the Bangladeshi authorities and the ex *Probo Koala* is refused to enter the territorial waters. The ship is acquired by an Chinese shipowner and has devoted the end of her life to the transport of ore in Asia. In January 2013, endly, she arrived for demolition at Taizhou Weiye Scrapping & Rolling Co Ltd, upstream Shanghai, along with the last of her sistership, the *Hua Di*, ex-Probo-Bear. More about the saga of the PROBO family in the chapter The END of [Ship-breaking.com # 24](#) and the press release dated February 7th, 2013 « [The end of the Probo Koala](#) ».



Probo Koala, March 2006, Paldiski (Estonia)
© Joachim Sjoström



Hua Wen, Dinalungan Aurora (Philippines),
October 2012 © Bagong Aurora / Jason De Asis

Rip Hudner (ex-Sibonancy). IMO 9077111. Combinated carrier (OBO). Length 247 m, 16,825 t. Deflagged from Bahamas to Panama for her last voyage as *Sino 6*. Classification society Det Norske Veritas. Built in 1994 in Copenhagen (Denmark) by B & W Skibsvaerft. Owned by B+H - Equimar Singapore Pte Ltd Manager (Singapore). Sold for demolition in Pakistan. 431 \$ per ton.



Searose G (ex-Sibonata). IMO 9050096. Combinated carrier (OBO). Length 247 m, 16,825 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1994 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by B + H Equimar (Singapore). Sold for demolition in Pakistan. 435 \$ per ton.



March 26, 2013, Gadani © Shahid



Victory 8 (ex-*Alkman*, ex-*Front Hawk*, ex-*OBO Hawk*, ex-*Nor OBO 8*, ex-*Siksita*, ex-*Jaguar*). IMO 8106771. Combined carrier (OBO). Length 226 m, 13,781 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1985 in Imari (Japan) by Namura. Owned by Brother Marine Company Limited (Hong Kong, China). Detained in 2003 in Trieste (Italy). Sold for demolition in China. 400 \$ per ton.

Ro Ro

Al Hussein. IMO 8318116. Ro Ro. Length 117 m, 3,502 t. Egyptian flag. Classification society Germanischer Lloyd. Built in 1985 in Lübeck (Germany) by Schlichting Werft. Owned by Egyptian Navigation Co (Egypt). Detained in 2001 in Genoa (Italy), in 2006



in Koper (Slovenia), in 2007 in Ortona (Italy), in 2009 in Sète (France) and in 2012 in Mersin (Turkey). Sold for demolition in India. 410 \$ per ton.



Al Hussein berthed at Norte dock, Sagunto Port (Spain), January 2013 © Manuel Hernández Lafuente

Delfino Bianco (ex-*UND Transporter*, ex-*Stena Transporter*, ex-*Jasmine*). IMO 7525310. Ro Ro. Length 180 m, 6,894 t. Italian flag. Classification society RINA. Built in 1977 in Floro (Norway) by Ankerlokken Floro ; jumboized in 1989 and lengthened from 141 to 180 m. Owned by Armamento Sardo SRL (Italy). Sold as is in Italy for demolition in Turkey. 325 \$ per ton.



Cagliari (Italy), September 2007 © www.egidioferrighi.com



Delfino Grigio (ex-*UND Transfer*, ex-*Stena Transfer*, ex-*Lotus*). IMO 7525322. Ro Ro. Length 180 m, 6,894 t. Italian flag. Classification society RINA. Built in 1978 in Floro (Norway) by Ankerlokken Floro; jumboized in 1989 and lengthened from 141 to 180 m. Owned by Armamento Sardo SRL (Italy). Sold as is in Italy for demolition in Turkey. 325 \$ per ton.



Delfino Grigio in Marina Di Carrara (Italy), October 2012 © Maciek Gogalinski

Fesco Gavriil (ex-*Gavriil Kirdishchev*). IMO 7642493. Ro Ro. Length 140 m, 6,000 t. Marshall Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Saint Petersburg (Russia) by A.Zhdanov. Owned by FESCO (Russia). Sold for demolition in Jiangyin, China.



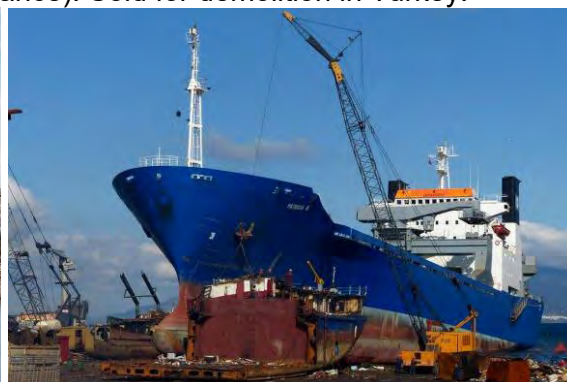
Fesco Gavriil, Yokohama (Japan), July 2010 © west-jp / Shipspotting

Hokkaido Maru. IMO 9206243. Ro Ro. Length 199 m. Deflagged from Japan to Tuvalu for her last voyage as *Hokkaido*. Classification society Nippon Kaiji Kyokai. Built in 1999 in Shimonoseki (Japan) by Mitsubishi. Owned by Kawasaki Kinkaikisen KK (Japan). Sold for demolition in Xinhui, China.

MN Eclipse (ex-*Sun Eclipse*, ex-*Bribir*). IMO 7702528. Ro Ro. Length 147 m. Deflagged from France to Panama for her last voyage to demolition as *Patricia B*. Classification society Bureau Veritas. Built in 1979 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Compagnie Morbihannaise et Nantaise de Navigation (France). Sold for demolition in Turkey.



MN Eclipse © Emmanuel Bonici - January 2013



Patricia B © Sélim Sam - February 2013

RG 1 (ex-*Kahleberg*). IMO 8306577. Ro Ro. Length 140 m, 6,267 t. Finnish flag. Classification society Germanischer Lloyd. Built in 1983 in Wismar (Germany) by Mathias Thesen. Owned by RG Line (Finland). Sold for demolition in Grenaa, Denmark, by Fornæs Ship Breaking Yard



RG 1 in Vaasa (Finland), December 2011 © Captain Ted

Saudi Abha. IMO 8121745. Ro Ro. Length 249 m, 18,665 t. Saudi Arabian flag. Classification society Det Norske Veritas. Built in 1983 in Malmö (Sweden) by Kockums MV. Owned by NSC SA – National Shipping Arabia (Saudi Arabia). Detained in 2011 in Mumbai (India). Sold as is in Mumbai for demolition in Alang, India where she arrived as *Abha*. 475 \$ per ton including 250 t of bunkers.



Saudi Diriyah. IMO 8121757. Ro Ro. Length 249 m, 18,665 t. Deflagged from Saudi Arabia to Saint Kitts & Nevis for her last voyage as *Diriyah*. Classification society Det Norske Veritas. Built in 1983 in Malmö (Sweden) by Kockums AB. Owned by NSC SA – National Shipping Arabia (Saudi Arabia). Detained in 2007 in Saint John (Canada) and in 2009 in Baltimore (United States). Sold as is in Mumbai for demolition in India. 465 \$ per ton including sufficient bunkers for the trip to Alang.



Seaboard Intrepid (ex-*Border*, ex- *Qatar Express*, ex-*RoRo Genova*). IMO 7820411. Ro Ro. Length 170 m, 9,040 t. Deflagged from Panama to Saint Kitts & Nevis for her last voyage as *Interboard*. Classification society Lloyd's Register of Shipping. Built by Société Métallurgique et navale Dunkerque-Normandie (Shipyard France-Dunkerque) for its shipping subsidiary Société Dunkerquoise d'Armement, and with Compagnie de Navigation d'Orbigny as ship manager. Commissioned in June 1980, she was chartered by the Italian Costa (which was then operating not only cruisehip but also freighters) and renamed *Roro Genova*. While waiting for the delivery of her sisterhip *Roro Manhattan*, she had been under-chartered for a few months to the Swedish-Finnish company Mideastcargo under the name *Qatar Express* (Europe/Middle-East). In January 1987, she was sold to the South African shipowner Unicorn Lines and became the Panamanian *Border* (coastal navigation in South Africa). She was sold once more in 1993 to the American group Seaboard which renamed her *Seaboard Intrepid* sailing the Panamanian flag (USA/Caribbean).



Seaboard Intrepid in Miami (United States), July 2008 © Jamie James

Her sister-ship, *Roro Manhattan*, commissioned in December 1980, had a parallel career : *Barrier* (Unicorn) in 1987 and *Seaboard Express* (Seaboard) in 1993. She was broken up in 2011. Owned by Seaboard Ship Management Inc (United States). Detained in 2012 in Cortes (Honduras). Sold as is in Freeport (Bahamas) for demolition in India. 308 \$ per ton including a large amount of bunkers.



Interboard, 11 April 2013, Suez canal © Bengt-Rune Inberg

Seaboard Victory (ex-*Seaboard Panama II*, ex-*Tana*, ex-*Seki Rodessa*). IMO 8200589. Ro Ro. Length 165 m, 9,114 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Seaboard Ship Management Inc (United States). Sold as is in Freeport (Bahamas) for demolition in India. 323 \$ per ton and an additional payment for bunkers.

Wloclawek. IMO 8302313. Ro Ro. Length 147 m, 7,656 t. Maltese flag.

Classification society Polish Register of Shipping. Built in 1989 in Gdynia (Poland) by Komuny Paryskiej shipyard. Owned by Pol-Euro Shipping Lines PLC-SA (Poland). Sold for demolition in India.



Wloclawek, Drapetsona (Greece), February 2011, © Evangelos Patsis

Bulk carrier

Achilles I (ex-*Achilles*, ex-*China Mountain*, ex-*Fortune Peace*, ex-*Lilas*, ex-*Iris*, ex-*Sanko Iris*). IMO 8308862. Bulk carrier. Length 185 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi Zosen. Owned by White Sea Navigation (Greece). Detained in 2012 in Rio Grande (Brazil). Sold for demolition in Jiangyin, China.



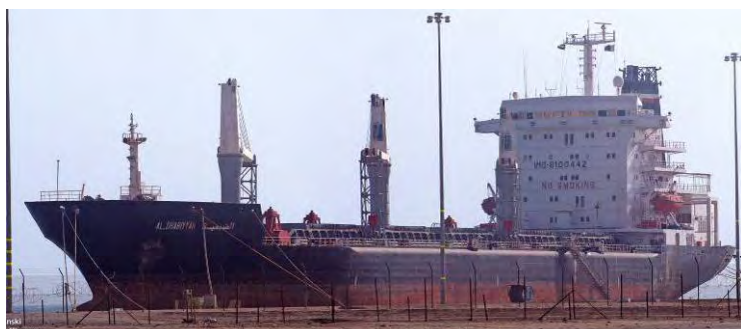
Aegean (ex-*Dynamize*, ex-*Iran Sadoughi*). IMO 8309634. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Hong Kong flag to Comoros for her last voyage as *Ocean 1*. Classification society Lloyd's Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Rahbaran Omid Darya Shipmanagement (Iran). Detained in 2000 in Kashima (Japan) and in 2008 in Vancouver (Canada). Sold for demolition in India.



Ahmed Junior I (ex-*Ahmad Junior 1*, ex-*Arkaan*, ex-*Global Adventure*, ex-*Cielo Bonita*, ex-*Geralia*). IMO 8222056. Bulk carrier. Length 160 m, 5,719 t. Deflagged from Panama to Comoros for her last voyage as *June*. Classification society Panama Marine Survey and Certification Services. Built in 1982 in Onishi, (Japan) by Shin Kurushima. Owned by Rayah Maritime Services Group (Syria). Detained in 2009 in Bangkok (Thailand) and Visakhapatnam (India), in 2010 in Motril (Spain) and in 2011 in Safi (Morocco). Sold for demolition in Mumbai, India.



Al Dhabbiyah. IMO 8100442. Built originally like her sistership *Arzanah* (see below), as a product tanker; both vessels were later converted into double hull bulk carriers and equipped with cranes in 2010 by the Turkish shipyard Gemak, in Tuzla, « to extend their useful life » pretended then their shipowner Abu Dhabi National Tanker Company (Adatco). They were notably used as sulphur ore carriers. Length 178 m, 9.940 t. Deflagged from United Arab Emirates to Comoros for her last voyage as *Abida*. Classification society Det Norske Veritas. Built in 1983 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Abu Dhabi National Tanker (United Arab Emirates). Sold for demolition in Pakistan.



Al Dhabbiyah in Abu Dhabi (United Arab Emirates), June 2012 ©T Sobanski



Abida in Gadani (Pakistan), April 2013 © Shahid

Al Qawiyyu (ex-Jin LI,ex-Neptune Sehinus). IMO 8103315. Bulk carrier. Length 187 m, 7,604 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Sea Lion Ship Management Private Ltd. (India). Sold for demolition in India. 426 \$ per ton including 200 t of bunkers.

Albus (ex-Armelle, ex-Libranave II). IMO 8126379. Bulk carrier. Length 166 m, 6,869 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Niteroi (Brazil) by CCN Maua. Owned by Ibus Denizcilik Ltd (Turkey). Detained in 2012 in Suez (Egypt). Sold for demolition in Bangladesh. 435 \$ per ton.



Alexis (ex-Bold Champion, ex-Linda K, ex-Ocean Crony). IMO 8107593. Bulk carrier. Length 183 m. Bahamian flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Tomasos Brothers (Greece). Detained in 2005 in Naples (Italy). Sold for demolition in Jiangyin, China.



Alfa Mare (ex-Pontoporos). IMO 8318609. Bulk carrier. Length 180 m, 6,602 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Muroran, (Japan) by Hakodate Dock. Owned by Perseas Shipping (Greece). Detained in 2002 in Bell Bay (Australia), in 2004 in Naples (Italy), in 2006 in Casablanca (Morocco) and in 2010 in Aliaga (Turkey). Sold for demolition in Jiangyin, China.



Alimar (ex-Amphyon, ex-Grischuna). IMO 8407890. Bulk carrier. Length 225 m, 11,150 t. Liberian flag. Classification society American Bureau Of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Ormos Compania Naviera SA (Greece). Detained in 2010 in Geelong (Australia). Sold for demolition in India.



Alma Ata. IMO 8513132. Bulk carrier. Length 249 m, 15,583 t. Turkish flag. Classification society American Bureau of Shipping. Built in 1999 in Pendik (Turkey) by Turkiye Gemi. Owned by Deniz Nakliyatı AS (Turkey). Detained in 2012 in Bilbao (Spain). Sold for demolition in India. 440 \$ per ton including 450 t of bunkers.



The Turkish bulk carrier *Alma Ata* in Hong Kong (China), September 2009. She will be broken up in Alang (India)
© Ivan Meshkov

Alwadi Algadeed (ex-Alwadi Al Gadeed). IMO 8309854. Bulk carrier. Length 164 m, 7,856 t. Deflagged from Egypt to Cook Islands for her last voyage as *Alkar*. Classification society Lloyd's Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Detained in 2001 in Bunbury (Australia), in 2007 in Gove Harbour (Australia), in 2010 in Donghae (South Korea) and in 2011 in Port Adelaide (Australia). Sold by her Egyptian shipowner to the Turkish Feniks Denizcilik Ltd Sti just prior to her departure for demolition in Bangladesh. 410 \$ per ton.



Anatoliy Lyapidevski. IMO 8416554. Bulk carrier. Length 162 m, 8,088 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Sold for demolition in Jiangyin, China.



Arzanah. IMO 8100454. Ex tanker converted into a bulk carrier (see *Al Dhabbiyah* above, her sistership). Length 178 m. Deflagged from United Arab Emirates to Comoros for her last voyage as *Arz*. Classification society Det Norske Veritas. Built in 1983 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Emirates Shipping Co LLC (United Arab Emirates). Sold for demolition in Pakistan.



Arzanah / Arz, 2013 © **Shahid**



Asphodel (ex-*Yamaska*, ex-*Vamand Wave*). IMO 8316467. Bulk carrier. Length 180 m, 6,352 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by Ocean Trust Co Ltd (Japan). Detained in 1999 in Thunder Bay (Canada), in 2000 in Antwerp (Belgium), in 2004 in Newcastle (Australia) and in 2006 in Ghent (Belgium). Sold for demolition in Bangladesh. 435 \$ per ton, including full spares, a bronze propeller and 200 t of bunkers.



Asphodel leaving Valencia (Spain), September 2012
© **Manuel Hernández Lafuente**



Atlas Sun (ex-*Oinoussian Strength*). IMO 8412106. Bulk carrier. Length 225 m, 11,214 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Doonam Shipping Co Ltd (South Korea). Detained in 2004 in Montoir (France) and in 2007 in Newcastle (Australia). Sold for demolition in China.



Attribute (ex-*Iran Dastghayb*). IMO 8309593. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Hong Kong to Comoros for her last voyage as *Blue*. Classification society Union Marine Classification Society. Built in



1984 in Okpo (South Korea) by Daewoo. Owned by Seereederei Baco-Liner GmbH (Germany). Detained in 2009 in Amsterdam (Netherlands). Sold for demolition in India.



Attribute, Rotterdam (Netherlands) July 2009 © **Bakker**.

Avramit (ex-BJ Queen, ex-Jupiter Charm, ex-Chap Bulker, ex-Cosmoway, ex-Ace Accord). IMO 8403143. Bulk carrier. Length 167 m, 5,613 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Ak Gemi Tasimacilik (Turkey). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.

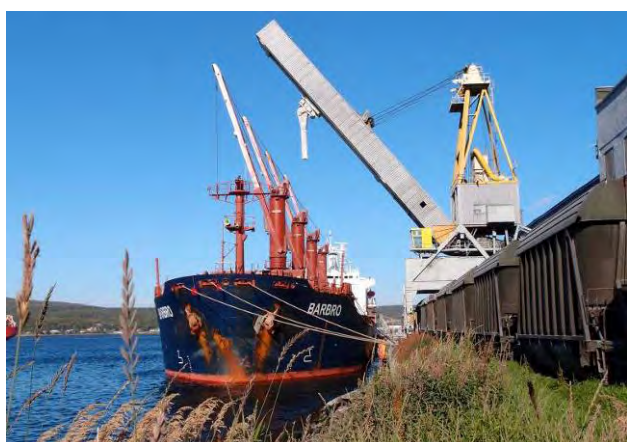


Avramit ready to leave Saint Petersburg (Russia)
© Bengt-Rune Inberg

Bao Chang Hai (ex-Castillon de San Juan, ex-Doceserra). IMO 8510922. Bulk carrier. Length 290 m, 23,571 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Fujian Guanhai Shipping Co Ltd (China). Detained in 2001 in Oita (Japan) and in 2002 in Dampier (Australia). Sold for demolition in Bangladesh. 430 \$ per ton.



Bao Jing Hai (ex-Castillo de San Jorge, ex-Docerio). IMO 8510910. Bulk carrier. Length 290 m, 23,888 t. Panamanian flag. Classification society RINA. Built in 1989 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Fujian Guanhai Shipping Co Ltd (China). Detained in 2001 in Glasgow (United Kingdom) and in 2006 in Gijon (Spain) and Hamburg (Germany). Sold for demolition in Bangladesh. 428 \$ per ton.



Barbro (ex-Alam Sejahtera, ex-Olympic Dignity). IMO 8307686. Bulk carrier. Length 183 m, 6,575 t. Maltese flag. Classification society American Bureau Of Shipping. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Franco Naviera (Greece). Detained in 2002 in Vancouver (Canada) and in 2008 in Rotterdam (Netherlands). Sold for demolition in India. 408 \$ per ton.



Barbro loading in bulk mineral fertilizers on the specialized terminal at Murmansk (Russia)
© Nikolay Fokin

Bet Commander (ex-Celigny, ex-Donau Ore, ex-Wah Shan). IMO 9006186. Bulk carrier. Length 270 m, 18,456 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1991 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Universal Overseas Shipmanagement (Singapore). Detained in 2007 in Aabenraa (Denmark), in 2009 in Newcastle (Australia) and in 2011 in Tarragona (Spain). Sold for demolition in Pakistan. 425 \$ per ton.



March 26, 2013 in Gadani © Shahid

Bogasari Lima (ex-Goldensari III). IMO 8114455. Bulk carrier. Length 192 m, 8,445 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Samudera Sukses Makmur (Indonesia). Detained in 2005 in Melbourne (Australia). Sold for demolition in Bangladesh.



Bogasari Lima lying at berth 27 in Port Adelaide's inner harbour (Australia), December 2011 © Pete Turner

Brigg (ex-Bright Eagle, ex-Ist, ex-Azucena, ex-Nymphae, ex-Nissho Maru). IMO 8024923. Bulk carrier. Length 160 m, 5,659 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by JSC Korablestroitel (Russia). Detained in 2011 in Rotterdam (Netherlands) and Bandar Abbas (Iran) and in 2012 in Gwangyang (South Korea). Sold for demolition in Bangladesh.



Brilliance (ex-Indomitable, ex-Pan Adangbay, ex-Mineral Osprey). IMO 8809373. Bulk carrier. Length 269 m, 17,739 t. Hong Kong flag. Classification society RINA. Built in 1990 in Ulsan (South Korea) by Hyundai. Tianjin Cosbulk Ship Management Co (China). Detained in 2011 in Gladstone (Australia). Sold for demolition in Bangladesh. 430 \$ per ton.



Chang Hang Jiang He (ex-Jin, ex-Jin Ji Ling). IMO 8415031. Bulk carrier. Length 164 m. Chinese flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Shanghai (China) by Jiangnan Shipyard. Owned by CSC Phoenix Co Ltd (China). Detained in 1998 in London (United Kingdom) and Kalundborg (Denmark), in 2000 in Novorossiysk (Russia) and in 2002 and 2003 in Hong Kong. Sold for demolition in China.



Countess C (ex-Maria N.M., ex-Maria No.M., ex-Monarch, ex-Multi-Purpose 2, ex-Kiukiang Career). IMO 8109113. Bulk carrier. Length 188 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Toyama (Japan) by Nipponkai. Owned by Way East Shipping (Taiwan). Detained in 2002 in Chennai (India) and Vancouver (Canada), in 2005 in Jiangyin (China), in 2006 in Cape Canaveral (United States), in 2010 in Cochin (India) and in 2011 in Zhenjiang (China). Sold for demolition in Jiangyin, China.



Doxa D (ex-Nea Doxa, ex-Alberta). IMO 8120741. Bulk carrier. Length 188 m, 6,894 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Baru Delta Maritime Inc (Greece). Detained in 2004 in Birkenhead (United Kingdom). Sold for demolition in Pakistan. 440 \$ per ton including 150 t of bunkers and full spares.



Doxa D, in Piraeus Greece, January 2013 just prior to her departure for scrapping in Pakistan. © Dennis Mortimer

Duhallow. IMO 9043469. Bulk carrier. Length 266 m, 16,035 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh. 415 \$ per ton.



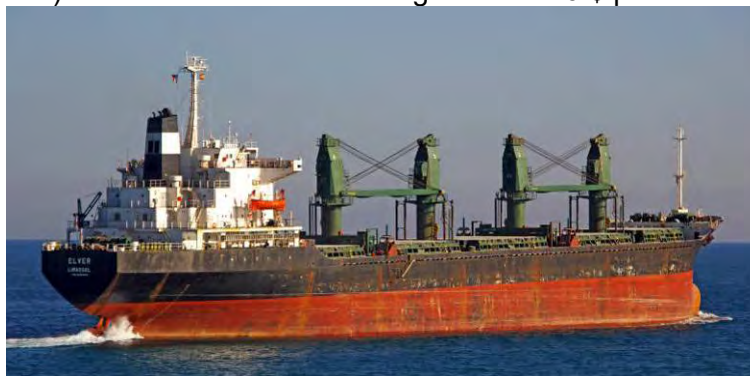
El Kef. IMO 8021139. Bulk carrier. Length 183 m, 6,824 t. Tunisian flag. Classification society Bureau Veritas. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Compagnie Tunisienne de Navigation-COTUNAV (Tunisia). Detained in 2007 in Tuapse (Russia) and in 2011 in Damietta (Egypt). Sold for demolition in India.



El Kef in Sfax (Tunisia), February 2012 © Yevgenii

Elleair Taio. IMO 8507224. Bulk carrier. Length 198 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oppama (Japan) by Sumitomo. Owned by Pegasus Maritime Co Ltd (Japan). Detained in 2007 in Belfast (United Kingdom) and in 2012 in Royal Portbury (United Kingdom). Sold for an unknown destination of demolition.

Elver (ex-*Cinchona*, ex-*Green Ocean*). IMO 8504698. Bulk carrier. Length 177 m, 7,402 t. Cyprus flag. Classification society Bureau Veritas. Built in 1985 in Saiki (Japan) by Usuki Tekkosho. Owned by Dalnave Navigation Inc (Italy). Detained in 2004 in Kwinana (Australia). Sold for demolition in Bangladesh. 420 \$ per ton.



Elver leaving Valencia (Spain), January 2012 © Manuel Hernández Lafuente

Energy (ex-*Ocean Energy*, ex-*Arteaga*). IMO 8716370. Bulk carrier. Length 275 m, 24,450 t. Saint Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Puerto Real (Spain) by AESA. Owned by PT Arpeni Pratama Ocean Line Tbk (Indonesia). Sold for demolition in Bangladesh.



F Duckling (ex-*First Jupiter*). IMO 9135042. Bulk carrier. Length 289 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Taiwan Maritime Company - TMT Co Ltd (Taiwan). Detained in 2008 in Newcastle (Australia). Sold for demolition in Xinhui, China.



Fareast Star (ex-*Union Confidence*, ex-*Clipper Dream*, ex-*Portoroz*). IMO 8207226. Bulk carrier. Length 152 m, 5,271 t. Saint Vincent & Grenadines flag. Classification society China Classification Society. Built in 1986 in Pula (Croatia) by Uljanik. Owned by Jiangsu Fareast Shipping Co Ltd (China). Sold for demolition in China. 380 \$ per ton.

FGM Admiral (ex-*FGM Europe*, ex-*Voyager II*, ex-*Myrto*, ex-*Batalion Czwartakow*). IMO 8313972. Bulk carrier. Length 195 m, 8,886 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by FGM Chartering (Greece). Detained in 2000 in Hull (United Kingdom), in 2010 in Piraeus (Greece) and in 2011 in Varna (Bulgaria) and Aqaba (Jordan). Sold for demolition in India. 412 \$ per ton.



FGM Admiral, Istanbul (Turkey), January 2012
© Zafer Deniz Akcabal

Flag Seaman (ex-*Oinoussian Seaman*). IMO 8412120. Bulk carrier. Length 225 m, 11,180 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Golden Union Shipping Co SA (Greece). Detained in 2005 in Dunkirk (France). Sold for demolition in Pakistan.



Free Sky (ex-*Great Ocean*, ex-*Ismini*, ex-*Kite*, ex-*London Enterprise*, ex-*Nestor*). IMO 8020288. Bulk carrier. Length 219 m. Panamanian flag. Classification society RINA. Built in 1983 in Chiba (Japan) by Mitsui. Owned by Five Ocean Maritime Services Co Ltd (China). Detained in 2001 in Québec (Canada) and in 2006 in Come by Chance (Canada). Sold for demolition in China.



Front Guider. IMO 9002740. Bulk carrier. Length 285 m, 23,509 t. Singapore flag.



Classification society Lloyd's Register of Shipping. Ex OBO built in 1991 in Okpo (South Korea) by Daewoo SB & HM. Owned by Frontline Management (Norway). Detained in 2001 in Trieste (Italy) and in 2010 in Tianjin (China). Sold for demolition in Bangladesh.

Front Guider port of Mangaratiba (Brazil), December 2011 © Cesar t. Neves

Fu Xiang (ex-*De Shan*, ex-*Iguana*, ex-*Millenium Leader*, ex-*LT Pragati*, ex-*Moleson*). IMO 8312710. Bulk carrier. Length 183 m, 7,609 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Jia Ming Shipping Management Co Ltd (China). Sold for demolition in Bangladesh. 410 \$ per ton.



Global Nature (ex-*Global Oji*) IMO 9157325. Bulk carrier. Length 200 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Maizuru (Japan) by Hitachi Zosen. Owned by NYK Line (Japan). Sold for demolition in Turkey.

Globe Bright (ex-*Vitatrader*, ex-*NOL Altair*, ex-*Neptune Altair*). IMO 8103482. Bulk carrier. Length 225 m, 10,412 t. Hong Kong flag. Classification society RINA. Built in 1983 in Oppama (Japan) by Sumitomo HI. Owned by COSCO (China). Sold for demolition in Jiaojiang, China. 390 \$ per ton.

Green Ocean (ex-Jin Ocean 1, ex-Santa Maria I, ex-Anny P, ex-Amapola, ex-Asuka). IMO 8402967. Bulk carrier. Length 230 m, 11,953 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 2008 in Tianjin (China) and in 2012 in Guangzhou (China). Sold for demolition in China. 390 \$ per ton.



Guloya (ex-Red Moon, ex-Captain Daniel, ex-Rognes, ex-General Aquino, ex-Rognes). IMO 7382718. Bulk carrier. Length 104 m. Moldovan flag. Classification society Turk Loydu. Built in 1972 in Haugesund (Norway) by Lothe. Owned by Gokalp Denizcilik Sanayi (Turkey). Detained in 2001 in Larvik (Norway), in 2002 in Cardiff (United Kingdom), in 2005 in Samsun (Turkey), in 2007 in Augusta (Italy), in 2008 in Alicante (Spain), Palma de Mallorca (Spain) and Pozzalo (Italy) and in 2009 in Sevastopol (Ukraine). Sold for demolition in Turkey.



Guoyuan 5 (ex-Chios Gem, ex-Alpha Gemini, ex-Ios). IMO 8401377. Bulk carrier. Length 221 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Shanghai Fujian Guohang Ocean Shipmanagement Co Ltd (China). Sold for demolition in Xinhui, China.

Haci Ali Sari (ex-Santa Maria, ex-Kyzikos, ex-Korean Topaz). IMO 7720738. Bulk carrier. Length 151 m, 5,287 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by T & O Denizcilik Ltd Sti (Turkey). Detained in 2008 in Monfalcone (Italy) in 2010 in Nikolayev (Ukraine). Sold for demolition in India. 417 \$ per ton.



Hai Chang (ex-Jag Roopa, ex-Rubin Lotus, ex-Nova Eagle). IMO 8410562. Bulk carrier. Length 188 m, 7,333 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Ocean Longevity Shipping (Hong Kong, China). Detained in 1999 in San Francisco (United States). Sold for demolition in China. 390 \$ per ton.



Hai Chang, in Santiago de Cuba, October 2004 © Billy / Marinetraffic

Haina (ex-Star Beta, ex-B Duckling, ex-Hebei Angel, ex-Redestos, ex-La Sierra, ex-Capira, ex-Jean LD). IMO 8800406. Bulk carrier. Length 282 m, 24,308 t. Deflagged from Hong Kong to Saint Kitts & Nevis for her last voyage. Classification society RINA. Built in 1993 in Gdynia (Poland) by Gdynia Stocznia. Owned by Goodway Transportation (Hong Kong). Sold as is in China for demolition in Bangladesh. 408 \$ per ton including 230 t of bunkers.



Hangang Elite (ex-Skyway, ex-Genmar Spartiate, ex-Bruce Smart). IMO 8902656. Tanker converted into an ore carrier in 2006. Length 298 m, 25,328 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Rio de Janeiro (Brazil) by Ishibras. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in Pakistan. 448 \$ per ton.



Hangang Elite, April 23, 2013 © Shahid

Hao Da (ex-Ileana, ex-General Berling). IMO 8325884. Bulk carrier. Length 199 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Hebei Shipping Co Ltd (China). Detained in 2000 in Newcastle (United Kingdom) and in 2001 in Ghent (Belgium). Sold for demolition in China.



Haydar (ex-Virginia, ex-Caledonia, ex-South Champion, ex-Asian Progress, ex-Pacific Peace). IMO 7930682. Bulk carrier. Length 224 m, 11,796 t. Turkish flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Denak Shipmanagement (Turkey). Detained in 1997 in Vlaardingen (Netherlands) and in 2010 in Xiamen (China). Sold for demolition in India. 425 \$ per ton including 400 t of bunkers.



Haydar, on the Mississippi river, January 2012
© Captain Ted

Heron (ex-Reliance Trader, ex-Sanko Reliance). IMO 8316297. Bulk carrier. Length 188 m, 7,324 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Ranger Marine SA (Greece). Detained in 2005 in Iskenderun (Turkey) and in 2010 in Izmit (Turkey). Sold for demolition in Bangladesh. 415 \$ per ton.



Hua Fa (ex-Ocean Comfort, ex-Seta Maru) IMO 9032070. Bulk carrier. Length 270 m, 18,486 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Shenyue Shipmanagement (China). Detained in 2003 and 2005 in Tees (United Kingdom), in 2007 in Dampier (Australia) and in 2012 in Gladstone (Australia). Sold for demolition in Bangladesh. 425 \$ per ton.



Hua Jian (ex-Kanin, ex-AI Naseer). IMO 8128705. Bulk carrier. Length 191 m. Chinese flag. Classification society Germanischer Lloyd. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Fujian Shipping Co (China). Sold for demolition in Jiangyin, China.

Hua Jin Bin (ex-Gem Of Aqaba, ex-Heraklia, ex-Ayiassos). IMO 8018194. Bulk carrier. Length 225 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Tsurumi (Japan) by Nippon Kokan. Owned by Hua Hai Shipping (China). Sold for demolition in Jiangyin, China.



Hua Tu (ex-Bulk Leher, ex-Bulk Ispat Leher, ex-Aberous). IMO 9035785. Bulk carrier. Length 270 m, 18,431 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Shanghai Shenyue Ship Management Co Ltd (China). Sold for demolition in Bangladesh. 437 \$ per ton.

The Panamanian *Hua Tu*, ex Liberian *Bulk Leher*, in Qingdao (China) ©Tafu Hung

Hyundai Continental. IMO 8517918. Bulk carrier. Length 309 m, 25,571 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in South Korea for demolition in Bangladesh where she arrived as *Daz*. 423 \$ per ton including 240 t of bunkers.



Hyundai Continental, off Geoje Do (South Korea), February 24th 2013 ©Tykemariner

Iron Monger 8 (ex-Tassels, ex-Maria Laura). IMO 8908753. Bulk carrier. Length 232 m. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Oppama (Japan) by Sumitomo. Owned by TMT Co Ltd (Taiwan). Detained in 2005 in Mangalore (India) and in 2012 in Port Headland (Australia). Sold for demolition in Xinhui, China.



Jade Sky (ex-Spar Garnet, ex-Federal Vigra, ex-Mary Anne). IMO 8319548. Bulk carrier. Length 180 m. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Sasebo (Japan) by Sasebo HI. Owned by Tarponship (Monaco). Detained in 2003 in Terneuzen (Netherlands). Sold for demolition in Jiangyin, China.



Jin Bin (ex-Sider Bay, ex-Atlantic Lord, ex-Lord Citrine). IMO 8402852. Bulk carrier. Length 158 m, 5,533 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Govan (United Kingdom) by Govan. Owned by Fusco (China). Detained in 1998 in Swinoujscie (Poland). Sold for demolition in China by Saiqi Fuan Shipyards.



Jin Ming (ex-Joviality) IMO 8106434. Bulk carrier. Length 193 m, 9,741 t. Panamanian flag. Classification society RINA. Built in 1982 in Sasebo (Japan) by Sasebo H.I.. Owned by Jieheng Shipping Co Ltd (China). Detained in 2013 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.



Jin Ming anchored in Padang, Teluk Bayur (Indonesia), January 2012 © **Angga Nugraha**

Jing Ye (ex-Xin Hua Men, ex-Free Beta, ex-Rita d'Amato, ex-Bulktrieste, ex-Century Progres). IMO 8217374. Bulk carrier. Length 255 m, 10,420 t. Panamanian flag. Classification society International Register Of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Hongyuan Marine Co Ltd (China). Detained in 2001 in Dampier (Australia). Sold for demolition in China.



Judi Alamar (ex-Swift Spindrift, ex-J.Fortune, ex-Top Concord, ex-Starlight Success, ex-Amistad). IMO 8222018. Bulk carrier. Length 151 m, 5,191 t. Belizean flag. Classification society Bulgarski Koraben Registar. Built in 1984 in Hakata (Japan) by Watanabe Zosen. Owned by Judi Group JKM (Lebanon). Detained in 2011 in Bordeaux (France). Sold for demolition in India. 408 \$ per ton.



Judi Alamar, in Durban (South Africa), 24 December 2012 © **Paul Buchel**



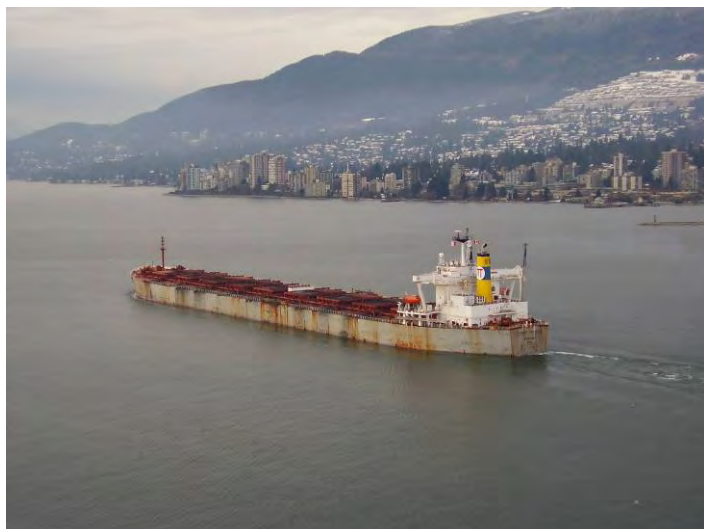
Kai Bao (ex-Agios Minas, ex-Chios Charity, ex-Nordic Moor, ex-Federal Nord, ex-Capetan Yiannis, ex-Violetta). IMO 8004155. Bulk carrier. Length 180 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by Kaili Shipping (Hong Kong, China). Detained in 1999 in Toronto (Canada), in 2004 in Trieste (Italy) and Corpus Christi (United States), in 2008 in New Orleans (United States), in 2010 in Galveston (United States) and in 2012 in Xiamen (China). Sold for demolition in China in Zhangjiagang.



Kai Long (ex-Kai Loh, ex-Norsul Recife, ex-Rio Apa, ex-Oceano Rio). IMO 8204822. Bulk carrier. Length 190 m. Panamanian flag. Classification society Panama Maritime Documentation Service. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Kaili Shipping (China). Sold for demolition in China in Jingjiang.



Kai Shun (ex-*Kai Ship*, ex-*Chios Voyager*, ex-*Elpida*, ex-*Chios Sailor*, ex-*Grant Carrier*, ex-*Radnik*). IMO 8203476. Bulk carrier. Length 188 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Kaili Shipping (China). Detained in 2004 in Quebec City (Canada) and Ghent (Belgium), in 2005 in Montreal (Canada), in 2008 in Mersin (Turkey) and in 2010 in New Orleans (United States). Sold for demolition in Jiangyin, China.



Keros Warrior (ex-*Cape Lila*, ex-*Lain*, ex-*Emlain*). IMO 8718146. Bulk carrier. Length 270 m, 18,452 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Polembros Shipping Ltd (Greece). Detained in 2004 in Newcastle (Australia) and in 2007 in Kdz Eregli, (Turkey). Sold for demolition in India. 435 \$ per ton.



Keros Warrior sails into Vancouver's English Bay (Canada), en route to sea and laden with coal, December 2006 © Neil England

Khaled Muhieddine K (ex-*Royal Crown*, ex-*Johnny L*, ex-*John L*, ex-*Flora*). IMO 8105650. Bulk carrier. Length 160 m, 5,681 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by Damak Maritime Co (Syria). Detained in 2006 in Durban (South Africa), in 2007 in Mangalore (India), in 2008 in Novorossiysk (Russia) and in 2012 in Suez (Egypt). Sold for demolition in India.



Kind Fountain (ex-*Pantanassa*, ex-*Anangel Honesty*, ex-*Orient Express*, ex-*Unkai Maru*). IMO 8216758. Bulk carrier. Length 182 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Muroran (Japan) by Hakodate Dock. Owned by Kind Faith Shipping Co Ltd (China). Detained in 2005 in Singapore and in 2006 in Saint Petersburg (Russia). Sold for demolition in China.



Kosnitsa. IMO 8325901. Bulk carrier. Length 185 m, 7,755 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2004 in Kdz Eregli (Turkey), in 2006 in Koper (Slovenia) and in 2008 in Castellon de la Plana (Spain). Sold for demolition in India. 417 \$ per ton.



The Bulgarian *Kosnitsa* in Gdansk (Poland), July 2012 © Włodzimierz Krol

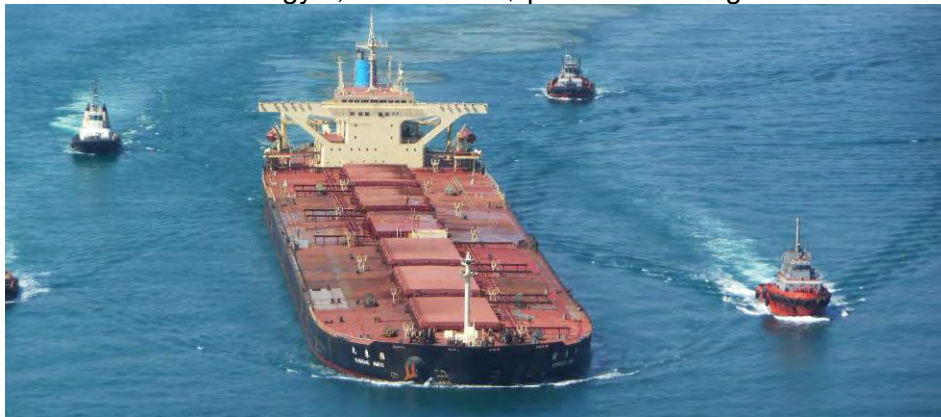
Kostas N (ex-Spar Two, ex-Menina Barbara). IMO 8210077. Bulk carrier. Length 190 m, 9,182 t. Saint Vincent & Grenadines flag. Classification society International Register of Shipping. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Jessy Shipping Co Ltd (Russia). Detained in 2009 in Yingkou (China), in 2011 in Bandar Abbas (Iran), in 2012 in Haldia (India), in 2012 in Vanino (Russia), in 2012 in Donghae (South Korea). Sold for demolition in India. 419 \$ per ton.



Krairatch Dignity (ex-Med Dignity, ex-Sir Nicholas, ex-Aries Sb, ex-Iron City, ex-Explorer). IMO 8307739. Bulk carrier. Length 188 m, 8,528 t. Deflagged from Thailand to Saint Kitts & Nevis for her last voyage as *Dignity*. No classification society according to her latest Port State Control. Built in 1984 in Toyama (Japan) by Nipponkai HI. Owned by Top Siam Marine 3 Co Ltd (Thailand). Detained in 2002 in Port Adelaide (Australia), in 2005 in La Spezia (Italy), in 2006 in Liverpool (United Kingdom), in 2007 in Aqaba (Jordan), in 2008 in Los Vilos (Chili). Sold for demolition in India. 425 \$ per ton.



Kunisaki Maru. IMO 8607737. Ore carrier. Length 325 m, 29,263 t. Deflagged from Japan to Panama for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1985 in Ariake (Japan) by Hitachi. Owned by NS United Marine (Japan). Detained in 2010 in Port Walcott (Australia). Sold for demolition in Jiangyin, China. 410 \$ per ton including 500 t of bunkers.



Kunisaki Maru, Port Headland (Australia), loaded with iron ore, August 2007 © tropic maritime photos, Australia

Larch 1 (ex-Rotterdam Trader, ex-Forest Pioneer). IMO 9155080. Bulk carrier. Length 218 m, 11,385 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Wallem Commercial Services (Hong Kong). Sold as is in Shanghai for demolition in Jiangyin, China. 390 \$ per ton.

Leonidas Warrior (ex-Med Sea, ex-River Spirit). IMO 8612275. Bulk carrier. Length 290 m, 22,546 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Polembros Shipping Ltd (Greece). Sold for demolition in Bangladesh. 432 \$ per ton.



Leonidas Warrior, port of Santos (Brazil), January 2011 © Sergio Furtado

Leopard B (ex-Melpomeni, ex-Island Sky). IMO 7501326. Bulk carrier. Length 156 m, 5,107 t. Panamanian flag. Classification society International Register of Shipping. Built in 1976 in Mukaishima (Japan) by Hitachi. Owned by Alfamarine Shipping Co Ltd (Lebanon). Sold for demolition in India. 418 \$ per ton.



Leros (ex-Highland Effort, ex-Western Key, ex-Belisland, ex-Belnippon). IMO 8300523. Bulk carrier. Length 188 m, 8,412 t. Deflagged from Malta to Saint Kitts & Nevis for her last voyage as *Eros*. Classification society Det Norske Veritas. Built in 1985 in Mihara (Japan) by Koyo Dock. Detained in 2009 in Gemlik (Turkey) and in 2012 in Rio Grande (Brazil). Sold by her Greek owner Ikarus Marine Ltd to the Indian Hermes Maritime Services pvt just prior to her departure for demolition ... in Bangladesh.



Li Xiao (ex-Sunrise 86, ex-Golden Win, ex-Abra, ex-Arbar, ex-Kappa Unity, ex-Grand Unity, ex-Great Jade, ex-Huangpu Career). IMO 8020939. Bulk carrier. Length 161 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by Shanghai Shenyue Ship Management Co (China). Detained in 2006 in Paradip (India), in 2007 in Tianjin (China), in 2008 in Rizhao (China), in 2009 twice in Shenzhen (China), in 2011 in Kakinada (India) and in 2012 in Zhangjiagang (China). Sold for demolition in China.



Liberty Spirit (ex-Altair). IMO 8500549. Bulk carrier. Length 224 m, 11,311t. Deflagged from United States to Marshall Islands for her last voyage. Classification society American Bureau of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Liberty Maritime Corp (United States). Sold for demolition in India. 435 \$ per ton.

Liberty Sun (ex-Aspen). IMO 8500551. Bulk carrier. Length 225 m, 11,132 t. Deflagged from United States to Marshall Islands for her last voyage. Classification society American Bureau Of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Liberty Maritime Corp (United States). Sold for demolition in Jiangyin, China. 413 \$ per ton.



Liberty Spirit, Portland, Oregon (United States), May 2012 © Manuel Constantin

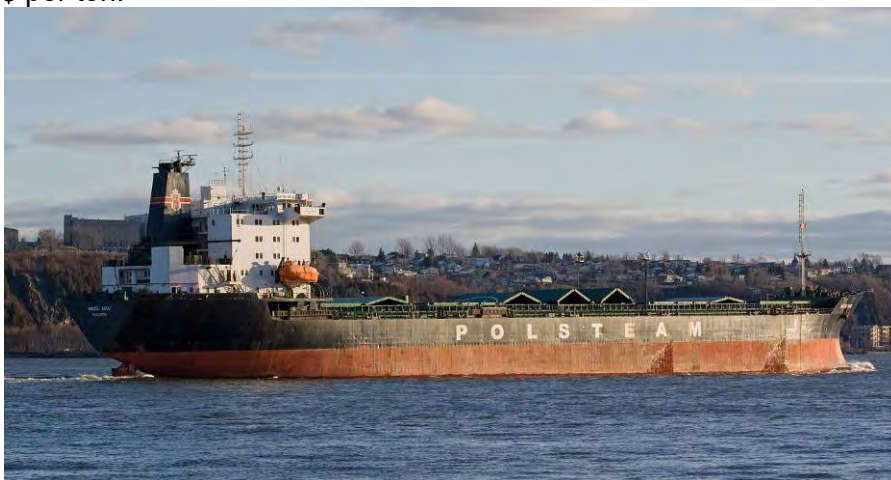
Lok Prem. IMO 8126771. Bulk carrier. Length 185 m, 7,411 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Visakhapatnam (India) by Hindustan. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in India.

Lucky Dragon (ex-Kletoneos, ex-Helen, ex-Vigor, ex-Michele Iuliano). IMO 8506476. Bulk carrier. Length 225 m, 11,025 t. Panamanian flag. Classification society RINA. Built in 1987 in Castellammare (Italy) by Fincantieri Italiani. Owned by Brother Marine Co Ltd (China). Detained in 2003 in Vancouver (Canada) and in 2007 in Ghent (Belgium). Sold for demolition in China.



Luminous Orion (ex-Hokuetsu Delight). IMO 9167370. Bulk carrier. Length 202 m, 10,204 t. Deflagged from Philippines to Panama for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Fairmont Shipping (Canada). Sold for demolition in China. 408 ou 391 \$ per ton.

Maciej Rataj. IMO 8219322. Bulk carrier. Length 195 m, 8,420 t. Maltese flag. Classification society Polish Register of Shipping. Built in 1985 in Szczecin (Poland) by Stocznia Szczecinska Nowa. Owned by Polska Zegluga Morska - POLSTEAM (Poland). Detained in 2012 in Novorossiysk. Sold for demolition in Bangladesh. 428 \$ per ton.



Maciej Ratej upbound on the St-Lawrence River near Quebec City (Canada), November 2011 © Steve Geronazzo

Major Hubal. IMO 8219310. Bulk carrier. Length 195 m, 8,470 t. Maltese flag. Classification society Polish Register of Shipping. Built in 1985 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Polska Zegluga Morska - Polsteam (Poland). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in India. 407 \$ per ton.



Med Green (ex-Jianmao 18, ex-Nikolaos P, ex-Tamasos, ex-Star King, ex-Ocean King). IMO 8026684. Bulk carrier. Length 198 m, 7,835 t. Panamanian flag. Classification society RINA. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Seadar Shipmanagement (Greece). Detained in 2010 in Vungtau (Vietnam) and in 2011 à Tekirdag (Turkey). Sold for demolition in India. 412 \$ per ton.



Mega Progress (ex-Harmonic Progress, ex-Nicholas Smile, ex-Orange Phoenix). IMO 8501684. Bulk carrier. Length 225 m, 9,759 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by Panstar Shipping (South Korea). Detained in 2003 in Shenzen (China) and in 2012 in Ningbo (China). Sold for demolition in Xinhui, China. 415 \$ per ton including 250 t of bunkers.



Mitec (ex-Stellar Dream). IMO 9000431. Bulk carrier. Length 200 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition in China. 312 \$ per ton.

Mustikawati (ex-Maersk Mostoles, ex-Mostoles, ex-Viator). IMO 8006921. OBO briefly converted into a water tanker from 1996 to 1998 then into a bulk carrier in 2006. Length 243 m, 17,366 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1981 in Vegesack (Germany) by Bremer Vulkan. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2007 in Bandar Abbas (Iran) and Zhenjiang (China). Sold for demolition in Bangladesh.



Nikat (ex-Sea Fortune, ex-Asian Fortune, ex-Theofano Livanos). IMO 8114429. Bulk carrier. Length 193 m, 8,730 t. Pavillon .Malta. Classification society Russian Maritime Register of Shipping Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Nane Shipping Management SA (Greece). Sold for demolition in China. 406 \$ per ton.



Nina P (ex-*Great Sea*, ex-*Vinashin Silver*, ex-*Erikousa*, ex-*Erikousa Wave*). IMO 8112988. Bulk carrier. Length 183 m, 6,554 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Sevilla (Spain) by Ast Espanoles (AESAs). Owned by JED Shipping & Trading Management SA (Greece). Detained in 2000 in Saint Petersburg (Russia) and Quebec City (Canada), in 2001 in Brunsbuttel (Germany), in 2005 in Lisbon (Portugal) and in 2007 in Bilbao (Spain) . Sold for demolition in Bangladesh.



Nina P in Koh Si Chang transshipment area (Thailand) September 2010 © Geir Vinnes

Ocean Triumph (ex-*ZSQ Star*, ex-*Syriotissa*, ex-*Rio Assu*, ex-*Jupiter*). IMO 8204834. Bulk carrier. Length 191 m, 8,473 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Ocean Triumph Shipping Ltd (Greece). Detained in 2000 in Ghent (Belgium), in 2003 in New Orleans (United States) and in 2011 in Aliaga (Turkey). Sold for demolition in India. 422 \$ per ton.



Ormond. IMO 8408387. Bulk carrier. Length 300 m, 23,334 t. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh. 425 \$ per ton.



OSM Arena (ex-*World*, ex-*Ocean Friend*, ex-*Prosperity*, ex-*Jag Raksha*, ex-*Sea Prosper*, ex-*New Prosper*). IMO 8411334. Bulk carrier. Length 190 m, 8,920 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Marugame (Japan) by Imabari Shipbuilding. Owned by Ocean Success Maritime Co Ltd (South Korea). Detained in 2000 in Niihama (Japan), in 2004 in Rotterdam (Netherlands) and in 2008 in Gladstone (Australia). Sold for demolition in India.







See also the chapter "Welcome to Chennai Port, The Nightmare Before Scrapping" p 7.

Pacific Banghu (ex-*Salinthip Naree*, ex-*Plover*, ex-*Cosmos*). IMO 8202551. Bulk carrier. Length 152 m, 5,307 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Kochi (Japan) by Shin Yamamoto. Owned by Pacific King Shipmanagement Pte Ltd (Singapore). Detained in 1999 in Baie Comeau (Canada), in 2007 in Cardiff (United Kingdom), in 2009 in Bandar Abbas (Iran) and Guangzhou (China), in 2010 in Bandar Abbas again, in 2012 in Guangzhou again and in 2013 in Zhangjiagang (China). Sold for demolition in China. 391 \$ per ton.



Pantea (ex-*Iran ADL*, ex-*World Fraternity*). IMO 8108559. Bulk carrier. Length 186 m, 7,842 t. Deflagged from Iran to Comoros for her last voyage as *Krutika*. Classification society Lloyd's Register of Shipping. Built in 1983 in Shanghai (China) by Hudong Shipyard. Owned by Iran Shipping Lines - IRISL (Iran). Sold for demolition in India.


Pioneer II (ex-Taxiarchis Sierra, ex-Neptune Jacinth, ex-Green Master). IMO 8413526. Bulk carrier. Length 152 m, 4,701 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kochi (Japan) by Shin Yamamoto. Owned by Glory Ship Management (Singapore). Detained in 2000 in Yokohama (Japan), in 2004 in Montreal (Canada), in 2006 in Houston (United States) and in 2010 in Lianyungang (China). Sold for demolition in Mumbai, India. 410 \$ per ton. 




Powstaniec Listopadowy. IMO 8219346. Bulk carrier. Length 195 m, 8,410 t. Liberian flag. Classification society Det Norske Veritas. Built in 1986 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. Owned by Polsteam Ocean tramp Ltd (Poland). Detained in 2001 in Taranto (Italy) and Esbjerg (Denmark). Sold for demolition in India. 417 \$ per ton.   



Powstaniec Listopadowy passing Westkapelle (Netherlands), August 2010 © Jan Sturm

PSU First (ex-Mc Garnet, ex-Grand Atlantic, ex-Olympia). IMO 8711007. Very Large Ore Carrier - VLOC. Length 326 m, 37,433 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Ariake (Japan) by Hitachi. Owned by RGL Shipping Pte Ltd (Singapore). Sold for demolition in Pakistan. 450 \$ per ton.

Radonezh (ex-Svyatoy Vailiy, ex-Ellina, ex-Abydos, ex-Abedos). IMO 8117017. Bulk carrier. Length 188 m, 8,352 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Chiba (Japan) by Mitsui. Owned by Unimor Shipping Agency (Ukraine). Detained in 1999 in Port Everglades (United States), in 2004 in Zhanjiang (China) and in 2010 in Nikolayev (Ukraine). Sold for demolition in India. 422 \$ per ton. 

Rak Omar (ex-Rak Saffarini, ex-Brussel, ex-Papua Energy, ex-Orient Coral, ex-Seagull Harmony, ex-Nel, ex-Brussel). IMO 7817608. Bulk carrier. Length 199 m, 11,150 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1979 in Hoboken (Belgium) by Cockerill Yards. Owned by Times Marine Survey LLC (United Arab Emirates). Detained in 1998 in Bremen (Germany). Sold for demolition in Pakistan.   



Gadani (Pakistan), April 23, 2013 © Shahid

Rapier (ex-Samsun Elroy ex-Oinoussian Sky). IMO 8419594. Bulk carrier. Length 225 m, 11,038 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Samsun Logix Corp (South Korea). Detained in 2001 in Newcastle (Australia). Sold for demolition in Xiasha, China.



Reload (ex-Go Faith, ex-Panormos Faith, ex-Delphic Pride, ex-Nichibu Maru). IMO 8321917. Bulk carrier. Length 225 m, 11,004 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imari (Japan) by Namura Shipbuilding. Owned by Antares Shipmanagement SA (Greece). Sold for demolition in Bangladesh.

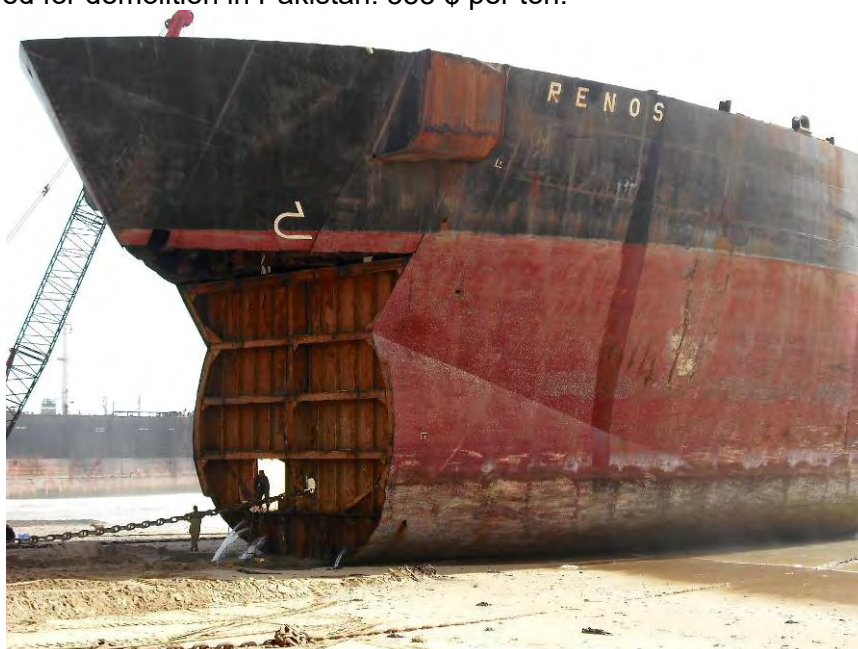


Renos (ex-Domiat, ex-Al Sediq). IMO 8203397. Bulk carrier. Length 200 m, 9,042 t. Barbados flag. Classification society Bureau Veritas. Built in 1985 in Alexandria (Egypt) by Alexandria Shipyard. Owned by Machrimar Management (Greece). Detained in 1999 and 2000 in Dunkirk (France), in 2001 in Hamburg (Germany), in 2006 in Rouen and in 2010 in Tianjin (China) and Novorossiysk (Russia). In 2006, the ship, then named *Domiat*, is berthed at Rouen (France) and rudely repaired afloat. She is in such a bad shape that the Maritime Security Center gives her the clearance to leave on the condition she will be inspected in drydock downstream in Le Havre. See [the press release dated April 21st 2006 « Epave-sur-Seine »](#) (in French only).



Domiat being repaired afloat in Rouen (France), May 21st 2006 © Robin des Bois

The *Domiat* was not broken up right away. On August 23rd 2012, after having played overtime for more than 6 years, a fire broke out aboard the ship off Safaga (Egypt, Red Sea). The fire occurred in the engine room of the ship loaded with 37,357 t of phosphates. The salvage was run by the Greek company Five Ocean Salvage. After fire extinguishing, the *Renos* was towed to Adabiyah, near Suez, for unloading. The operation ended up on October 5th, 2012. The ship remained idle there; in April 2013, she was finally towed for demolition in Pakistan. 355 \$ per ton.



Renos in Gadani (Pakistan), May 23, 2013 © Shahid

Roln (ex-*Rolnik*). IMO 7361544. Bulk carrier. Length 146 m, 4,300 t. Panamanian flag. Classification society Bureau Veritas. Built in 1975 in Travemünde (Germany) by Schlichting. Owned by Nova Marine Carriers SA (Switzerland). Detained in 2005 in Huelva (Spain). Sold for demolition in India.



Roln, Messina Strait (Italy), June 2009
©Tomasello Letterio

Rosa (ex-*Cosmos*, ex-*Kate*, ex-*Dooyang Victor*, ex-*Aishima*, ex-*Aishima Maru*). IMO 8412912. Bulk carrier. Length 160 m, 5,852 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Imabari (Japan) by Imabari Zosen. Owned by Dooyang Shipmanagement (South Korea). Detained in 2006 in Whyalla (Australia) and Singapore. Sold for demolition in China. 385 \$ per ton and an extra payment for 250 t of bunkers.



Rubin Artemis. IMO 9130614. Bulk carrier. Length 273 m. Deflagged from Japan to Marshall Islands for her last voyage as *In Arte*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imari (Japan) by Namura Shipbuilding. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Sold for demolition in China.

Rubin Crane. IMO 9064114. Bulk carrier. Length 278 m, 19,716 t. Deflagged from Panama to Comoros for her last voyage as *Rubin*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Imari (Japan) by Namura. Detained in 2008 in Newcastle (Australia) and in 2009 in Dampier (Australia). Sold as is in North China. Despite the requirement of "green recycling" in an Indian certified ship-breaking yard which was put forward by the Japanese shipowner Toyo Sangyo Co Ltd, the ship was deflagged, renamed, and at last beached for demolition in Bangladesh. 452 \$ per ton including 1700 t of bunkers.



Rubin Crane, August 2006 © K.Brzoza.



Rui Ming (ex-*Goldmar*, ex-*Maria*, ex-*Jin Feng*, ex-*Sun Hawk*). IMO 8402955. Bulk carrier. Length 190 m, 8,790 t. Panamanian flag. Classification society RINA. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Jieheng Shipping Co (China). Detained in 2000 in Newport (United Kingdom), in 2004 in Kwinana (Australia) and in 2005 in San Diego (United States). Sold for demolition in China. 385 \$ per ton.



Sadent (ex- *Powstaniec Styczniowy*). IMO 8313960. Bulk carrier. Length 195 m, 8,410 t. Dominican flag. Classification society Inclamar. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Sadent Shipping (Cyprus). Detained twice in 2012 in Castellon de la Plana (Spain). Sold for demolition in India. 417 \$ per ton.





Sapphire II (ex-*Tabarak*, ex-*Pythagoras*, ex-*Nea Elpis*). IMO 7708728. Bulk carrier. Length 181 m, 6,598 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1978 in Hakodate (Japan) by Hakodate Dock. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 1999 in Tampa (United States), in 2007 in Safaga (Egypt), in 2009 in Novorossiysk (Russie) and in 2011 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 440 \$ per ton.



Sapphire II, April 2013 © **Shahid**

SB Queen (ex-*Gen Tradition*, ex-*Chettinad Tradition*, ex-*Darya Tara*, ex-*Soarer Diana*). IMO 8317021. Bulk carrier. Length 186 m, 8,091 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by Shipping Bank Co Ltd (South Korea). Detained in 2001 and 2006 in Ghent (Belgium), in 2007 in Tampa (United States), in 2012 in Xiamen (China) and in 2012 in Rizhao (China). Sold for demolition in Bangladesh. 418 \$ per ton.



Sea Prince (ex-*Prince Of Tokyo II*). IMO 8707367. Bulk carrier. Length 202 m, 8,722 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Mizushima (Japan) by Sanoyas Corp. Owned by Valiant Shipping Co (United Kingdom). Detained in 2005 in Geelong (Australia) and in 2006 in Torre Annunziata (Italy). Sold for demolition in India. 450 \$ per ton.



Sea Prince in Montoir (France), April 2012 © **Christian Plagué**

Seletar (ex-*Marine Grace*, ex-*Dahlia*, ex-*Felicia*). IMO 8015180. Bulk carrier. Length 179 m, 7,355 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Numakuma (Japan) by Tsuneishi. Owned by Glory Ship Management (Singapore). Detained in 2013 in Kandla (India). Sold for demolition in India. 420 \$ per ton.



Seneca (ex-*Stokmarnes*, ex-*Millenium Eagle*, ex-*Mangal Desai*). IMO 8200486. Bulk carrier. Length 185 m, 7,200 t. Maltese flag. Classification society Det Norske Veritas. Built in 1983 in Setoda (Japan) by Naikai Zosen. Owned by Amalthia Marine Inc (Greece). Detained in 1998 in Saint Petersburg (Russia), in 2000 in Thessaloniki (Greece), in 2003 in Montreal (Canada), in 2007 in Contrecoeur (Canada) and in 2013 in Venice (Italy). Sold for demolition in Pakistan.



August 4, 2006, Montreal (Canada) © **Marc Piché**



March 26, 2013, Gadani (Pakistan) © **Shahid**

Shen Quan Hai. IMO 8301383. Bulk carrier. Length 189 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by COSCO Shenzhen (China). Sold for demolition in China.



Shinnecock Belle (ex-Sea Merit, ex-Lausanne, ex-Bregaglia). IMO 8312722. Bulk carrier. Length 183 m, 7,647 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Roymar Ship Management Inc (United States). Detained in 2011 in South Shields (United Kingdom). Sold for demolition in Pakistan. 410 \$ per ton.



Shinnecock Belle, Newcastle upon Tyne (Royaume-Uni), décembre 2011 © **Muhsen Hussein** -

Shou Guang Hai. IMO 8412053. Bulk carrier. Length 189 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Imari (Japan) by Namura Shipbuilding. Owned by Cosco Bulk (China). Sold for demolition in Jiangyin, China.

Shun Ming (ex-Shun Ji Xing, ex-Disco Volante, ex-United Hope). IMO 8114314. Bulk carrier. Length 229 m, 12,765 t. Panamanian flag. Classification society RINA. Built in 1983 in Mihara (Japan) by Koyo Dock. Owned by COSCO (China). Detained in 2002 in Albany (Australia), in 2003 in Geelong (Australia) and in 2011 in Donghae (South Korea). Sold for demolition in Bangladesh. 410 \$ per ton.



Sifnos Sun (ex-SJN Lopez, ex-Starly, ex-Aurora Emerald, ex-Pionero, ex-Sawako). IMO 8318958. Bulk carrier. Length 180 m, 7,251 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kawajiri (Japan) by Kanda Zosenso. Owned by Sifnos Navigation SA (Greece). Detained in 2005 in Cartagena (Spain), in 2007 in Antwerp (Belgium) and in 2009 in New Orleans (United States). Sold for demolition in India.



Sifnos Sun berthed in Fortaleza, Brazil, June 2012 © **Fabrizio Forte**

Silver Star (ex-Regal Star, ex-Calatagan, ex-St.Aubin, ex-Philippine Kamia). IMO 8201337. Bulk carrier. Length 161 m, 5,486 t. Saint Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Guangzhou (China) by Guangzhou SY. Owned by Silver Maritime Inc (Greece). Detained in 2007 in Bandar Khomeini (Iran) and in 2009 in Novorossiysk (Russia). Sold for demolition in India. 405 \$ per ton.



St. Pavel (ex-Anarita, ex-Lisa J, ex-Pacific Sky, ex-Manila Progress, ex-Manila Rosas, ex-Neo Poinsettia, ex-Sanko Poinsettia). IMO 8309385. Bulk carrier. Length 185 m, 7,220 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Osaka (Japan) by Osaka Zosenso. Owned by Unimor Shipping Agency (Ukraine). Detained in 1998 in Baie Comeau (Canada), in 2003 in Liverpool (United Kingdom) and Guangzhou (China), in 2006 in Aliaga (Turkey) and in 2009 in Alexandria (Egypt). Sold for demolition in India. 425 \$ per ton.



Stanislaw Kulczynski. IMO 8502559. Bulk carrier. Length 195 m, 8,421 t. Maltese flag. Classification society Polish Register of Shipping. Built in 1988 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Polska Zegluga Morska - POLSTEAM (Poland). Detained in 2008 in Corpus Christi (United States) and Ashdod (Israel). Sold for demolition in India. 420-432 \$ per ton for a late delivery in June-July but with an extra anchor and a working bronze propeller.



Star Island H (ex-Gracius, ex-Green Suma). IMO 8114364. Bulk carrier. Length 154 m, 5,490 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Uwajima (Japan) by Uwajima Zosen. Owned by HMK Ships & Boats Trading (United Arab Emirates). Sold for demolition in Mumbai, India. 408 \$ per ton.

Star Sigma (ex-Sinfonia, ex-Mikasa). IMO 8918203. Bulk carrier. Length 290 m, 21,220 t. Marshall Islands flag. Classification society RINA. Built in 1991 in Sakaide (Japan) by Kawasaki. Owned by Star Bulk Carriers (Greece). Detained in 2003 in IJmuiden (Netherlands) and in 2007 in Port Headland (Australia). Sold for demolition in Bangladesh. 420 \$ per ton.



View from *Star Sigma*'s deck, March 2010 © **Stratos Pentafronimos**

Steel Anna (ex-Springwood, ex-Spring Hawk, ex-Sanko Hawk). IMO 8307038. Bulk carrier. Length 188 m, 7,322 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Dianik Bross Shipping Corp SA (Greece). Detained in 2007 in Nantes (France). Sold for demolition in Bangladesh.



Stellar Jupiter (ex-Growth Ring). IMO 8807480. Bulk carrier. Length 197 m. Vanuatuan flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Numakuma (Japan) by Tsuneishi. Owned by Sato Steamship Co Ltd (Japan). Detained in 2003 in Hamburg (Germany) and in 2011 in Geelong (Australia). Sold for demolition in China in Win Min.



Stellar Kite (ex- Hokuetsu Challenger). IMO 9102796. Bulk carrier. Length 199 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Hachiuma Steamship Co Ltd (Japan). Sold for demolition in Xinhui, China.

Success (ex-Samsun Galaxy, ex-Chishima, ex-Chishima Maru). IMO 8221492. Bulk carrier. Length 161 m, 6,226 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Imabari (Japan) by Imabari Zosen. Owned by Glory Ship Management (Singapore). Sold for demolition in India. 420 \$ per ton.

SV Maria (ex-Pioneer Star, ex-Grand Lagia, ex-Lagia Breeze, ex-Shalin, ex-APJ Shalin). IMO 8030946. Bulk carrier. Length 246 m, 13,965 t. Deflagged from Liberia to Comoros for her last voyage as *Mariano*. Classification society Lloyd's Register of Shipping. Built in 1989 in Cochin (India) by Cochin Shipyard. Owned by Interunity Management Corporation- S.A (Greece). Detained in 2003 in Bandar Khomeini (Iran), in 2005 in Mersin (Turkey) and in 2006 in Bourgas (Bulgaria). Sold for demolition in Bangladesh.



Taio Dream. IMO 8706002. Bulk carrier. Length 193 m, 8,653 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Kobe (Japan) by Mitsubishi. Owned by Misuga Kaiun Co Ltd (Japan). Detained in 2012 in Bilbao (Spain). Sold for demolition in India.



Taskent. IMO 8513144. Bulk carrier. Length 248 m, 15,688 t. Turkish flag. Classification society American Bureau of Shipping. Built in 2003 in Pendik (Turkey) by Turkiye Gemi. Owned by Deniz Nakliyatı Tas (Turkey). Sold for demolition in Xinhui, China. 400 \$ per ton.



Taskent, April 2008 © Emrah Baskan

Timios Stavros (ex-DD Seaman, ex-Agia Pisti, ex-Daebo Gemma, ex-Maam, ex-Prosperous Green, ex-Taisei n°1). IMO 8400311. Bulk carrier. Length 148 m, 5,234 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Uwajima (Japan) by Uwajima Zosensho. Owned by Phoenix Shipholding Corp (Greece). Detained in 2005 in Port Cartier (Canada), in 2006 in Monfalcone (Italy) and Iskenderun (Turkey), in 2009 in Kandla (India) and in 2012 in Paranagua (Brazil). Sold for demolition in Bangladesh. 420 \$ per ton including 200 t of bunkers.



Transpacific (ex-Galassia). IMO 8506517. Bulk carrier. Length 187 m. Panamanian flag. Classification society RINA. Built in 1987 in Ancone (Italy) by Fincantieri. Owned by Haistar Maritime Co Ltd (Hong Kong, China). Detained in 2009 in Illichivsk (Ukraine). Sold for demolition in Jiangyin, China.



Turnberry Glory (ex-North Emperor, ex-Interbulk Valiant). IMO 8419001. Bulk carrier. Length 225 m, 10,363 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Imari (Japan) by Namura. Owned by Centurian MaritimeCo Ltd (Greece). Detained in 2009 in New Orleans (United States) and in 2010 in Cartagena (Spain), Darwin (Australia), Incheon (South Korea) and again in New Orleans. Sold for demolition in China. 430 \$ per ton including 950 t of bunkers.



Valpolicella (ex-Swordfish, ex-Packing). IMO 8105832. Bulk carrier. Length 183 m, 9,387 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1984 in Kawajiri (Japan) by Kanda Zosensho. Owned by Navalmar UK Ltd (United Kingdom). Detained in 2004 in Rotterdam (Netherlands), in 2010 in Vishakhapatnam (India) and in 2010 in Alicante (Spain). Sold for demolition in Mumbai, India.



Vanbloom (ex-Swift, ex-Dory, ex-Hyundai No 20, ex-Hai Mong). IMO 8211552. Bulk carrier. Length 186 m, 8,414 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Shanghai Yuhai Shpg (China). Detained in 2006 in Bandar Abbas (Iran), in 2007 in Antwerp (Belgium) and in 2008 in Ghent (Belgium). Sold for demolition in Bangladesh. 407 \$ per ton.



Vitoria (ex-Seaguardian II, ex-Seamonarch II, ex-Seaharmony II, ex-Sealuck V, ex-Seamonarch, ex-Seamaster II, ex-Sea Monarch). IMO 8101903. Bulk carrier. Length 195 m, 7,834 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Dalian (China) by Dalian Shipyard Co. Owned by Narval Shipping Corp (Greece). Sold for demolition in India. 417 \$ per ton.



Vitoria, Rio de la Plata, Argentina, September 2011 © Dimitrios

VSP Moonstone (ex-Vinashin Moonstone, ex-Liberty Wave, ex-Archon). IMO 8311089. Bulk carrier. Length 225 m, 12,148 t. Deflagged from Panama to Comoros for her last voyage as *Moonstone*. Classification society American Bureau Of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Viet Hai Shipping (Vietnam). Detained in 2011 in Damietta (Egypt). Sold for demolition in Bangladesh.



Wadi Halfa. IMO 8309866. Bulk carrier. Length 185 m, 7,865 t. Deflagged from Egypt to Saint Kitts & Nevis for her last voyage as *Alfa*. Classification society Lloyd's Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by National Navigation Co (Egypt). Detained in 1999 in Novorossiysk (Russia), in 2002 in Kwinana (Australia) and in 2008 in Bremen (Germany). Sold by her Egyptian shipowner to the Indian Hermes Maritime Services Pvt before being beached for demolition in Bangladesh. 410 \$ per ton.



Warrior (ex-Hebei Warrior, ex-Ruby III, ex-Dynamic City, ex-Diamond City). IMO 8808056. Bulk carrier minéralier. Length 325 m, 36,115 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Kure (Japan) by Ishikawajima-Harima. Owned by Hosco (China). Sold for demolition in Bangladesh. 432 \$ per ton including 450 t of bunkers.



Warrior loding in Vitoria-Tubarão, Brazil, September 21, 2012 © Francisco Mattos

Warrior I (ex-Warrior II, ex-Atlas Terra, ex-Alfa Terra, ex-Atlas Sky, ex-Aker, ex-Seaqueen, ex-Seaqueen II, ex-Warrior, ex-Therean Skipper). IMO 8102737. Bulk carrier. Length 197 m, 7,934 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Sevilla (Spain) by AESA. Owned by Changning Shipping Co Ltd (China). Detained in 2003 in Quebec City (Canada), in 2008 in Nikolayev (Ukraine), in 2009 in Tilbury (United Kingdom) and in 2012 in Guangzhou (China). Sold for demolition in Bangladesh. 405 \$ per ton.



Waterford. IMO 8810114. Bulk carrier. Length 270 m. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2003 in Newcastle (Australia). Sold for demolition in Pakistan.



Southampton Docks (United Kingdom), December 2008 © Gillian Moy



Gadani (Pakistan), 2013 © Shahid

Wen Liu (ex-*Starhill*, ex-*Pacific Bangan*, ex-*Asean Glory*, ex-*Seikyu Maru*). IMO 8029519. Bulk carrier. Length 152 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Kochi (Japan) by Shin Yamamoto. Owned by Shanghai Shen Yue Ship Management Co Ltd (China). Sold for demolition in China.



Winning Friend (ex-*Hebei Wisdom*, ex-*Pergamos*, ex-*Kaien*, ex-*Kaien Maru*). IMO 8413435. Bulk carrier. Length 290 m, 22,693 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Ariake (Japan) by Hitachi. Owned by Winning Shipping (Hong Kong). Detained in 2005 in Esperance (Australia). Sold for demolition in Bangladesh. 439 \$ per ton.



World Swan. IMO 9119098. Bulk carrier. Length 200 m, 9,300 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition in India. 443 \$ per ton.



World Swan leaving Pietarsaari port (Finland), June 2011 © Jani Oja

Xin He (ex-*Thamisa Naree*, ex-*Handy Success*, ex-*Crest I*). IMO 8029076. Bulk carrier. Length 178 m, 7,410 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by Ever Gain Shipping (China). Detained in 2004 in Albany (Australia), in 2006 in Valencia (Spain) and in 2010 in Shankou (China). Sold for demolition in China. 385 \$ per ton.



Xing Shun Da (ex-Paloma C, ex-Pandora P, ex-Platitera, ex-Boucraa). IMO 8100870. Bulk carrier. Length 188 m. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Hong Sheng Da Shipmanagement Pte Ltd (Singapore). Detained in 1997 in Liverpool (United Kingdom), in 1999 in Leixoes (Portugal) and Newhaven (United States), in 2002 in Bremen (Germany) and Newcastle (United Kingdom), in 2003 in Baie Comeau (Canada), in 2004 in Royal Portbury (United Kingdom), in 2005 in San Francisco (United States) and in 2007 in Tarragona (Spain). Sold for demolition in Bangladesh.



Xing Tong Da (ex-Xing Th, ex-Mighty Michalis, ex-City of Dubrovnik, ex-Dubrovnik, ex-Big George, ex-Lux Warrior, ex-Ereaga). IMO 8023254. Bulk carrier. Length 224 m. Panamanian flag. Classification society Inter maritime Certification Services, S.A. Built in 1983 in Puerto Real (Spain) by Ast Espanoles (AESAs). Owned by Hong Sheng Da Shipmanagement Pte Ltd (China). Detained in 2003 in Weipa (Australia), in 2007 in Izmit (Turkey), in 2010 in New Orleans and in 2013 in Yangjiang (China). Sold for demolition in Xinhui, China.



Xing Yao (ex-Faviola, ex-Ever Champion, ex-Young Swan, ex-Bulk I, ex-Ittersum). IMO 8018182. Bulk carrier. Length 224 m. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Imari (Japan) by Namura. Owned by Xin Hong Yang International Shipping Management (China). Detained in 2001 in Vancouver (Canada), in 2003 in Genoa (Italy) and in 2011 in Rizhao (China). Sold for demolition in Xinhui, China.

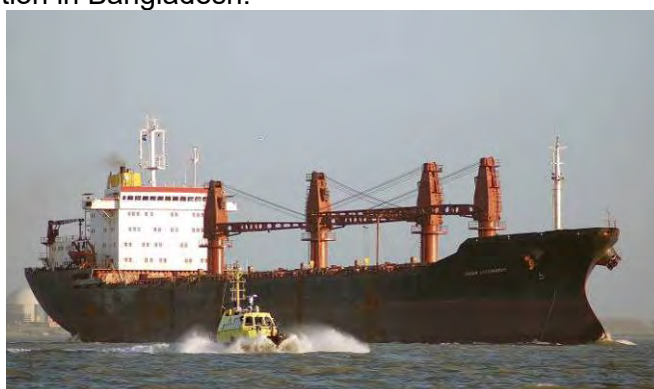


Yahagi Maru. IMO 8920074. Bulk carrier. Length 250 m. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Tsu (Japan) by Nippon KK. Owned by MOL – Mitsui Osk Lines (Japan). Sold for demolition in Jiangyin, China.

Yellowstone (ex-Cielo di Siena, ex-North Viscountess, ex-Baltic Skou, ex-Fin trader). IMO 8117603. Bulk carrier. Length 184 m, 9,765 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1986 in Gdansk (Poland) by Gdanska Lenina. Owned by Choosan Shipping (Singapore). Detained in 2004 in Leghorn (Italy) and in 2006 in Kdz Ereğli (Turkey). Sold for demolition in Bangladesh. 415 \$ per ton.



Yordan Lutibrodski. IMO 8515532. Bulk carrier. Length 199 m, 9,606 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2001 in Loviisa (Finland), in 2006 in Vlissingen (Netherlands), in 2007 in Tilbury (United Kingdom) and in 2010 in Port Adelaide (Australia). Sold for demolition in Bangladesh.



Yordan Lutibrodski, in Vlissingen (Netherlands), décembre 2008 © Ron van de Velde

Yu Long Shan (ex-Arrow Panther, ex-Pantera, ex-Paray, ex-Iguazu). IMO 7701483. Bulk carrier. Length 224 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Nagasaki (Japan) by Mitsubishi. Owned by China Shipping Hong Kong (Hong Kong). Sold for demolition in China.

Zhong Bang (ex-*Jamjuree Naree*, ex-*Hyundai No 15*, ex-*Asia No 15*). IMO 8022523. Bulk carrier. Length 225 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in Ulsan (South Korea) by Hyundai. Owned by IMU Ship Management Pte Ltd (Singapore). Detained in 2010 and 2011 in Bandar Abbas (Iran). Sold for demolition in Jiangyin, China.



Chang Jiang, January 2010 © A.F. van Rhijn

Zhong Shang 28 (ex-*St Cloud*, ex-*Manilla Spirit*). IMO 8201351. Bulk carrier. Length 160 m. Chinese flag. Unknown classification society. Built in Dalian (China) by Dalian Shipyard and termin  in Guangzhou. Owned by Zhoushan Zhongchang Shipping (China). Detained in 2001 in Wallaroo (Australia). Sold for an unknown destination of demolition



Zhushui 9 (ex-*Blue Coral*, ex-*Trizina*, ex-*Ludolf Oldendorff*, ex-*North Marchioness*). IMO 8308836. Bulk carrier. Length 225 m, 11,621 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in Ariake (Japan) by Hitachi. Owned by Zhushui Shipping (China). Detained in 1999 in Tampa (United States) and in 2010 in Geraldton (Australia). Sold for demolition in India. 375 \$ per ton.



General cargo

Aalborg, (ex-*Maya Princess*, ex-*Leopold Oldendorff*, ex-*Great Trans*, ex-*Taurus*). IMO 8122830. General cargo. Length 182 m, 11,373 t. Gibraltar flag. Classification society Germanischer Lloyd. Built in Tsu (Japan) by Nippon Kokan. Owned by Dannebrog Rederi Rungsted Kyst (Denmark). Detained in 2013 in Xiamen (China). Sold for demolition in India. 442 \$ per ton including full spares and bunkers.



Aalborg, berthed in Houston (United States), January 2012 © Captain Ted:

Abu Rdees. IMO 7721380. General cargo. Length 136 m. Egyptian flag. Classification society Lloyd's Register of Shipping. Built in Alexandria (Egypt) by Alexandria Shipyards. Owned by National Navigation (Egypt). Detained in 2003 in Nantes (France), in 2006 in Rotterdam (Netherlands) and in 2011 in Bremen (Germany). Sold for demolition in India.



Aion (ex-*Ayon*, ex-*Med Star*, ex-*Delmas Kourou*, ex-*Orinoco*, ex-*Egizia*, ex-*Merkur Sea*). IMO 8031081. General cargo. Length 150 m, 6,010 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rostock



(Germany) by Neptun Werft. Owned by Azia Shipping Holding Ltd (Russia). Detained in 1999 in Saint-Malo (France) and in 2006 in Gunsan (South Korea). Sold for demolition in Jiangyin, China.



Aion leaving Vanino (Russia), August 2007
© Vasilij A / Marinetraffic

An Bao Jiang (ex-*Ruby Ocean*, ex-*Samos*). IMO 8306943. General cargo. Length 145 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Tokyo (Japan) by Ishikawajima-Harima. Owned by COSCO (China). Sold for demolition in Xiasha, China.

An Hua Jiang (ex-*Ruby Sea*, ex-*Cape Race*). IMO 8306955. General cargo. Length 146 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Tokyo (Japan) by Ishikawajima-Harima. Owned by COSCO (China). Sold for demolition in Xinhui, China.

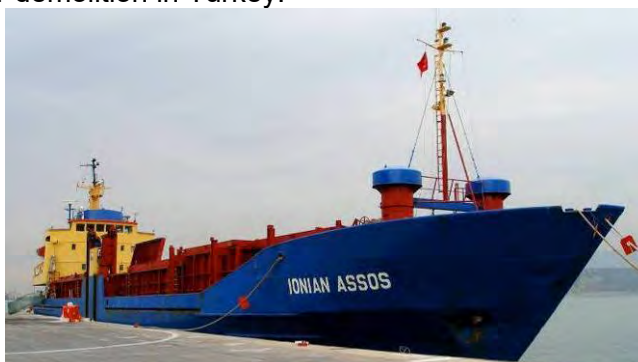
Ao Yang Fen Jin (ex-*Jiang Ning Guan*). IMO 8400842. General cargo. Length 103 m. Deflagged from Cambodia to Sierra Leone for her last voyage. Classification society China Classification Society. Built in 1984 in Nagasaki (Japan) by Hayashikane. Owned by Aoyang Marine (China). Detained in 2010 in Tianjin (China) and Pohang (South Korea), in 2011 in Tangshan (China) and in 2012 in Yantai (China). Sold for demolition in Jiangyin, China.



Apalis Arrow (ex-*Emerald Coast*, ex-*Star Everwin*, ex-*Everwin*). IMO 8013869. General cargo. Length 207 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1982 in Toyohashi (Japan) by Kanasashi. Owned by Gearbulk Norway AS (Norway). Detained in 2002 in Port Arthur (United States) and in 2003 in Baie Comeau (Canada). Sold for demolition in Jiangyin, China.



Assos (ex-*Ionian Assos*, ex-*Danfeeder*, ex-*Barbara-Britt*). IMO 7413581. General cargo. Length 82 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1975 in Wewelsfleth (Germany) by Peters Schiffswerft. Owned by Agri Maritime Corp (Turkey). Detained in 2001 in Murmansk (Russia) and in 2007 in Alexandria (Egypt). Sold for demolition in Turkey.



Ionian Assos loading in Izmir (Turkey), November 2007 © Vovashap

Bangpakaew (ex-*Bigpros Pioneer*, ex-*Soners Bee*, ex-*Asia Friendship*, ex-*Sanshin Star*, ex-*Lunarosa*, ex-*Tsukikawa Maru*). IMO 6924789. General cargo. Length 111 m, 2,274 t. Thai flag. No classification society according to her latest Port State Control. Built in 1969 in Hashihama (Japan) by Shin Kurushima. Owned by Wongsamut Navigation Co (Thailand). Detained in 2007 in Saigon (Vietnam). Sold for demolition in Bangladesh.



Bangpakaew on Chao Phraya, Bangkok, (Thailand), August 2012 © **Benny N**



Bao Qing Men (ex-*Emma Oldendorff*, ex-*Captain Magellan* ex-*Hyundai n°21*). IMO 8300925. General cargo. Length 162 m, 7,829 t. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by HTM Shipping Co Ltd (China). Detained in 2008 in Illichivsk (Ukraine). Sold for demolition in India.



Bao Rui (ex-*Han Lord*, ex-*Win Duke*, ex-*Melati*, ex-*Andhika Adiratna*, ex-*Twinsister*, ex-*Wing Star*). IMO 8301242. General cargo. Length 115 m, 2,920 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Hakata (Japan) by Hakata Zosen. Owned by Master Well Shipmanagement (China). Detained in 2002 in Hong Kong (China). Sold for demolition in Jiangyin, China.



Bao Ying (ex-*Maiden*, ex-*Huron Maiden*, ex-*Comanche Belle*, ex-*Griffin Rhea*, ex-*Dsr Beijing*, ex-*Earl Stamford*, ex-*Char Hwa*). IMO 8112445. General cargo. Length 165 m, 7,044 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Shantou Tongcheng Shipping Co Ltd (China). Detained in 2000 in Long Beach (United States). Sold as is in Singapore for demolition in Bangladesh. 375 \$ per ton.



Billion (ex-*Gaya Tiga*). IMO 7725192. General cargo. Length 112 m, 2,764 t. Thai flag. No classification society according to her latest Port State Control. Built in 1978 in Kudamatsu (Japan) by Kasado Dock. Owned by Phulsawat Navy Co Ltd (Thailand). Detained in 2012 in Penang (Malaysia). Sold for demolition in Bangladesh.



In Penang (Malaysia), June 2012 © **Zulfikly Bin Mohamad Salleh**

Blue Princess (ex-Pacprincess). IMO 8311077. General cargo. Length 188 m, 9,619 t. Liberian flag. Classification society American Bureau Of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Fidelity Shipping & Trading (Greece). Detained in 2008 in Middlesbrough (United Kingdom), in 2011 in Taman (Russia) and in 2012 in Aliaga (Turkey). Sold for demolition in India. 416 \$ per ton.



Cassini (ex-Sali, ex-Ali I, ex-Glorius, ex-Ronda, ex-Ken Forest)j. IMO 7915230. Bulk carrier. Length 154 m, 6,398 t. Moldovan flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Tadotsu (Japan) by Hashihama Zosen. Detained in 2003 in Novorossiysk (Russia), in 2008 in Koper (Slovenia) and in 2011 and 2012 in Novorossiysk again. Sold for demolition in Pakistan. 375 \$ per ton.



Chang Fu 2 (ex-Jiang Sheng). IMO 8607610. General cargo. Length 101 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Braila (Romania) by Braila SN. Owned by Shanghai Changhang Shipping (China). Sold for demolition in China.



Chu Hong. IMO 9073177. General cargo. Length 130 m, 4,113 t. Panamanian flag. Classification society China Classification Society. Built in 1995 in Tianjin (China) by Tianjin Xingang. Owned by Sun Yee Godown & Transportation Co Ltd (China). Detained in 2000 in Singapore and in 2012 in Hong Kong. Sold for demolition in Jiangyin, China.



Dae San (ex-Ever Access, ex-Ever Bright, ex-Ocean Join, ex-Fortunate Star, ex-An Fu Jiang, ex-Browning). IMO 7614733. General cargo. Length 143 m, 3,846 t. Deflagged from North Korean to Cambodia for her last voyage as *Ocean Dawn*. Classification society Korea Classification Society. Built in 1979 in Southwick (United Kingdom) by Austin & Pickersgill. This ship was one of the SD 14 (for Shelter Deck 14,000 tons), designed and built in the United Kingdom from the 60's on, as replacement for the historical Liberty Ships, the second World War-built cargo ships ; 211 SD 14 have been built from 1968 to 1988. Detained in 2005 in Constanta (Romania), in 2007 in Valparaiso and Puerto Montt (Chili), in 2010 in Guangzhou (China) and in 2011 in Chennai (India) and Aqaba (Jordan). Sold by her owner Daesan Shipping (North Korea) to the Chinese Huabao Marine Ltd prior to her departure for demolition in India. 411\$ per ton.



Dae San, in Durban (South Africa), May 2008, one of the last SD 14 still trading © Chris Howell

Deal Castle (ex-Zonda, ex-Maruba Petrohue, ex-Sawat, ex-Hai Guang, ex-Promesa, ex-Norasia Arabia, ex-Norasia Rebecca, ex-Promesa I, ex-CC San Francisco). IMO 8220230. General cargo. Length 166 m, 7,318 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by B Navi Shipmanagement (Italy). Detained in 2008 in Trois-Rivières (Canada). Sold for demolition in India.



Defender (ex-Dredger, ex-Falko, ex-Marne, ex-Sea Elbe, ex-Christa Schutt). IMO 7915125. General cargo. Length 83 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1979 in Wewelsfleth (Germany) by Hugo Peters. Owned by Inter-Marine AS (Norway). Detained in 2000 in Ipswich (United Kingdom), in 2001 in Oslo (Norway), in 2003 in Nyborg (Denmark), in 2007 in Coleraine (United Kingdom), in 2007 in Mersin (Turkey), in 2007 in Gdansk (Poland). Sold for demolition in Grenaa, Denmark.



Defender in Helguvík, Iceland, September 2012
© Ship-photos.net / Marinetrain



Dibena Win (ex-Kinabalu Lapan). IMO 7373676. General cargo. Length 114 m, 2,391 t. Thai flag. No classification society according to her latest Port State Control. Built in 1974 in Uwajima (Japan) by Uwajima Zosen-sho. Owned by Siam Phulsawat Maritime (Thailand). Sold for demolition in Bangladesh.



Doowoo Busan (ex-Amalia, ex-Giorita, ex-Sierra Maestra). IMO 8602737. General cargo. Length 147 m, 5,422 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Shanghai (China) by Chengxi Shipbuilding. Owned by Georim Shipping Co Ltd (South Korea). Sold for demolition in Jiangyin, China.

Dylan (ex-Nice, ex-Zimnicea). IMO 8502171. General cargo. Length 106 m. Cambodian flag. Classification society International Register of Shipping. Built in 1984 in Braila (Romania) by Braila SN. Owned by Daleco Plus Shipping Co (Russia). Detained in 2000 in Genoa (Italy), in 2002 in Niigata (Japan), in 2003 in Ishinomaki (Japan), in 2010 in Dalian (China), in 2011 in Busan (South Korea) and in 2013 in Mokpo (South Korea). Sold for demolition in Jiangyin, China.



Dylan, in Nakhodka (Russia) © Andy Ru.

E Star (ex-Well Star, ex-Good Well). IMO 9125970. General cargo. Length 124 m, 2,925 t. South Korean flag. Unknown classification society. Built in 1995 in Fuzhou (China) by Mawei Shipyard. Owned by Ace Marine (South Korea). Sold for demolition in Jiangyin, China.



El Hussain (ex-El Hashaishi). IMO 7915199. General cargo. Length 135 m, 4,590 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1982 in Rostock (Germany) by Neptun Werft. Detained in 1997 in Rotterdam (Netherlands), in 1998 in Bremen (Germany), in 1999 in Antwerp (Belgium), in 2000, 2001 and 2002 in Hamburg (Germany), in 2005 in Novorossiysk (Russia), in 2007 in Koper (Slovenia), in 2008 in Alger (Algeria), Damietta (Egypt), Iskenderun (Turkey) and twice in Koper again, in 2009 in Koper once more and in 2011 in Istanbul (Turkey) and Limassol (Cyprus). Sold for demolition in Mumbai, India. 410 \$ per ton. Gold medallist on the podium of substandard ships with 16 detentions.



The Lybian *El Hussain*, berthed in Tripoli (Lybia), July 3rd 2006 © Benoit Donne

Fesco Ob (ex-Oby, ex-Rosita, ex-Fesco H). IMO 8320365. General cargo. Length 180 m, 10,265 t. Marshall Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by FESCO (Russia). Detained in 2006 in Gove Harbour (Australia) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Xinhui, China.



G Star (ex-Luck Star, ex-Good Luck, ex-Bohai Sea Express, ex-Good Luck). IMO 9122746. General cargo. Length 120 m, 2,917 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1994 in Fuzhou (China) by Mawei Shipbuilding. Owned by Ace Marine Co Ltd (South Korea). Sold for demolition in China. 374 \$ per ton.

Geni 4 (ex-John C Helmsing, ex-Fiducia). IMO 6719902. General cargo. Length 96 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1967 in Rendsburg (Germany) by Nobiskrug. Owned by Ademar ShippingLines Sarl (Lebanon). Detained in 2008 in Alexandria (Egypt). Sold for demolition in Turkey.



Georgiana (ex-Dudu Express, ex-Bianca, ex-Cindy, ex-Atria). IMO 7217561. General cargo. Length 77 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1972 in Neuenfelde (Germany) by JJ Sietas. Owned by Bia Shipping Co (Romania). Detained in 2005 in Mersin (Turkey), in 2006 in Koper (Slovenia), in 2007 in Aliaga (Turkey), in 2009 in Izmir (Turkey), in 2012 in Constanta (Romania), in 2012 in Aliaga (Turkey), in 2012 in Varna (Bulgaria). Sold for demolition in Turkey.



Gloria (ex-Gardsun, ex-Selfoss, ex-Osterems). IMO 7636107. General cargo. Length 91 m, 1,945 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Emden (Germany) by Schulte & Bruns. Owned by Universal Stevedoring & Forwarding Company (Russia). Sold for demolition in Jiangyin, China.



Green Viship (ex-Sun Hope, ex-Orchid, ex-J Lucky, ex-Min Rainbow, ex-Oceania Express). IMO 8602084. General cargo. Length 110 m, 2,651 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1986 in Shimonoseki (Japan) by Towa. Owned by Vinaship Lines (Vietnam). Detained in 2001 in Hong Kong. Sold for demolition in China. 375 \$ per ton.



Green Wave (ex-Lady Nama, ex-Rose, ex-Lion, ex-New Asia). IMO 7924956. General cargo. Length 107 m, 2,317 t. Cambodian flag. Classification society Global Marine Bureau Inc. Built in 1980 in Imabari (Japan) by Nishi Zosen. Owned by Regal Co Ltd (Russia). Detained in 2005 in Tsuruga (Japan) and Pofang (South Korea), in 2007 in Vostochny (Russia), in 2008 in Niigata (Japan), in 2009 in De-Kastri (Russia) and Ulsan (South Korea) and in 2010 in Busan, Donghae and Incheon (South Korea). Sold for demolition in Jiangyin, China. 375 \$ per ton.



Hai Shun (ex-Asia Crusader, ex-ID Fighter, ex-Efficiency, ex-Violeta, ex-Pearl Star). IMO 8418368. General cargo. Length 110 m. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1985 in Ulsan (South Korea) by Donghae Shipbuiding. Owned by S & S Ship Management Co Ltd (China). Detained in 2002 in Tokyo, Kagoshima and Chiba (Japan) and in 2012 and 2013 in Zhangjiagang (China). Sold for demolition in Jiangyin, China.



Harbel Cutlass. IMO 7900584. General cargo. Length 142 m, 5,412 t. Liberian flag. Classification society American Bureau Of Shipping. Built in 1980 in Mihara (Japan) by Koyo Dock. Owned by L&C Shipping Lines (United States). Like her sistership *Harbel Tapper*, the *Harbel Cutlass* was operated by the dedicated shipping service of Firestone Natural Rubber Company between Liberia / West Africa and the United States . The ship carried liquid latex on trips to the U.S. and rice, medical supplies, vehicles, equipment, fertilizer and other supplies needed to support Firestone Liberia operations on trips to West Africa. She typically completed six round-trips a year. Sold for demolition in India. 432 \$ per ton.



Harbel Cutlass, in Norfolk (United States), April 2012 © Lorraine Morrill

Hiya Builder (ex-Jutha Malee, ex-Shakir, ex-Suma, ex-River Guma). IMO 7716397. Ex reefer converted into a in general cargo carrier. Length 147 m, 6,698 t. Maldives flag. Unknown classification society. Built in 1980 in Ulsan (South Korea) by Hyundai. Owned by Nevada Shipping Maldives Pvt Ltd (Maldives). Detained in 2000 in Tokyo (Japan) and in 2011 in Tuticorin (India). Sold for demolition in India. 445 \$ per ton.



Hopeful (ex-Sideracrux, ex-Eracrux). IMO 8100789. General cargo. Length 100 m, 1,880 t. Cook Islands flag. Classification society RINA. Built in 1983 in Palermo (Italy) by Riuniti. Owned by Tuna Ship Supply & Management (Turkey). Sold for demolition in India.



Inter Prime (ex-*Pan River*, -*HCH River*, ex-*Inter Young*, ex-*New Capella*, ex-*New Concord*). IMO 9001021. General cargo. Length 110 m. Deflagged from South Korea to Mongolia for her last voyage as *Chon Un 68*. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hanjin Shipbuilding. Detained in 2001 in Chiba (Japan). Sold and deflagged by her Sout Korean shipowner Inter Shipmanagement prior to her departure for demolition in India. 442 \$ per ton.



Inter Prime, in Shanghai (China), December 2010 © Vladimir Knyaz

Islamabad. IMO 7822706. General cargo. Length 152 m, 5,575 t. Pakistani flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Karachi (Pakistan) by Karachi Shipyard & Engineering Works. Owned by Pakistan National Shpg Corp (Pakistan). Detained in 2001 in Antwerp (Belgium), in 2008 in Constanta (Romania) and in 2012 in Kandla (India). Sold for demolition in Pakistan. 433 \$ per ton.



Jian Ye (ex-*Xiang Hua Men*, ex-*Thor Navigator*, ex-*Century Fortuna*, ex-*Elpis*, ex-*Thraki Hellas*, ex-*King Lion*, ex-*Hanuman*, ex-*Boka*). IMO 8707331. General cargo. Length 181 m, 7,550 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Warnemünde (Germany) by Warnowwerft. Owned by Nasco (China). Detained in 2001 in Venice (Italy). Sold for demolition in China by Civet Guandong Shipyard.



King Bright (ex-*Thor Nautilus*, ex-*Provider N*, ex-*Contship Cyprus*, ex-*ANL Pioneer*, ex-*Berane*, ex-*Cape Arnhem*, ex-*Brisa*, ex-*Ivangrad*). IMO 8701076. General cargo. Length 181 m, 8,308 t. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Nanjing King Ship Management Co (China). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 415 \$ per ton.



King Faith (ex-*Thor Neptune*, ex-*Octavia*, ex-*Mercosul Brasil*, ex-*Tasman Mariner*, ex-*TA Mariner*, ex-*Story Bridge*, ex-*Octavia*). IMO 8712506. General cargo. Length 181 m, 8,193 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1989 in Warnemünde (Germany) by Warnowwerft. Owned by Nanjing King Ship Management Co (China). Sold for demolition in India. 415 \$ per ton.



Manawi (ex-*Sea World*, ex-*Bisanzio*, ex-*Ghinwa K.*, ex-*Feeder 5*, ex-*Isla de Gran Canaria*, ex-*Loredo*, ex-*Michelle S*). IMO 7715331. General cargo. Length 106 m, 1,860 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1980 in Santander (Spain) by Atlantico. Owned by Pacific Marine Services (United Arab Emirates). Detained in 1999 in Naples (Italy) and in 2011 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



Marmara M (ex-*Marmara MCM*, ex-*Haroun*, ex-*Al Farook*, ex-*Lancing*, ex-*Ballykern*, ex-*Baxtergate*). IMO 7413945. General cargo. Length 84 m. Togolese flag. Unknown classification society. Built in 1976 in Westerbroek (Netherlands) by Smit & Zoons. Owned by Uni-marine Management Co (Lebanon). Detained in 1999 in Novorossiysk (Russia), in 2000 in Ravenna (Italy), in 2005 in Koper (Slovenia), Iskenderun (Turkey) and Venice (Italy), in 2008 in Mersin (Turkey) and in Porto Nogaro (Italy), in 2009 in Genoa (Italy) and in 2010 successively in Marseille (France), Chioggia (Italy) and Monfalcone (Italy). Sold for demolition in Turkey. Bronze medallist on the podium of substandard ships with 11 detentions.



In Rijeka (Croatia), March 2010 © Miro M

Marpessa E (ex-*Theofilos*, ex-*Odelis*, ex-*Rose Islands*, ex-*Sunderland Venture*). IMO 8207953. General cargo. Length 144 m, 3,831 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Navegadora Transpacifica SA (Greece). Detained in 2007 in Antwerp (Belgium) and Kalamaj (Greece). Sold for demolition in Mumbai, India. Another SD 14 (see above *Dae San*).



May 2011, *Marpessa E* is anchored in Piraeus (Greece)
© Minthi



March 5th 2013, *Marpessa E* facing Mumbai ship-breaking yards (India)
© Seanav

Merle (ex-Freya). IMO 8918306. General cargo. Length 80 m. Cook Islands flag. Classification society Germanischer Lloyd. Built in 1991 in Heusden (Netherlands) by Vervako BV. Detained in 2001 in El Ferrol (Spain) and in 2012 in Brake (Germany). On January 19th 2013, the general cargo carrier *Merle* en route from El Ferrol to Huelva ran aground on the beach of Torreira near Aveiro and the São Jacinto Dunes Nature Reserve. The six crew members were rescued and evacuated by the Lisbon MRCC. The ship had just been sold in December 2012 by her Dutch owner Nyki Shipping BV to the Turkish Furkan Shipping Investment Ltd; was she leaving for demolition in Turkey at the time of the accident ? The *Merle* was refloated by Reboques and Naval Service SA in association with the Dutch Mammoet Salvage BV and on March 27th towed to Lisbon (Portugal) where she will be scrapped by the Baptists shipyard, in Lavradio.



14th February 2013 beach of Torreira (Portugal) © jdap

Mersin (ex-Julie, ex-Julius, ex-Steyning). IMO 8201571. General cargo. Length 91 m. Turkish flag. Classification society RINA. Built in 1983 in Wallsend (United Kingdom) by Clelands SB Co. Owned by Canmarine Denizcilik (Turkey). Detained in 2007 in Izmit (Turkey) and in 2009 in Rijeka (Croatia). Sold for demolition in Turkey.



Mohamad Prince (ex-Nada III, ex-Agios Spyridon, ex-Royal I, ex-Almountazah I). IMO 7507605. General cargo. Length 114 m, 2,737 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1975 in Uwajima (Japan) by Uwajima Zosensho. Detained in 1999 in Antwerp (Belgium), in 2000 in Bilbao (Spain) and Rouen (France), in 2001 in Aveiro (Portugal), in 2003 in Nantes (France) and Ceuta (Spain), in 2005 in Novorossiysk (Russia), in 2006 twice in Novorossiysk again and in Alexandria (Egypt) and in 2009 one more time in Novorossiysk. Sold for demolition in Pakistan. Bronze medallist on the podium of substandard ships with 11 detentions.



My Jasmin (ex-Tsarina, ex-Tatrina, ex-Mull, ex-Alboran, ex-Litzen, ex-Wendy M., ex-Wendy Weston, ex-Frendo Spirit). IMO 7367885. General cargo. Length 83 m. Saint Vincent & Grenadines flag. Classification society Turk Loydu. Built in 1974 in Delfzijl (Netherlands) by Appingedam Niestern. Owned by Viramarine Denizcilik Sanayi ve Ticaret Ltd Sti (Turkey). Detained in 2001 in Sevilla (Spain), in 2002 in Lisbon (Portugal), in 2006 in Koper (Slovenia) and Casablanca (Morocco), in 2007 in Setubal (Portugal) and Caen (France), in 2009 in Izmir (Turkey), in 2012 in Molfetta (Italy) and in 2013 in Sochi (Russia). Sold for demolition in Turkey.



Najad (ex- Lys Vista, ex- Tista). IMO 7724021. General cargo. Length 83 m. Gibraltar flag. Classification society Germanischer Lloyd. Built in 1978 in Emden (Germany) by Cassens. Owned by Reederei Heinz Corleis KG (Germany). Detained in 2004 in Brunsbuttel (Germany) and in 2011 in Rotterdam (Netherlands). Sold for demolition in Denmark .



Navajo Princess (ex-*Apo Splendor*, ex-*Southern Angel*). IMO 8613413. General cargo. Length 169 m, 7,566 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Imabari (Japan) by Imabari SBB. Owned by Roymar Ship Management Inc (United States). Detained in 2011 in Puerto Cabello (Venezuela) and in 2012 in La Spezia (Italy). Sold for demolition in India. 455 \$ per ton including 312 t of bunkers.



Navajo Princess sur le Mississippi (United States), March 2011 © **Captaine Ted**

Navi Sky (ex-*Navisky*, ex-*Irina Trader*, ex-*Westwind*, ex-*Ilni*, ex-*Boknis*). IMO 7361489. General cargo. Length 82 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1976 in Stade (Germany) by Stader. Owned by Mermaid International Shipping & Trade (Egypt). Detained in 2002 in London (United Kingdom) and in 2010 in Suez (Egypt). Sold for demolition in Turkey.



Nika (ex-*Oana*, ex-*Dana*, ex-*Lyvia*, ex-*Hagieni*). IMO 8222408. General cargo. Length 131 m, 3,451 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Braila (Romania) by Braila SN. Owned by Pic Shipping Ltd (Ukraine). Detained in 1998 in Southampton (United Kingdom), in 1999 in Rostock (Germany), in 2002 in Nantes (France), in 2005 in Koper (Slovenia), in 2007 in Samsun (Turkey) and in 2011 in Koper again. Sold for demolition in Turkey. 312 \$ per ton.



Ntabeni (ex-*Recife*, ex-*Tellus*). IMO 8122828. General cargo. Length 182 m, 12,212 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Tsu (Japan) by Nippon Kokan. Owned by Enterprises Shipping & Trading SA (Greece). Sold for demolition in India. 420 \$ per ton.



Odai (ex-*Nikolla*, ex-*An Qiang 16*). IMO 8992675. General cargo. Length 86 m. North Korean flag. Unknown classification society. Built in 1987 in Fuzhou (China) by Fujian Shangyou Shipyard. Owned by ISM Group Ltd (Syria). Detained in 2006 in Ravenna (Italy), in 2009 in Alexandria (Egypt) and Iskenderun (Turkey) and in 2010 in Beyrouth (Lebanon). Sold for demolition in Turkey.



Omran (ex-*Mariam Queen*, ex-*Heimbulk*, ex-*Nordbulk*, ex-*Running Bear*, ex-*Euro Partner*, ex-*Helene Graebe*, ex-*Seeberg*, ex-*Strombron*, ex-*Seeberg*). IMO 7042514. General cargo. Length 77 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1970 in Wewelsfleth (Germany) by Hugo Peters Schiffswerft. Owned by ISM Group Ltd (Syria). Detained in 1998 in Murmansk (Russia), in 2002 in Newcastle (United Kingdom) and New Ross (Irlande), in 2007 in La Spezia (Italy) and Alicante (Spain) and in 2008 in Porto Nogaro (Italy) and Volos (Greece). Sold for demolition in Turkey.



Osprey Arrow. IMO 8313697. General cargo. Length 187 m, 13,631 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Koje (South Korea) by Samsung. Owned by Gearbulk Ltd (Norway). Sold for demolition in India.



Pacific Eagle (ex-*Gloria Ace*). IMO 9004061. General cargo. Length 98 m, 2,358 t. Panamanian flag. Classification society China Classification Society. Built in 1990 in Imabari (Japan) by Nishi Zosen. Owned by Tianjin International Marine Shipping Co (China). Detained in 2000 in Sendai Shiogama (Japan). Sold for demolition in China.



Pacific Pearl (ex-*Raven Arrow*). IMO 8011328. General cargo. Length 178 m, 10,599 t. Bahamian flag. Classification society Norske Veritas. Built in 1981 in Chiba (Japan) by Mitsui. Owned by SMT Ship Management & Transport Ltd (Cyprus). Sold for demolition in India. 455 \$ per ton



Pacific Pearl passing under the Memorial Bridge, Portsmouth, New Hampshire (United States), April 2011
© Charles Bradley

Pioner Kirgizii. IMO 7731969. General cargo. Length 130 m, 4,010 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Vyborg (Russia) by Vyborgskiy SZ. Owned by FESCO - Far-Eastern Shipping Company (Russia). Sold for demolition in Jiangyin, China.

Pioner Yuzhno Sakhalinska. IMO 7436568. General cargo. Length 130 m, 3,930 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Sakhalin Shipping Co Sasco (Russia). Sold for demolition in Zhangjiagang, China.

Princess Lily (ex-*Nevada Merchant*, ex-*Capitaine Tasman*, ex-*Ridge*). IMO 7228211. General cargo. Length 117 m, 2,730 t. Maldives flag. Unknown classification society. Built in 1972 in Durban (South Africa) by Dorman Long Vanderbijl Corp. Owned by Lily Shipping (Maldives). Sold for demolition in India.



Princess Lily in Colombo (Sri Lanka), September 2008 © Deepsea / Marinetrffic

Remo (ex-Bremon). IMO 7419365. General cargo. Length 120 m. Belizean flag. Classification society RINA. Built in 1976 in Falkenberg (Sweden) by Falkenbergs Varv ; jumboized in 1982 and lengthened from 107 to 120 m. Owned by Ability Shipping Europe AB (Sweden). Detained in 2012 in Brunsbuttel (Germany). Sold for demolition in Grenaa, Denmark.



Safina 2 (ex-Phuong Dong 2, ex-East Islands) IMO 8500989. General cargo. Length 143 m, 3,886 t. Comorian flag. Classification society Vietnam Register of Shipping. Built in 1986 in South Bank (United Kingdom) by Smith's Dock Co. Owned by Marine Fleet Management (Pakistan). Detained in 1999 in Rostock (Germany), in 2006 in Durban (South Africa), in 2009 in Kandla (India) and in 2011 in Durban again. Sold for demolition in India. Another SD 14, one of the last one to be built. (see above *Dae San*).



Safina 2, May 2011 in Durban (South Africa) © Trevor Jones

Saint Demetrios (ex-Denler Premier, ex-Sea Premier, ex-Express Premier, ex-Anangel Ares, ex-Al Ahad). IMO 7622003. General cargo. Length 146 m, 4,306 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in Kure (Japan) by Ishikawajima-Harima. Owned by Cleopatra Shipping Agency Ltd (Greece). Detained in 2003 in Hong Kong (China), in 2010 in New Orleans (United States). Sold for demolition in India. 422 \$ per ton.



Sakala (ex-Safmarine Onne, ex-Nordana Advisor, ex-Sakala). IMO 9065687. General cargo. Length 137 m. Isle of Man flag. Classification society Det Norske Veritas. Built in 1995 in Kaliningrad (Russia) by Yantar. Owned by Tschudi Ship Management AS (Estonia). Detained in 2012 in Leghorn (Italy). Sold for demolition in Turkey.



On the Congo River, April 2012 © Ludo Popelier



SC *Baltic*. IMO 7393793. General cargo. Length 95 m. Danish flag. Classification society Det Norske Veritas. Built in 1975 in Kristiansund N (Norway) by Sterkoder; jumboized in 1985 and lengthened from 77 to 95 m. Owned by Norresundby Shipping (Denmark). Detained in 2011 in Amsterdam (Netherlands). Sold for demolition in Grenaa, Denmark.



SC *Baltic* in Rotterdam (Netherlands), March 2011
© Frans Sanderse



Sea Fortune (ex-Century Ally, ex-Barbarian, ex-Kimberlian, ex-Clinsi Brave, ex-Yusho No.3, ex-Toward Twenty). IMO 8122414. General cargo. Length 88 m, 1,383 t. Thai flag. No classification society according to her latest Port State Control. Built in 1982 in Kochi (Japan) by Kochi (Eiho). Owned by Krung Dhana Nava Co Ltd (Thailand). Detained in 2000 in Guangzhou (China), in 2001 in Haiphong (Vietnam), in 2002 in Mokpo (South Korea) and Kawasaki (Japan), in 2007 in Kota Kinabalu (Malaysia), in 2010 in Dumai (Indonesia) and in 2011 in Port Kelang (Malaysia). Sold for demolition in Bangladesh.



Sea Hope (ex-Gs Partner, ex-Partner, ex-Loyal Partner, ex-Cotalba, ex-Parayas, ex-Bulko, ex-Cabauno, ex-Duro Siete). IMO 7726081. General cargo. Length 86 m. Comorian flag. Classification society Ukraine Shipping Register. Built in 1979 in Gijon (Spain) by Duro Felguera. Owned by MGK Transforward (Ukraine). Detained in 2002 in Foynes (Ireland), in 2003 in Augusta (Italy) and Cadiz (Spain), in 2004 in Cartagena (Spain), in 2006 in Odessa (Ukraine), in 2007 in Casablanca (Morocco), in 2008 in Gemlik (Turkey), in 2009 in Izmit (Turkey) and in 2012 in Castellon de la Plana (Spain). Sold for demolition in Turkey.



Sea Rich (ex-Thor Sky, ex-Bargas, ex-Honvik, ex-Bahia Honda). IMO 8411827. General cargo. Length 147 m, 4,950 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Sestao (Spain) by AESA. Owned by Dalian Bonstar Shipping Co (China). Detained in 2012 in Tanjung Perak (Indonesia). Sold for demolition in China.



Sea Rich in Baoshan, Shanghai (China), August 2008
© MarineTraffic

Senator I (ex-Senator, ex-National Trust, ex-Galleon Trust, ex-Galleon Aquamarine). IMO 7912563. General cargo. Length 164 m, 6,396 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1980 in Shimonoseki (Japan) by Hayashikane. Owned by Hermes Maritime Services (India). Detained in 2007 in Tarragona (Spain) and in 2011 in Mumbai (India). Sold for demolition in India.



Sevmorput. IMO 8729810. General cargo. Length 260 m, 28,590 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Kerch (Ukraine) by Zaliv from June 1982 to December 1988, she was named after Severny Morskoy Put, the Northern Sea Route.

She was one of the four nuclear powered merchant vessels ever built and the last one to have been trading : the American *NS Savannah* commissioned in 1962 and part of the “Atoms for Peace” program has not been sailing since 1972 and is berthed in Baltimore with her nuclear reactor onboard waiting to be dismantled, removed and disposed of; the German *Otto Hahn* commissioned in 1968 was converted to diesel propulsion in 1972 and broken up in India as *Madre* in 2009; the Japanese *Mutsu* was commissioned in 1972, there was radioactive leaks from her reactor on her first test trip, and the vessel remained experimental never having carried commercial cargo; her reactor was removed in 1995.

Like her nuclear fellows and with the handicap to have entered service two years after the Chernobyl disaster, the *Sevmorput* encountered hostility and was denied access to ports across the world, including major Russian ones; her career was essentially limited to a service from Murmansk to Dudinka, the main port on Ienissei River in Siberia, and a few voyages to Vietnam in the 90's. With her 135 MW reactor, she was able to break ice up to 1 m thick at a 2 knots speed.



In 2007, her previous owner, the Murmansk Shipping Company planned to have her converted to the first nuclear drillship at Severodvinsk shipyard but the project was revoked a few months later. Atomflot took over the nuclear powered fleet of the Murmansk Shipping Company in 2009 and the *Sevmorput* remained idle in Murmansk. The same year Atomflot's General Director said the ship could last another twenty years, but in July 2012 *Sevmorput* was struck from the Russian Maritime Register of Shipping. A few months later, it was reported that she will be scrapped. *Sevmorput* will be dismantled in Russia but the deadline is unknown yet.



Port of Dudinka, April 2006 © Alexander Pyanov



© Murmansk Shipping Company

Shipinco I (ex-Vinashin Pride, ex-Shanghai Pride, ex-Veesham, ex-Oriental Peace, ex-Express Orient, ex-Oriental Crown, ex-Saint Antonios, ex-Libra Rio, ex-Nacional Rio, ex-Rodrigo). IMO 7433270. General cargo. Length 141 m, 4,512 t. Panamanian flag. Classification society Vietnam Register of Shipping. Built in Niteroi (Brazil) by CCN Maua. Owned by Vietship Material Equipment (Vietnam). Detained in 2004 in Novorossiysk (Russia), in 2005 in Aqaba (Jordan), in 2006 in Colombo (Sri Lanka) and in 2010 in Fangcheng (China). Sold for demolition in Hai Phong, Vietnam.



Smart Jessica (ex-Union Greta, ex-Auster, ex-Aso, ex-Pioneer Breeze, ex-Atsuta, ex-Lavandura, ex-Concord Hayato, ex-Lantana). IMO 8200618. General cargo. Length 166 m, 8,178 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in Saiki (Japan) by Usuki Tekkosho. Owned by Transglory Shipping Co Ltd (China). Detained in 2004 in Shanghai (China), in 2007 in Yokkaichi (Japan) and Dunkirk (France), in 2011 in Bushehr (Iran) and in 2012 in Novorossiysk (Russia). Sold for demolition in India. 431 \$ per ton.



St Elisabeth (ex-Bonanza Gold, ex-Hsieh Yung). IMO 8313104. General cargo. Length 104 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1983 in Imabari (Japan) by Nishi Shipbuilding. Owned by M Shipping Ltd (Ukraine). Detained in 2000 in Bangkok (Thailand), in 2003 in Dunkirk (France), Eleusis (Greece) and Ceuta (Spain), in 2004 in Aarhus (Denmark) and Sevilla (Spain), in 2005 in Antwerp (Belgium), in 2006 in Izmit (Turkey), in 2008 in Gemlik (Turkey), in 2010 in Koper (Slovenia) and Cadiz (Spain) and in 2013 in Gemlik (Turkey). Sold for demolition in Turkey. Silver medallist on the podium of substandard ships with 12 detentions.



St. Elisabeth, Istanbul (Turkey), August 2010 © Frank Behrends

Starford 4 (ex-Jia Yin Guan). IMO 8401042. General cargo. Length 110 m. Panamanian flag. Classification society China Classification Society. Built in 1985 in Ube (Japan) by Ube Dock. Owned by Seaway International Ship Management (China). Sold for demolition in Jiangyin, China.

Starford 5 (ex-Jia Shan Guan). IMO 8401030. General cargo. Length 110 m. Panamanian flag. Classification society China Classification Society. Built in 1985 in Ube (Japan) by Ube Dockyard. Owned by Seaway International Ship Management (China). Sold for demolition in Jiangyin, China.

Tan Binh 26 (ex-World Flower, ex-Union Qingdao, ex-Sun Pine, ex-Iyo Pine). IMO 8400880. General cargo. Length 98 m, 2,210 t. Tuvaluan flag. Classification society Vietnam Register of Shipping. Built in 1984 in Kochi (Japan) by Imai Zosen. Owned by Tan Binh Co Ltd (Vietnam). Detained in 2011 in Vishakhapatnam (India) and in 2012 in Paradip (India). Sold for demolition in India in Kolkata. 410 \$ per ton.



Tanzanite (ex-Express Phaeton, ex-Clipper Arita, ex-Arita, ex-Chenan, ex-Arita). IMO 8306864. General cargo. Length 145 m, 4,322 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Karlog Shipping Co (Greece). Detained in 2000 in Lisbon (Portugal) and in 2012 in La Plata (Argentina). Sold for demolition in Turkey. 306 \$ per ton.



Uran (ex-Shoyna, ex-Vasily Musinskiy). IMO 7415034. General cargo. Length 152 m. Cambodian flag. Classification society Honduras Bureau Of Shipping. Built in 1974 in Gdansk (Poland) by Gdanska Lenina. Owned by Australian Maritime Co PTY Ltd (Australia). Detained in 2002 in Setubal (Portugal), in 2007 in Taicang (China), in 2008 in Vladivostok (Russia) and in 2010 in Fuzhou (China). Sold for demolition in Jiangyin, China. 380 \$ per ton.



Vega (ex-*Nina Bres*). IMO 7413593. General cargo. Length 76 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1975 in Neuenfelde (Germany) by JJ Sietas. Owned by Rederiet Vega A/S (Denmark). Detained in 2006 in Las Palmas (Spain) and in 2013 in Antwerp (Belgium). Sold for demolition in Grenaa, Denmark.



Vega sailing outward from Vlissingen (Netherlands), February 2013 © Henk R

Win Moony (ex-*Almalaz*, ex-*Altair*, ex-*Ocean Knight*, ex-*Cam Bilinga*). IMO 8204846. General cargo. Length 152 m, 5,712 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique. This ship was commissioned in March 1984 and a regular visitor to French ports (Dunkirk, Rouen, Le Havre, etc.) during all her service life as *Cam Bilinga* under the Cameroonian flag of Cameroon Shipping Lines (Camship), Cameroon national shipping company. Her usual route led her to West Africa. Chantiers de l'Atlantique built a sister-ship, the *Cam Ebene*, delivered in May 1984, today the Maltese *Win Grace*. Owned by Rich Forth Investments Ltd (China). Detained in 2006 in Pyeongtaek (South Korea) and in 2011 in Tianjin (China). Sold for demolition in China in Xiasha. 365 \$ per ton.



Cam Bilinga, Bremerhaven (Germany) July 1995
© Andreas Spörri



Chang Jiang, April 2011
© AF van Rhijn

Xiang Rong Men (ex-*Thor Nautica*, ex-*Pan Oasis*, ex-*Cape Cleveland*, ex-*Aire F*, ex-*Obod*). IMO 8701088. General cargo. Length 181 m, 8,308 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by NASCO (China). Detained in 2000 in Yokohama (Japan), in 2001 in Houston (United States), in 2008 in Suez (Egypt), in 2009 in Bandar Abbas (Iran), in 2010 in Dalian (China). Sold for demolition in India. 437 \$ per ton including 300 t of bunkers.



Yana-K (ex-*Valeriy Godlevskiy*, ex-*Murom*, ex-*Kapitan Manasayev*, ex-*Sormovskiy-30*). IMO 7329132. General cargo. Length 114 m, 814 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Gorki - Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Standard Shipping Denizcilik (Turkey). Detained in 2006 in Izmit (Turkey). Sold for demolition in Turkey.

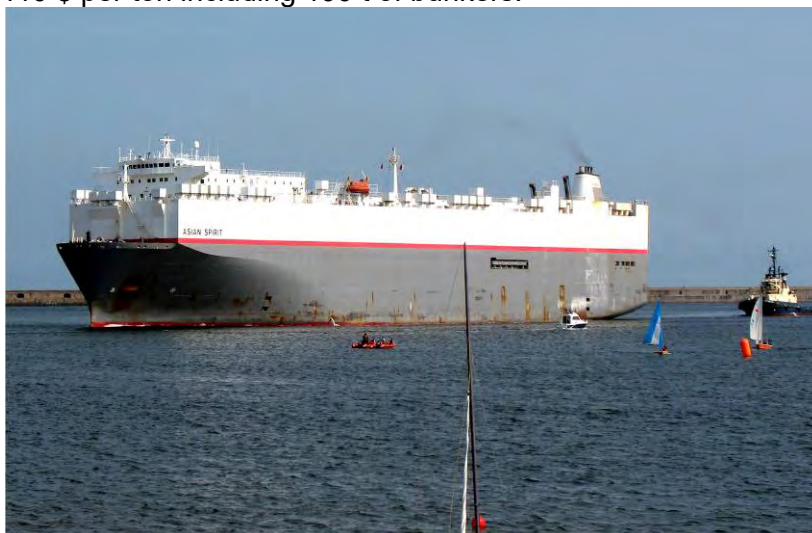


Zehra VI (ex-Sveti Serafim, ex-Sea Hawk 2, ex-Khudozhnik Kuindzhi). IMO 7620201. General cargo. Length 123 m, 2,050 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Navashino (Russia) by Oka Shipyard. Owned by Zeb Denizcilik Tasimaciligi (Turkey). Detained in 2005 in Canakkale (Turkey), in 2008 in Venice (Italy) and Koper (Slovenia), in 2009 in Koper again, in 2010 in Alexandria (Egypt), in 2011 in Izmir (Turkey) and in 2012 in Gemlik and Izmit (Turkey). Sold for demolition in Turkey. 322 \$ per ton.



Car carrier

Asian Spirit (ex-Hual Tribute). IMO 8600208. Car carrier. Length 200 m, 15,578 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Nissan Motor Car Carrier (Japan). Detained in 2008 in Hamburg (Germany). Sold for demolition in China. 410 \$ per ton including 190 t of bunkers.



The car carrier *Asian Spirit* on the Tyne River (United Kingdom), September 2010 © Roy Bradfield

Cosmos Venture. IMO 8600143. Car carrier. Length 187 m, 11,928 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Toyohashi (Japan) by Kanasashi. Owned by New Asian Shipping Co Ltd (Hong Kong, China). Sold for demolition in India. 457 \$ per ton.

Hoegh Traveller (ex-Hual Traveller). IMO 8116908. Car carrier. Length 180 m, 12,164 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1983 in Toyohashi (Japan) by Shin Kurushima. Owned by Hoegh Autoliners (Norway). Detained in 2003 in Jacksonville (United States). Sold for demolition in China. 380 \$ per ton.



Hyundai n°108. IMO 8608133. Car carrier. Length 174 m, 9,790 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2007 in Shanghai (China). Sold for demolition in Bangladesh.



Hyundai n°109 (ex-Toronto, ex-Hyundai n°109). IMO 8608145. Car carrier. Length 174 m, 9,898 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2004 in Pyeongtaek (South Korea), in 2007 in Bandar Abbas (Iran) and in 2008 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh.



Jasa Aman (ex-Atlantic Highway, ex-Australian Searoad, ex-Alps Highway). IMO 8202305. Car carrier. Length 158 m, 7,381 t. Malaysian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Sugahara Kisen KK (Malaysia). Sold for demolition in China by Civet Guandong scrapyards. 403 \$ per ton.

The END

No answer from the France Telecom cable layer



© Walvis Bay Diving



©Henties Bay Tourism Association

A fire broke out onboard the *Chamarel*, a French Telecom cable layer on August 8th 2012 off the coast of Namibia in the Atlantic Ocean when returning to Cape Town after completing a maintenance intervention on the cable "Sat3-Safe" (Europe-Africa-India-Malaysia). The fire raged out of control and the ship was evacuated. The 56 crew members were safely brought to shore. The fire burnt the entire vessel and she ended up running ashore, a total loss. The remaining fuel was pumped from August 22nd to September 11th under the supervision of the specialised company Smit Salvage based in The Netherlands. The *Chamarel* is currently being demolished where she grounded.



Following the fire © Walvis Bay Diving

The fire marks the end of the remarkable ship built in 1973 by the Ateliers et Chantiers du Havre as the French *Vercors*. It was one of the largest and best equipped cable ships in the world. A length of 136 meters, and 18.20 meters wide, and a gross tonnage of 8,575 she was fit with three cylinder shaped tanks 2,400 cubic meters to store cables. A diesel-electric motor permitted a speed of 15 knots.



Historical Collection France Telecom



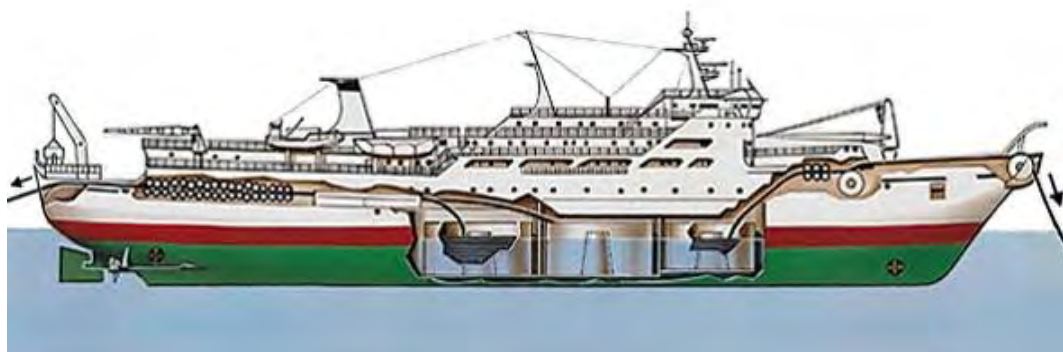
The inauguration of the *Vercors*

© Association des Amis des câbles sous-marins

In 2001, just before the cable layer *René Descartes* was inaugurated, the *Vercors* was transferred to a South African subsidiary of France Telecom under a Mauritian flag and renamed *Chamarel*. Based in Cape Town, she carried out maintenance on the cables from Dakar to the Indian Ocean.



Under a rainbow, Vigo (Spain), January 2001 © Harley Crossley



The side view of a cable layer like the *Vercors* drawing by Marcel Miller

The *Vercors* worked in practically all the world's seas (Mediterranean, The Channel, The North Sea, Atlantic, West African Ocean, the Pacific and Southeast Asia...) During her 40 year working life she placed over 120 000 km of cables, including around a dozen transatlantic (Europe/USA) and notably some 10 000 km of the 18 000 km of the optic fibre submarine communications cable "Sea-Me-We 2" (South East Asia Middle East Western Europe) installed in 1994 between Asia and Europe. She also set a world record in 2000 at the "Southern Cross Cable" (Australia/USA) worksite by embedding a cable (in a trench) at a depth of 1,610 meters.

The French Cable layer fleet had already experienced a similar disaster when a fire broke out on the *Marcel Bayard* at La Seyne-sur-Mer (France) on January 6th 1981 which ended the working life of the 1961 ship built in Le Havre.



April 2013, to facilitate demolition the *Chamarel* was cut in two ©Allgemeine Zeitung-Namibia

Sources

American Bureau of Shipping ; Association Des Amis Des Cables Sous-Marins ; Association Maroccoaine des Officiers de la Marine Marchande ; Barents Observer (the) ; Bellona ; Black Sea Memorandum of Understanding ; Bureau Veritas ; CBC – Radio Canada ; Chittagong Port Authority (the) Clarkson’s ; De Morgen ; Deccan Chronicle (the) ; Det Norske Veritas ; Equasis ; Fairplay ; European Maritime Security Agency ; Germanischer Lloyd ; Global Marketing Systems ; Gulf News ; Havarie Kommando ;Hindu (the) ; Indian Ocean Memorandum of Understanding ; Indo Asian News Services IANS ; Lloyd’s List ; Lion Shipbrokers ; Lloyd’s Register of Ships ; Marie Bourrel in Droit de l’environnement, n°211 ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin ; Maritime Matters ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Index ; Money Life ; Mumbai Port Trust (the) ; Namib Times (the) ; NDR 1 Radio ; Nippon Kaiji Kyokai ; Optima Shipbrokers ; Riyadh Memorandum of Understanding ; Robin des Bois, personal sources and archives ; ROSATOMFLOT ; RTBF ; RTL Info ; Russian Maritime Register of Shipping ; Sea News ; Ship Nostalgia ; Shipspotting ; Times of India (the) ;Tokyo Memorandum of Understanding ; Trade Winds ; Tugboat Information ; United States Coast Guards ; Vessel Tracker ; Vietnam Register of Shipping ; VVIA(Flemish Organisation for Industrial Archeology).

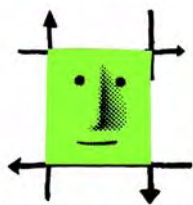
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ROBIN DES BOIS

Ship-Breaking



Veracruz Express, February 2012 © InletPhotos.com
Summer 2013, Alang (India) - p 44



July 2013 – p 47
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Content

Russian Roulette in Canada	1		
Demolition-breakers	3	General cargo	10
Spain :sinking	4	Miscellaneous: dredger, tug,	25
Military vessels: United Kingdom, France, Italy	5	Offshore supply, research	
Letters to the Editor	6	Fishing ship – Factory ship	27
Results from May 1 st to July 31 st	8	Reefer	28
Lumbers and boards on the water	10	Ro Ro	29
Douglas Bay, the diamond dredger	24	Passenger ship - Ferry	32
DeMol : demolition in the Indian Ocean	35	Container ship	35
Oranjestad, from Rhône River to the Caribbean	45	Heavy load carrier	44
The END: the 2 nd death of the ex-European Gateway	73	Oil tanker	45
		Chemical tanker	51
		Gas carrier	53
		Bulk carrier	53
		Car carrier	72
		Sources	75

Russian Roulette in Canada



Canadian Miner, grounded on Scatarie Island, February 2013 © MV Canadian Miner / Facebook

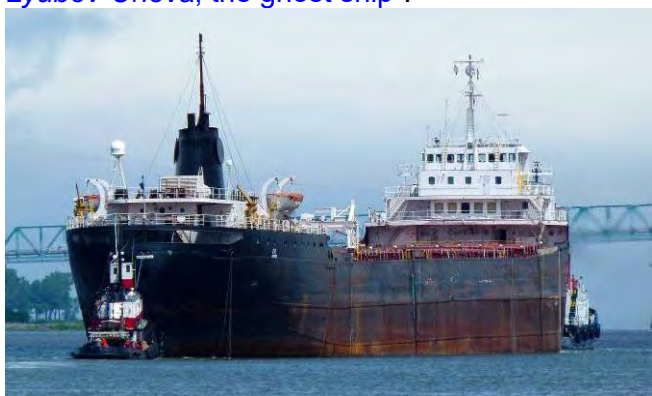


One of Lyubov Orlova latest position
© National Geospatial-Intelligence Agency

Fall 2011, Canadian authorities let the bulk carrier *Canadian Miner* set off for demolition in the Turkish ship-breaking yards. This Great Lakes veteran left for her cross Atlantic voyage in tow of the *Hellas*, a

greek tugboat chronically deficient. The sea trip is a disaster. The tug line broke and the *Miner* started drifting, until she finally got stranded September 20th on Scatarie Island, a protected area in the province of Nova Scotia very rich in marine biodiversity. From day one, federal authorities washed their hands of the problem, refusing to take on the least cent of the cost of the wreck's removal. After two years of meetings, hesitations and dismantling plans that amount to costs between 2 million and 30 million Dollars, the ship is still there, progressively disintegrating, releasing into the water scales of paint and other micropollutants toxic for the environment and destroying this year as last seasonal lobster fishing as well as the seascape view.

Winter 2012, Saint-John's Port in Newfoundland is getting rid of an old cruise vessel, abandoned since 2010. The *Lyubov Orlova* was auctioned in view of a hypothetic demolition in the Dominican Republic. No one seems to mind the old ship leaving in tow of a fifty year old tugboat towards a demolition yard that is not sure even to exist. Worse yet, when *Lyubov Orlova* drifted off after her tugline broke – a Canadian tradition – she was intentionally pushed away from Canadian waters and offshore platforms and set free. Located for some time by the American NGA (National Geospatial- Intelligence Agency), the wreck disappeared from radar screens somewhere in the North Atlantic Ocean. See the special page "[Lyubov Orlova, the ghost ship](#)".



Algoma Provider is leaving for Turkey
© Jacques Gauthier



Kathryn Spirit is waiting in Beauharnois
© Archives QMI

Summer 2013, the Russian roulette game is going on. On June 9th, another Great Lakes bulker has left the shores of St. Lawrence on her way to Turkey. The Canadian *Algoma Provider*, now the Ovi citizen of Sierra Leone, towed by the spanish-owned *VB Artico*, arrived safely to Aliaga. The Turkish connection was victoriously revived but a tremendous feat was yet to come : the expedition of the *Kathryn Spirit* to Mexico. The old general cargo carrier (46 years old) had been waiting for demolition since summer 2011 in Beauharnois (Quebec, Canada). She had been bought by the Groupe Saint-Pierre, a company specialised in urban excavation and demolition. The demolition project to demolish her afloat on lake Saint Louis, not including any particular safety measures for the environment, was met with general hostility, and the group finally dropped the plan beginning 2012. The *Kathryn Spirit* then became a pariah, she must go, leave Saint Lawrence river and even Canada. American and Chinese demolition fields are contacted but they decide not to take on the old ship. In fall 2012, her sale to the Mexican company Reciclajes Ecologicos Maritimos is announced. This time the ship really will leave St. Lawrence. « A happy end » according to politicians who got involved in the affair. Summer 2013, the *Kathryn Spirit* is still in Beauharnois, awaiting an official approval for her departure ; the ship suffered an ingress of water during the winter, bilge water must be pumped and treated in Canada and at least 150 000 dollars work must be done to reinforce the vessel's hull before the towing operation.

Reciclajes Ecologicos Maritimos has been operating a dismantling facility since 2008 : the workyard is located in Puerto Lazaro Cardenas, on the Pacific Coast of Mexico. Can the expedition of the *Kathryn Spirit* from the St. Lawrence shores to the Pacific Coast be considered a happy end ? Will Canadian authorities dare risk an Episode 2 of the *Lyubov Orlova* ? One might even wonder weather or not there is any such thing as Canadian authorities when these matters are concerned ? Ottawa's favorite game is « It wasn't me, it was one of my provinces ! » By the way, another question is wether the Panama canal authority will accept the crossing of such an unstable convoy.

A miracle still could happen : the Canadian shipyard Marine Recycling Corporation (MRC) has been dismantling ships for over 40 years in Port Colborne, a city by Lake Erie, and another veteran, the *Phoenix Star* is being demolished in Toledo (Ohio, USA), also by Lake Erie.

Demolition-breakers

Some Ro Ros, container ships, tankers and cruise liners, promised at first sight to scrapping after a terrorist attack, an accident or an intense fire, are coming back to life. For example, and also reminding of ships *Saint Clair*, *Exxon Valdez* and the *Stockholm* still sailing as *Athena* (and soon *Azores*) previously cited in Ship-Breaking, here are the new miracles of ships *Hundai Fortune*, *Hanjin*, *Pensylvania*, *CMA Djakarta* and *Limburg*. The case of the *European Gateway* is presented in the chapter The END, p 73.



Hyundai Fortune, March 2006 © Cargolaw



now *MSC Fortunate*, 2013 © Lukasz Blaszcak



Hanjin Pennsylvania, November 2002 © Cargolaw



now *Norasia Bellatrix*, November 2010 © Rafael Ferreira Viva



CMA Djakarta, July 1999 © © Capt Lawrence Dalli



now *Classica*, July 2012 © Emmanuel L



Limburg, after the attack and fire off Yemen
June 12, 2004



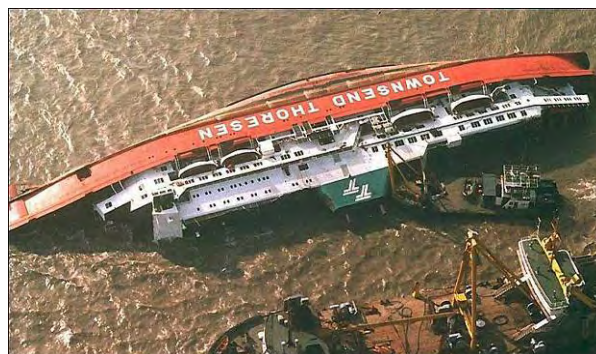
and after repair works, as *Maritime Jewel*
© United World Marine July 31, 2004

Mystery remains about the ferry *Herald of Free Enterprise*, structurally intact after her shipwrecking on March 6th, 1987 (193 fatalities) in Zeebrugge harbour and her salvage one month later. *Herald of Free Enterprise* was towed around the Cape of Good Hope, off which she has escaped during several days, up to Kaohsiung port for an announced demolition that has been contested several times by persistent rumours. These rumours, which never succeeded to become actual information, are not incompatible with shipping practices and those of Townsend Thoresen.

The example of the *European Gateway*, which just left for demolition 31 years after her ramming and wrecking in the English Channel, confirms the rumour of an ex-*Herald of Free Enterprise* still operated in Asia, reshaped and unrecognizable. A red alert is set off for IMO number **7820485**. A sister-ship of *Herald of Free Enterprise*, *Pride of Free Enterprise* is still operated in the Strait of Gibraltar under the name *Sherbastkiy*.



1982, *European Gateway* © Shipspotting



Herald of Free Enterprise, 1987 © © Mercator Media

Spain: sinking

Old ships dumping projects are examined in Canarias and in Gandie (Province of Valencia). In both cases, they consist in creating artificial reefs and diving spots.

On Gran Canaria Island, the project plans 6 artificial reefs between Las Palmas and Guia, along a 20km long shoreline. The final goal is to develop commerce and tourism by attracting some of the 90 000 tourists who go to Canarias for diving. The potential market is estimated at 100 millions euros. The ships that are to be dumped at sea are derelict merchant vessels put at disposition by the harbour administration of Las Palmas, one of them measures 150m long. They would be decontaminated before the project's execution. The first of the series would be sunk 700 meters off the coast facing the beach el Puertillo, at a depth of 30m. According to the citizen association for the development of Arucas and Gran Canaria (ACIUDESA), a non-profit organization, the project's execution will generate economical prosperity, employment and the creation of new hotels. Fishermen cooperatives will be able to work together with the divers. Governmental organizations and private companies support the project. ACIUDESA is a member of the Gran Canaria coastal actions' group together with the government of Canarias, Las Palmas municipality and other entities. For this type of development project, the group receives funds from the European Union. Impact assessment studies are being carried out.

In the Mediterranean Sea, the municipality of Gandie (Province of Valencia) also plans to create an artificial reef by sinking a ship at about 4 kilometres off the coast. A 4 members professional team will establish an inventory of the fauna and the flora and will collect data on the benthos. A cleaning protocol of the ship will be drafted and a demand for a concession will be submitted to Spanish authorities for validation.

International conventions establish the principle of prohibition of dumping end-of-life ships. In consequence, the Spanish projects are questionable except if all the toxic waste – PCB, hydrocarbons, paints, sludges, scales, cables, asbestos, - are priorly removed from external and internal hull. Under this condition only, ships can be qualified as inert materials before their dumping.

Robin des Bois considers these projects as a diversion from International law, aimed at avoiding Spanish administrations and State from paying the end-of-life ships dismantling costs. Regarding the artificial

reefs, the London Convention indicates that “placement should not be used as an excuse for disposal at sea of waste materials”. All derelict reefers and ex-fishing factory ships languishing in Las Palmas (Canarias) have to be demolished in European shipyards or nearby, or in a floating dock or a terrestrial temporary site if they are too fragile to be moved. Mauritania gave up the idea of dumping the wrecks left over in the Bay of Nouadhibou (see [Ship-breaking # 20](#)). Despite its economic difficulties, Spain could follow the Mauritanian example.

Military vessels

United Kingdom

The British Royal Navy does not have any patriotic nor ecological considerations. Under the blessing of the European Union and without raising any eco-political opposition, the Royal Navy sold the aircraft carrier *Ark Royal* for more than 3 million euros. She left Portsmouth on the English South Coast at the end of May for a final 3.700 km voyage, without any prior asbestos removal.



© Mike Walker



© Murray Sanders

May 19th, 2013, *Ark Royal's* last departure, bound for Turkey.

According to some last minute information, the Royal Navy will also send for demolition 4 type 22 frigates : *HMS Chatham*, *HMS Cumberland*, *HMS Campeltown* and *HMS Cornwall*. Only the *HMS Cornwall* would have been sold for demolition to a local ship-breaking yard in Swansea, Wales. As well as the *Ark Royal*, the other three will be oriented towards the Turkish shipyard Leyal.



HMS Cornwall, arriving Plymouth, April 2011 © Allan Wright

France

Thanks to the arrival of a floating dock from Lithuania, the French Marine Nationale ex-replenishment oil tanker *Saône* is being dismantled in the port of Toulon. *The Saône*, which has been used as a breakwater since 1982, was in a situation of such fragility that it was too dangerous to tow her on large or medium distances. This try may be a masterstroke that, if successful and avoiding sea pollution, could lead to an in situ demolition industry of some of the laid-up French war vessels. Nevertheless, this floating dock has to be rent from Lithuania and the French government has definitely deprived itself of such a polyvalent tool, when they let the port of he Havre harbour sell to the Bahamas the very last one operated in the French ports.

This was back in 2006, and at that time, the experts and the Marine Nationale opinion was that a floating dock was of absolutely no utility whatsoever regarding ship dismantling.

L'ex tanker *Saône* à Toulon, juin 2009
© Stéphane Saissi



Italy

Meanwhile, the Italian Navy has called for tender to clean up a nook of the Bay of Augusta in Sicily of some old polluting hulls; the contract was awarded to the Dutch Mammoet Salvage. This rehabilitation and recovery along with the recycling of metals reminds us of the Nouadhibou campaign (July 2010, see [Ship-Breaking # 20](#), p 1) in Mauritania where a fleet of some semi dumped derelict fishing trawlers, together with one or two small military units were stranded.

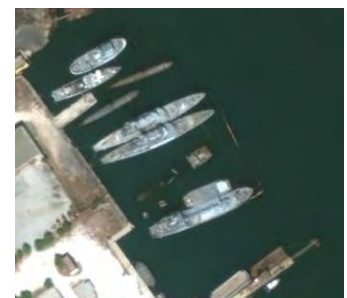


Wrecks in Punta Cugno and Forte Garcia © Italian Ministry of Defence

Nevertheless the Italian operation is far from being completed. According to the latest news, it would only concern the 7 most degraded and semi dumped wrecks facing Forte Garcia, that is to say, 3 minesweepers, 2 corvettes and 2 other small unities. Many other derelict ships remain on the site of Punta Cugno, like corvettes, tankers, tugboats, minesweeper and even submarines: it would be the very moment for the Italian Ministry of Defence to evacuate them and put an end to the pollution of the seabed. Compared to the common grave of Punta Cugno, Landevennec naval graveyard (Britanny) is more alike the Parisian Père Lachaise.



The naval cemetery of the Italian Navy, Punta Cugno, Bay of Augusta © DR



Hardly floating objects in the Bay of Augusta © GoogleEarth

Letters to the Editor

Received from Simon, North Lincolnshire (United Kingdom), May 29th, 2013

A little feedback on your latest Ship Demolition bulletin.

The B&W-built bulk carrier *RIP HUDNER* was as you say initially reported sold to Pakistan shipbreakers. However by the end of March she was renamed *SINO 6* (Panama flag) and sailed for China. From AIS data the vessel appeared to approach the demolition area at Jiangyin on May 10th but sailed from the Yangtze three days later for Guangzhou where she arrived on May 19th. Equasis incorrectly list her as broken up 10/05/2013. Her current position appears to be a dry-dock and not a demolition facility to my knowledge. (...)

You report the vessel *GREEN VISHIP* as sold to Chinese breakers but she has been delivered to Vietnamese breakers at Hai Phong. The demolition facility there seems to be referred to as Song Da. Also arriving there recently was the SD-14 *GOLDEN LIGHT*. She had been laid-up on the Saigon River for some months. She sailed

on the 13th of March, anchoring off Hai Phong pilot station on the 17th before moving to the demolition area on March 20th

Comments from Robin des Bois

Thanks for these precision and rectifications. The *Green Viship* was mentioned in [Ship-breaking # 31](#), the *Golden Light* in # 30. It seems a few Vietnamese facilities dismantle ships from the national fleet only, to avoid diverting other merchant ships from Chinese breaking yards.

The case of the *Rip Hudner* renamed *Sino 6* ([Ship-breaking # 31](#), p 40) is to be watched. Robin des Bois considered the ship was leaving for demolition considering her status on the Equasis database. But this status was again updated on June 13th and the ship appears as "In service" under the name *Sino 6*.

We also add some precisions on the fate of two ships which was unsealed when [Ship-breaking # 30](#) was published.

The final destination of the Italian ferry *Flaminia* renamed *New York* was unknown (p 10). The ship has eventually been sold to an Indian ship-breaking yard at 415 \$ per ton.

As for the American *Seaboard Trader* (p 33), waiting for orders in the Carribean, she was sold to a British Virgin Islands-based shell company, deflagged and discreetely beached for demolition in Indian as *Vegas*.

Photos received from Shahid, Gadani (Pakistan), May 29th 2013

Vessels beached for demolition in Pakistan.



Baco-Liner 2

June 11th 2013



Sundance

Comments from Robin des Bois :

In [Ship-breaking # 31](#)(see p 4), on the basis of information released by professional sources, Robin des Bois announced the sale of the two German barge carriers *Baco-Liner 1* and *Baco-Liner 2* for demolition in India. Late May, the *Baco-Liner 2*, sailing from Europe, actually arrived off Alang before ending up on the sand in Gadani. *Baco-Liner 1*, which left Rouen (France) on May 18th is following her sistership's tracks : she was also diverted and beached in Pakistan on July 24th.

As for the *Sundance*, she was said to be sold to Indian breakers at 300 \$ per ton in [Ship-breaking # 30](#). the chemical tanker was sailing then as the *Tristar Dubai*, under her new St. Kitts & Nevis flag. Sailing from Lome, Togo, she lost her engines and had to be towed to the port of Durban, South Africa on March 25th. On April 12th, she was clearing the entrance channel bound for a demolition yard but suffered a second engine failure; the same tugboat, the *Smit Amandla* towed her back to Durban. The *Sundance* was finally beached for demolition in Pakistan.

Received from Iain, (United Kingdom), June 23rd, 2013

Good morning. I am currently writing a book about the experiences of people involved in the Herald of Free Enterprise ferry disaster at Zeebrugge in 1987. Whilst interviewing in Belgium, I heard a story that the ferry, which was towed to Kaohsiung in Taiwan in 1988, may not have been scrapped at all and may actually still be in service in the Far East.

Apparently, there are no official records or photographs that can be supplied by the breakers as evidence that the ferry was actually broken up. Furthermore, at the time the ferry was supposed to have been scrapped, in April 1988, the breaking yard was supposed to be closing for the expansion of Kaohsiung port.

I read with interest your report on the supposedly scrapped Bow Elm turning out to be the Ling Hai. Do you think it's possible that the Herald of Free Enterprise may not have been scrapped after all? (...)

See comments of Robin des Bois p 4 chapter « Demolition-breakers »

Received from Paul, (United Kingdom), July 29th, 2013

Bonjour

Please note that 4 x British Type 22 frigates have been sold for scrap - (source BBC News, Hampshire and the Isle of Wight - 26th July 2013).

HMS Chatham - Built in 1988 by Swan Hunter, Tyne and Wear UK - sold to Leyal (Turkey) region £0.75m GBP

HMS Cumberland - Built in 1986 by Yarrow, Glasgow UK - sold to Leyal (Turkey) region £0.75m GBP

HMS Campeltown - Built in 1987 by Cammell Laird, Birkenhead UK - sold to Leyal (Turkey) region £0.75m GBP

HMS Cornwall - Built in 1985 by Yarrow, Glasgow UK - sold to Swansea Drydock UK region £0.70m GBP

Received from Egidio, Genoa (Italy), July 31st, 2013

This old cruise vessel *Pacific* eventually left Genoa last 27th, July towed by tug "Izmir Bull" inbound Turkey for demolition.

She arrived in November 2008 in Genoa for refitting being seized after few weeks. She was sold for demolition early 2012 but the Turkish ship-breaking yard only paid the first part of the total amount and the ship remained in Genoa.



Here are the pictures of her as "Acif", just few minutes before sailing towed.

NDLR :

The *Acif / Pacific* is the ex *Pacific Princess*, the cruise ship starring in the American TV serials "The Love Boat". (See [Ship-breaking # 27](#), p 8 and 74).

Results from May 1st to July 31st

271 ships left for dismantling in three months. **106** (39%) were built in Europe, **88** (32%) belonged to European ship owners, **241** (89%) left for Asia. The cumulated demolition has recycled more than **2,2 million tons** of metal.

At least 47 ships sent to demolition have been renamed prior to their departure for the ship-breaking yards. Brushstrokes are very light, regarding the conversion of *Ile de Beauté* in **Beau**, the *Algoma Provider* in **Ovi** or the *Hanjin Palermo* in **Pale**; the container ship *Santa Barbara*, turned into **Samba** deserves a special mention for her painter's creativity. If we were slightly optimistic, we could say that these ultimate camouflage operations reveal the ship owner's guilty conscience about the scrapping conditions of their ships. This procedure is also coupled with a deflagging, which frees them from the ultimate legal obligations, which they consider way too demanding: at least 12 ships adopted the St. Kitts & Nevis flag and as many of them fell for the Comoros to complete their last voyage.

These practices are international and commonly applied by shipowners from European countries, the United States, Canada, Brazil, South Korea, Japan and even Turkey and India.

The pace of vessels leaving for demolition has slowed down (only **21** ships a week against 24 from January to April 2013). Meanwhile, if this pace is kept, the threshold of 1000 ships will still be crossed at the end of the year.

by unit

- 1 India 81 (30%)
- 2 Bangladesh 56 (21%)
- 3 Turkey 42 (15%)
- 4 China 34 (13%)
- 5 Pakistan 28 (10%)
- 6 Denmark 2 (1%)

By tonnage of metal recycled

- 1 India 721,000t (32%)
- 2 Bangladesh 496,000t (22%)
- 4 Pakistan 392,000t 18%)
- 3 China 209,000t (9%)
- 5 Turkey 141,000t (6%)

by category

- 1 Bulk carrier, 93 (34%)
- 2 General Cargo 63 (23%)
- 3 Container ships 41 (15%)
- 4 Tankers 38 (14%)

India remains on top with 81 ships (30%) to demolish but proportionally its share continues to decrease: it was of 40% in 2012, down to 34% for the first 4 months of 2013. India is ahead of Bangladesh, 56 ships (21%), Turkey , 42 ships (15%), China and Pakistan.

Rates offered by breaking yards in the Indian Sub continent have been shrinking: they fell slightly under 400 \$ per ton. The Chinese rates slumped and China is going through a bad patch: its relative part regarding the number of dismantled ships goes from 26 to 13%; the figures get worse in tonnage (from 24 to 9%). Pakistan is the large ships specialist, bulers or tankers, with an average lightweight of 14,000 t, when India and Bangladesh are below 9,000t.

After the bars, demolition






56 (21%) of the ships leaving for demolition were controlled by a classification society that did not belong to IACS (International Association of Classification Societies) or without classification. Substandard vessels are always the first to leave: at least **171** (63%) were previously detained in worldwide harbours with a detention rate of 100% for reefers, 75% for general cargo and bulk carriers, 67% for chemical and gas tankers and 60% for container ships, ferries and passenger ships. The sub standard ship Golden Palm is attributed to the small general cargo carrier *Serine* and her **19** detentions between 1999 and 2013 – the record observed by Ship-Breaking until now – bound for demolition in India (p 21). The other winners are *Captain Johnny*, 16 detentions (p 13) and the *Mermaid Pride* 14 detention (p 18), 2 ships of the same category dismantled in Turkey.



MaY 2011, the *Serine* in Sibenik (Croatia) after grounding on Unije Island © Helen Krmic

Years and meters

The age of ships leaving the fleet ranges from 13 years for the Chinese tanker *Haichang Tianjin* to 50 years for the Canadian Great Lakes bulker *Algoma Provider*. The average age is **29** years; it is **25** for tankers and **22** for container ships. 83 ships measure less than 150m long, 116 of them between 150 and 199m long, and other 72 more than 200m. 9 ships have a length of more than 300 m of which 5 were dismantled in Pakistan.

	Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).
	Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.
	Ship controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.
	Ship and crew detained in a port for deficiencies.
	Single-hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.

General cargo

Lumbers and boards on the water



Forêt arctique © Matti Holmgren



Forêt tropicale © amazonie-indienne.com

White wood from the Arctic, red or yellow tropical wood, boards and lumbers, impetuously transported and ready to fall at the first disturbed movement, to drift, bringing sadness to a small fishing boat or joy to a shipwrecked. Wood did not reach yet the precious substance status. Wood carriers are alike deforestation, on the rush, expeditious, wasters, wily and all-purpose.

The *Jasmin* transports on top of it second hand tractors that will be used to replace, if they arrive safely and are still working, forests by monoculture.



Best Rich, Rabaul, (Papouasie-Nouvelle-Guinée) © Bob Godefroy



Jasmin, détroit du Bosphore © Gerolf Drebes



Lara, Kingstown (Saint Vincent) © Jordan Seifarth



Lara, Istanbul (Turkey) © Peter Fox



Malbec, Bosphore © Wil Weijsters



Malbec © Igor Kryvopustov



Razan Star, Istanbul © Arwad Shipp.



Sangthai Glory, Singapore © Andrew Mackinnon

Abdulaziz Arab (ex-*Atlantic Express*, ex-*California Current*, ex-*Veruda*, ex-*Golfo di Venezia*, ex-*Gacka*, ex-*Konkar Triaina*). IMO 7923548. General cargo. Length 193 m, 8,805 t. Saudi Arabian flag. Classification society Bureau Veritas. Built in 1982 in Pula (Croatia) by Uljanik. Owned by Saudi Arabia Shipping (Saudi Arabia). Detained in 1998 in Rotterdam (Netherlands) and in 2003 in Punta Arenas (Chile). Sold for demolition in India.



Adiyaman. IMO 7305007. General cargo. Length 101 m. Turkish flag. Classification society Turk Loydu. Built in 1973 in Akitsu (Japan) by Taihei Kogyo. Owned by AK Gemi Tasimaciligi Sanayi ve Ticaret AS (Turkey). Sold for demolition in Turkey.



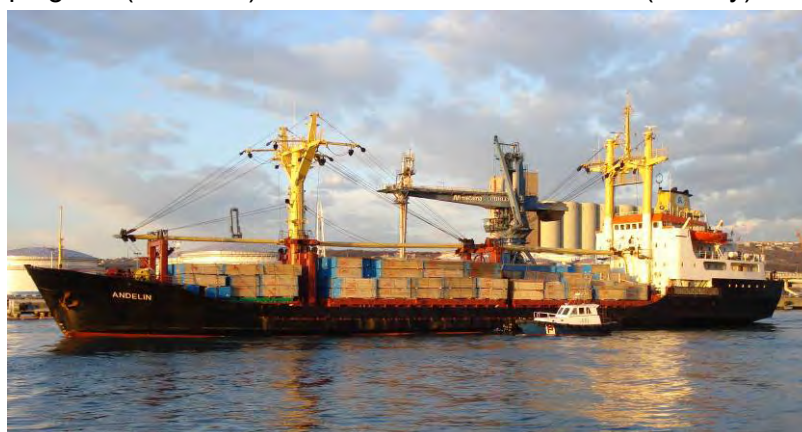
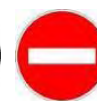
Amal (ex-Nikolis, ex-Sky Favor, ex-Chang Jiu, ex-Balsa 23). IMO 8204080. General cargo. Length 105 m, 1,945 t. Jordanian flag. Classification society China Classification Society. Built in 1982 in Kochi (Japan) by Kochi Jyuko. Owned by Victoria Ship Management (United Arab Emirates). Detained in 2009 in Izmit (Turkey) and Alexandria (Egypt) and in 2010 in Antalya and Alanya (Turkey). Sold for demolition in Pakistan where she is beached as *Fadhil Rabi II*.



Amira Nadia (ex-Angora, ex-Xana, ex-Jana, ex-Vilcea). IMO 8502183. General cargo. Length 130 m, 3,457 t. Tanzanian flag. Classification society Germanischer Lloyd. Built in 1984 in Braila (Romania) by Braila SN. Owned by El-Amira Shipping (Egypt). Detained in 2001 in Lisbon (Portugal), in 2007 in Izmir (Turkey) and in 2012 in Suez (Egypt). Sold for demolition in India. 415 \$ per ton.



Andelin (ex-Mr.Ahmad, ex-Konstantin Yuon). IMO 7324649. General cargo. Length 97 m. St. Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1974 in Turku (Finland) by Valmet. Owned by Hiba Shipping Co (Lebanon). Detained in 2007 in Gulluk (Turkey) and Iskenderun (Turkey), in 2009 three times in Koper (Slovenia), in 2012 in Koper again and in 2013 in Alexandria (Egypt). In 2012, banned from the European harbours by the EU directive on Port State Control. Sold for demolition in Turkey.



Andelin, departing Koper (Slovenia) February 2009; next port of call: Alger.
© Christian / Shipspotting

Anking (ex-Tasman Trader, ex-El Dorado). IMO 8918241. General cargo. Length 177 m, 8,687 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Setoda (Japan) by Naikai SB. Owned by Eurobulk Ltd (Greece). Detained in 2000 in San Francisco (United States). Sold for demolition in Mumbai, India. 425 \$ per ton.



Arkaim 6 (ex-Antwerp Trader, ex-Atalanti I, ex-Opsterland, ex-Conti Finlandia, ex-Waratah Trader, ex-Roelof Holwerda). IMO 8019045. General cargo. Length 92 m, 2,271 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Stroobos (Netherlands) by Barkmeijer. Owned by Arkaim Joint Stock Company (Russia). Detained in 2005 in Santander (Spain). Sold for demolition in Zhangjiagang, China.



Arkaim 6 leaving Vanino (Russia), February 2012 © Grishin

Austanger (ex-*Star Austanger*, ex-*Anthony Rainbow*). IMO 8221765. General cargo. Length 169 m, 7,646 t. Isle of Man flag. Classification society Det Norske Veritas. Built in 1985 in Mizushima (Japan) by Sanoyas Corp. Owned by Westfal-Larsen Management AS (Norway). Sold for demolition in India. 434 \$ per ton.



Baltic Pearl (ex-*Gulf Pearl*, ex-*Gull Arrow*, ex-*Horda*). IMO 7930137. General cargo. Length 182 m, 10,688 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by SMT - Ship Management & Transport (Cyprus). Sold for demolition in Bangladesh. 418 \$ per ton.



March 2013, *Baltic Pearl* off loading at the NH State mineral pier in Portsmouth (New Hampshire, United States)
© Charles Bradley

Banga Lanka (ex-*Banga Biraj*, ex-*Fong Lee*, ex-*Meng Lee*, ex-*Mar Esmeralda*, ex-*Hodo*). IMO 7707645. General cargo. Length 134 mt. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Flensburg (Germany) by Flensburger. Owned by HRC Shipping Ltd (Bangladesh). Detained in 2001 and 2005 in Singapore. Sold for demolition in Bangladesh.



Best Rich (ex-*Ba Shi Shan*, ex-*Ima Tellina*, ex-*Kowa Maru*, ex-*Yuyo Maru*). IMO 8217532. General cargo. Length 106 m. Hong Kong flag. Classification society China Classification Society. Built in 1982 in Imabari (Japan) by Nishi SB. Owned by Shanghai Macrostar Shipping Co Ltd (China). Sold for demolition in China. See photos in head of chapter General cargo, "Lumbers and boards on the water".

Cafer Reis (ex-*General Chistyakov*, ex-*Akademik Raspletin*). IMO 8720967. General cargo. Length 124 m, 3,025 t. St. Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1987 in Navashino (Russia) by Oka. Owned by Gunes Denizcilik Nakliyat (Turkey). Detained in 2008 in Alexandria (Egypt), in 2009 in Novorossiysk (Russia) and Oran (Algeria) and in 2011 in Gemlik (Turkey). Sold for demolition in Turkey.



Caner (ex-*Muizz*, ex-*Mirax*, ex-*Jad K.*, ex-*Avant*, ex-*Fondal*, ex-*Germa Fondal*). IMO 7628851. General cargo. Length 81 m, 1,867 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1979 in Singapore by Singapore Slipway. Owned by Darya Denizcilik Uluslararası Tasimacilik Ticaret Ltd Sti (Turkey). Detained in 2002 in Murmansk (Russia), in 2003 in Mo (Norway), in 2003 in Sassnitz (Germany), in 2006 in Sevilla (Spain), Venice (Italy), Canakkale (Turkey) and Piombino (Italy), in 2009 in Novorossiysk (Russia) and in 2011 in Aliaga (Turkey). Sold for demolition in Turkey.



Caner in Tulcea (Romania), March 2013 © VikiMoro

Caner in Tulcea (Romania), March 2013 © VikiMoro

Captain Johnny (ex-*La Isla*, ex-*Tore*, ex-*North Pole*, ex-*North Sea*, ex-*Heather G*, ex-*Nour Allah*, ex-*Saramacca*). IMO 7904724. General cargo. Length 114 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1980 in Makkum (Netherlands) by Amels. Owned by Jomarine Shipping & Trading Co (Jordan). Detained in 2002 in Sevilla (Spain) and Naples (Italy), in 2003 in Port-Saint-Louis (France), in 2004 in Lisbon (Portugal), in 2006 in Lisbon again and in Porto Nogaro and Cagliari (Italy), in 2007 in Cagliari again and then in Tarragona (Spain) and Constanta (Romania), in 2008 in Constanta again and then in Larnaca (Cyprus), in 2011 in Thessaloniki (Greece), in 2012 in Constanta again and then in Antalya (Turkey) and in 2013 in Pula (Croatia). **Silver medal** on the podium of substandard ships with **16 detentions**. Since May 2013, she is also banned from European harbours by the EU Directive on Port State Controls. Sold for demolition in Turkey.



Captain Johnny, April 2012 © Greceanu Cristian

Chong Jin 2 (ex-*Amer Deep*, ex-*Maule*, ex-*Amer Abha*, ex-*Telamon*). IMO 7628241. General cargo. Length 163 m, 6,324 t. North Korean flag. Classification society Korea Classification Society. Built in 1978 in Muroran (Japan) by Narasaki Zosen. Owned by Ocean Maritime Management Co Ltd (North Korea). Detained in 2009 in Kandla (India). Sold for demolition in China.



Corcovado (ex-*Lyre*, ex-*Umag St.Malo*, ex-*Crispin*, ex-*Frisian Hope*, ex-*Norosia Adria*, ex-*Frisian Hope*). IMO 8322052. General cargo. Length 106 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Makkum (Netherlands) by Amels BV. Owned by Ultronav Naviera Ltda (Chile). Sold for an unspecified destination of demolition. According to her latest known position, the ship was in Guayaquil, Ecuador. Though the activity is not enthusiastically advertised like it is in Morocco (see the case of the Panamanian reefer *Remora I* p 28) a few old vessels have been previously demolished in Guayaquil in order to provide raw material to the local steel factory ANDEC SA (Aceria Nacional del Ecuador).



Corcovado, Port of Valparaiso (Chile), September 2012 - © Juan Carlos C.

Costis (ex-*Xenoula M*, ex-*Appolonia Explorer*, ex-*Secil Argentina*, ex-*Keng Min*, ex-*Alioth*, ex-*Alishan*). IMO 7801570. General cargo. Length 96 m, 1,677 t. St. Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1978 in Uwajima (Japan) by Uwajima Zosen. Owned by Trinto Maritime Co (Greece). Detained in 2001 in Setubal (Portugal), in 2007 in Mersin (Turkey) and in 2010 and 2011 in Sevilla (Spain). Sold for demolition in India.



Dayochang (ex-*Jetwin*, ex-*Patchara Naree*, ex-*Meres*, ex-*Glory Ocean*). IMO 7632577. General cargo. Length 146 m, 4,351 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Kochi (Japan) by Kochi Jyuko.



Owned by Jackson Shipping Safety Management Consultant Co Ltd (Taiwan). Detained in 2006 and in 2008 in Guangzhou (China), in 2009 in Fuzhou (China), in 2010 in Guangzhou again, in 2011 in Xiamen (China) and Ningde (China) and in 2012 in Xiamen (China) again and in Ningde (China) again. Sold for demolition in Jiangyin, China.



Dayochang, port of Keelung (Taiwan), January 2012 © **chun-hsi**

Eagle (ex-*Crimea*). IMO 7521170. General cargo. Length 103 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1978 in Gijon (Spain) by Duro Felguera. Owned by Abdul Rahman Othman Ismail Co (Syria). Detained in 1999 in Valence (Spain), in 2004 in Kdz.Eregli (Turkey), in 2005 in Antalya (Turkey), in 2007, 2008 and 2009 in Larnaca (Cyprus) and in 2012 in Nea Moudhania (Greece). Sold for demolition in Turkey.



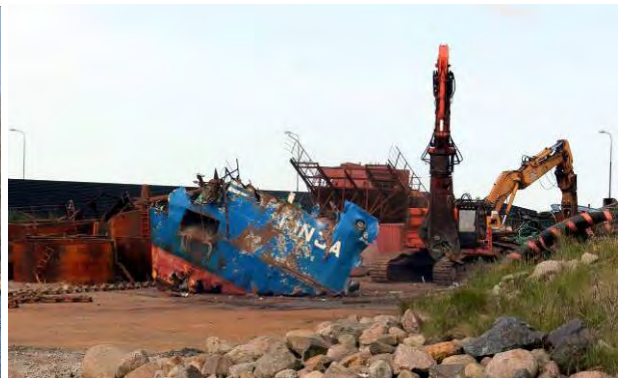
Emine H (ex-*Amina H*, ex-*Aspen*, ex-*Ladybird*, ex-*Betty*, ex-*Inger*). IMO 7391771. General cargo. Length 89 m. Cambodian flag. Classification society Turk Loydu. Built in 1975 in Hoogezand (Netherlands) by Voorwaarts; jumboized in 1985 and lengthened from 73 to 88 m. Owned by Harmanda Shipping SA (Turkey). Detained in 2000 in Great Yarmouth (United Kingdom), in 2006 in Canakkale (Turkey), in 2007 in Tuzla (Turkey), in 2008 in Izmir (Turkey), in 2008 in Sevilla (Spain), in 2009 in Mersin (Turkey), in 2011 in Larnaca (Cyprus) and Tuzla (Turkey) and in 2012 in Cagliari (Italy). Sold for demolition in Turkey.



Finja (ex-*Rika*, ex-*Hanni*, ex-*G.H.Ehler*). IMO 7724564. General cargo. Length 80 m. Cook Islands flag. Classification society Germanischer Lloyd. Built in 1978 in Neuenfelde (Germany) by Sietas. Owned by Finja Jho Reederei GmbH & Co (Germany). Detained in 1999 in Antwerp (Belgium) and Santander (Spain), in 2002 in Newcastle (United Kingdom), in 2008 in Ashdod (Israel), in 2009 in Tees (United Kingdom) and Tenes (Algeria), in 2010 in Seaham (United Kingdom) and in 2012 in Barry (United Kingdom). Sold for demolition in Esbjerg, Denmark.



Finja, en route to Rotterdam (Netherlands), February 2013 © **Henk Jungerius**



The very last hours of *Finja* in Esbjerg (Denmark), July 10th, 2013 © **Arne / Shipspotting**

Garip (ex-Orient Bliss, ex-Trade Bliss, ex-Calanda IV, ex-Calanda, ex-Sofati Continent, ex-Calanda, ex-Iren, ex-Skotland). IMO 7360708. General cargo. Length 144 m. St. Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1975 in Bardenfleth (Germany) by Schurenstedt. Owned by Yilmar Denizcilik (Turkey). Sold for demolition in Turkey.



Golden Queen (ex-East Star, ex-Xing Hui 6, ex-Bao Yun Shan, ex-Argus). IMO 8319122. General cargo. Length 90 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Kochi (Japan) by Kochi Jyuko. Owned by Dalian Panocean International Ship Management (China). Sold for demolition in Jiangyin, China.



Golden Queen berthed in Keelung (Taiwan), October 2012 © Chun-Hsi

Hajura (ex-Bao Rui, ex-Sea Space, ex-Seagreen, ex-Celia, ex-Damaskus, ex-Contship Egypt, ex-Vogtland). IMO 8520379. General cargo. Length 158 m, 7,610 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Pan Seas Shipping LLC (United Arab Emirates). Detained in 2004 in Hong Kong (China), in 2006 in Singapore, in 2009 in Bangkok (Thailand). Sold for demolition in China. 375 \$ per ton.



Hong Hao (ex-CMA CGM Nimba, ex-Clan Legionary, ex-P&O Nedlloyd Caribbean, ex-P&O Nedlloyd Douala, ex-Cielo Di Livorno, ex-Santa Margherita). IMO 9073232. General cargo. Length 182 m, 8,772 t. St. Vincent & Grenadines flag. Classification society RINA. Built in 1994 in Lubeck-Siems (Germany) by Flender. Owned by Hongyuan Marine Co Ltd (China). Sold for demolition in China. 335 \$ per ton.



Jasmin (ex-Tarabeia, ex-Donna Khadijeh, ex-Sveafjord, ex-Edith Sabban). IMO 7219155. General cargo. Length 90 m. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1972 in Neuenfelde (Germany) by Sietas. Owned by El Safa Shipping (Egypt). Detained in 1999 in Hamburg (Germany) and in 2003 and 2004 in Constanta (Romania), in 2007 in Constanta again and then in Izmir (Turkey) and in 2009 in Damietta (Egypt). Sold for demolition in Turkey. See photos in head of chapter General cargo, "Lumbers and boards on the water".



Kamelia (ex-Faithful, ex-Sonata, ex-Grouse, ex-Groden, ex-Oeland II, ex-Oeland). IMO 7530860. General cargo. Length 79 m. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1977 in Hikoshima (Japan) by Kyokuyo. Owned by Avior Shipping Ltd (Georgia). Detained in 2000 in Hull (United Kingdom), in 2005 in Aveiro (Portugal), in 2006 in Castellon de la Plana (Spain) and Valletta (Malta), in 2007 in Alexandria (Egypt), in 2009 in Gemlik and in Izmit (Turkey), in 2010 in Izmit again, in 2011 in Kherson (Ukraine) and again in Gemlik and in 2012 in Varna (Bulgaria) and one more time in Izmit. Sold for demolition in Turkey.



Kamelia, port of Borusan (Turkey) August 2012
© Captain Fatih Kayacikbasi

Kamelia, port of Borusan (Turkey) August 2012
© Captain Fatih Kayacikbasi

Kathryn Spirit (ex-*Menominee*, ex-*Holmsund*). IMO 6717069. General cargo. Length 154 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1967 in Göteborg (Sweden) by Lindholmens Varv.



March 1987, Scandinavian times, the *Holmsund* sailing the Baltic Sea © Capt. Jan Melchers

Owned by Mckeil Marine Ltd (Canada). Detained in 2008 in Norfolk (United States). In summer 2011, the out of breath ship is acquired by the Canadian Groupe Saint-Pierre. This urban demolition specialist in Quebec plans to dismantle the ship in Beauharnois on the Saint-Laurent, without any specific information about the necessary precautions regarding environmental protection and waste management. While waiting for an authorization to carry out this activity, which, has actually never been asked for, the *Kathryn Spirit* is waiting on the Saint-Louis Lake together with *Jean Raymond*, a rusty barge.

The municipality and the population are mobilizing against the project. Groupe Saint-Pierre finally drops it in February of 2012. It is time then to find a way out for the old ship. The deal is neither concluded with American nor the Chinese ship-breaking yards. The expertise proposal – under contract- of the Canadian specialist Marine Recycling Corp did not interest the authorities. In autumn, it is said that the Mexican Reciclajes Ecologicos finally acquired the wreck. The shipyard had already a bit of training on Canadian ferries operated in British Columbia *Queen of Vancouver* and *Queen of Saanich*. The ship yard is settled in Puerto Lazaro Cardenas on the Pacific Coast. For the *Kathryn Spirit*, it is all but a local solution.



Kathryn Spirit, May 2007 © Vedran Mlacic



Kathryn Spirit, October 2010 © Bengt-Rune Inberg

Despite regular announcements about her imminent departure, the ship is still squatting Saint-Louis Lake ; her state has become worse during winter. Some consolidation works on her hull are necessary before a hypothetical towing of the *Saint Laurent* towards the Pacific. Except if, alike the *Lyubov Orlova* (see special page "[Lyubov Orlova, the ghost ship](#)" on Robin des Bois's website), her shipowner plans to get rid of the *Kathryn Spirit* in the Atlantic Ocean. See also the chapter "Russian Roulette in Canada" p 1.

[Exploration of *Kathryn Spirit* in Beauharnois / Francis Perron](#)

Lara (ex-Baltiyskiy 62). IMO 6714146. General cargo. Length 96 m, 1,030 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1967 in Kaliningrad (Russia) by Yantar. Owned by Fisher & Fisher Co Ltd (Latvia). Detained in 1997 in Brussel (Belgium) and Varsberg (Sweden), in 1999 in Kolding (Denmark), in 2002 in Newcastle, in 2008 in Mersin Turkey) and in 2012 in Gemlik (Turkey). Sold for demolition in Turkey. See photos in head of chapter General cargo, "Lumbers and boards on the water".



Larsen (ex-Guang A, ex-Tian Wei, ex-Mount Ace, ex-Akitsu Maru). IMO 8313207. General cargo. Length 109 m, 3,011 t. Cambodian flag. Classification society Korean Register of Shipping. Built in 1984 in Anan (Japan) by Shinhama Dockyard. Owned by Rusam Shipping Co Ltd (South Korea). Detained in 2003 in Hong Kong and in 2004 in Vladivostok (Russia). Sold for demolition in China. 300 \$ per ton.



Lily Royal (ex-Windsor Lady, ex-Safmarine Meroula, ex-Meroula, ex-Esperance IV, ex-Ana Luisa). IMO 7433244. General cargo. Length 141 m, 6,171 t. Maldives flag. Classification society Germanischer Lloyd. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by Lily Shipping & Trading Pvt (Maldives). Detained in 2006 in Durban (South Africa) and in 2008 in Singapore. Sold for demolition in India.



Long An Cheng (ex-Kent Navigator, ex-Agamemnon). IMO 8118255. General cargo. Length 164 m, 5,660 t. Panamanian flag. Classification society China Classification Society. Built in 1983 in Tokyo (Japan) by IHI. Owned by Cosco Xiamen (China). Detained in 2001 in Akita (Japan). Sold for demolition in Jiangyin, China.



Lugano (ex-Marchallenger, ex-Tasman Challenger, ex-Nds Proteus, ex-MSC Damas, ex-Margret Oldendorff, ex-CCNI Austral). IMO 9013282. General cargo. Length 177 m, 9,055 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1992 in Setoda (Japan) by Naikai. Owned by Mar Consult Schiffahrt (Germany). Sold for demolition in India. 425 \$ per ton.



Lugano in Singapore, November 2012
© MG Klingsick

Malbec (ex-Evgenia, ex-Volgo-Balt 37). IMO 6919289. General cargo. Length 114 m, 1,181 t. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1968 in Astrakhan (Russia) by Astrakhan Kirova. Owned by Seatrans Co Ltd (Ukraine). Detained in 2005, 2007 and 2009 in Izmit (Turkey), in 2011 in Izmit again and then in Gemilk (Turkey) and in 2012 one more time in Izmit. Sold for demolition in Turkey. See photos in head of chapter General cargo, "Lumbers and boards on the water".



Maria F (ex-Miraj, ex-Soumaya 1, ex-Chichaoua, ex-Teutonia, ex-Ocean Pride, ex-Teutonia). IMO 7217016. General cargo. Length 92 m, 1,263 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1972 in Neuenfelde (Germany) by Sietas; jumboized in 1976 and lengthened from 77 to 92 m. Owned by United Marine Co Srl (Romania). Detained in 2000 in Rouen (France), in 2002 in Genoa (Italy), in 2003 in Salerno, Vasto and Grado (Italy), in 2004 in Venice (Italy), in 2007 in Venice again and then in Trieste (Italy) and Novorossiysk (Russia) and in 2010 in Kdz.Eregli (Turkey) and Aliaga (Turkey). Sold for demolition in Turkey.



Mascot (ex-Saga Mascot, ex-Star Mascot, ex-Hoegh Mascot). IMO 7516577. General cargo. Length 200 m, 13,324 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1977 in Sakaide (Japan) by Kawasaki. Owned by SMT Ship Management & Transport Ltd (Cyprus). Detained in 2003 in Nagoya (Japan). Sold for demolition in India. 450 \$ per ton.



Mermaid Pride (ex-Ariel, ex-Balkanstar 4, ex-St. Nikolay I, ex-Samos, ex-Omskiy 5). IMO 8857069. General cargo. Length 108 m. Sierra Leone flag. Classification society International Naval Surveys Bureau. Built in 1975 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Otonio Ship Management Co Inc (Turkey). Detained in 1998 in Chioggia (Italy), in 2000 in Sète (France) and Grado (Italy), in 2001 in Pescara (Italy) and Alicante (Spain), in 2002 in Taganrog (Russia) and Rostov-on-Don (Russia), in 2003 in Pescara (Italy), in 2006 in Tuzla (Turkey), in 2007 in Izmit (Turkey), in 2008 in Taganrog again, in 2011 in Bartin (Turkey) and in 2012 in Varna (Bulgaria) and in Rostov-on-Don again. **Bronze medal** on the podium of substandard ships with **14 détentions**. Sold for demolition in Turkey.



Mermaid Pride, Istanbul (Turkey), June 2012 © Gerolf Drebes



Minaland (ex-Nomadic Patria, ex-Patria, ex-Ukraina, ex-Patria). IMO 7514426. General cargo. Length 156 m, 6,970 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Haugesund (Norway) by Haugesund MV. Owned by Imperial ShipManagement AB (Sweden). Sold for demolition in Bangladesh.



March 2012, le suédois *Minaland* quitte Szczecin (Poland) © Adawo

Murvet Imamoglu (ex-Bam Sea, ex-Kalifa, ex-Oued Ziz, ex-Kilia, ex-Bremer Wappen, ex-Brynmores, ex-Baltic Consort, ex-Hans Kroger). IMO 7324900. General cargo. Length 76 m. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1973 in Husum (Germany) by Husumer. Owned by Gemini Uluslararası Gözetim ve Denizcilik Dis Ticaret Pazarlama Ltd Sti (Turkey). Detained in 2005 in Antalya & Alanya (Turkey) and Casablanca (Morocco), in 2006 in Sevilla (Spain), in 2007 in Alger (Algeria), in 2008 in Larnaca (Cyprus) and Koper (Slovenia) and in 2009 in Canakkale (Turkey). Sold for demolition in Turkey.



Nour A (ex-Leopard, ex-St. Anton, ex-Andrea, ex-Cairnash). IMO 7405649. General cargo. Length 92 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Gdansk (Poland) by Gdanska Lenina; jumboized in 1983 and lengthened from 84 to 92 m. Owned by Hiba Shipping Co (Lebanon). Detained in 2003 in Setubal (Portugal) and Las Palmas (Spain), in 2004 in Constanta (Romania) and Monopoli (Italy), in 2006 in Constanta again and in 2008 and 2009 in Larnaca (Cyprus). Sold for demolition in Turkey.



Nyzdan (ex-Jamila, ex-Balbao, ex-Bilbao, ex-Pinguin, ex-Manchester Faith, ex-Nahost Kurier, ex-Pinguin). IMO 7114628. General cargo. Length 109 m, 2,175 t. North Korean flag. Classification society Germanischer Lloyd. Built in 1971 in Alblasterdam (Netherlands) by Van der Giessen-de Noord. Detained in 2001 in Oslo (Norway), in 2006 in Bandar Abbas (Iran), in 2007 twice in Bandar Khomeini and also twice in Khorramshahr (Iran). Sold for demolition in Pakistan.



June 11th, 2013, Gadani (Pakistan) © **Shahid**

Oceanic Star (ex-Ginter Star, ex-Hub Honour, ex-Zim Napoli, ex-Jasmine, ex-Zim Kingston I, ex-Caribic Star, ex-Joanna Borchard, ex-Caribic 1, ex-Ruch Borchard, ex-Zim Kaohsiung, ex-Caribic). IMO 7818353. General cargo. Length 118 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1979 in Neuenfelde (Germany) by Sietas. Owned by UFC Ship Management Co Ltd (Syria). Detained in 2003 in Hong Kong and in 2006 in Shanghai (China). Sold for demolition in Turkey.



Kerch strait (Ukraine), June 2011© **Kerchanin**

Odaman Tomba (ex-Oguzkan II). IMO 7407207. General cargo. Length 75 m. Turkish flag. Classification society Turk Loydu. Built in 1977 in Tuzla (Turkey) by Celiktekne Sanayi. Owned by Butoni Denizcilikve Ticaret AS (Turkey). Sold for demolition in Turkey.



Pavel Korchagin. IMO 7832775. General cargo. Length 127 m, 3,937 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Company (Russia). Sold for demolition in Mumbai, India.



Entry to Port of Gdańsk (Poland) © **Piotr Jagliński**

Pearl Bridge (ex-Tasman Resolution, ex-New Resolution, ex-Kota Manis, ex-New Resolution, ex-Gertrude Oldendorff, ex-New Resolution, ex-Sunshine Amazone). IMO 8714918. General cargo. Length 174 m, 8,671 t. St. Vincent & Grenadines flag. Classification society Det Norske Veritas. Built in 1988 in Kure (Japan) by Ishikawajima-Harima. Owned by Shanghai CP International Ship Management & Broker Co (China). Sold for demolition in Bangladesh.

Ratan Fidelity (ex-Sea Strait, ex-Boe Strait, ex-Zaria, ex-Multimax Antwerp, ex-Multimax Laurel, ex-Superflex Beauty, ex-Sazava). IMO 8602397. General cargo. Length 119 m. Bangladeshi flag. Classification society Bureau Veritas. Built in 1989 in Tianjin (China) by Tianjin Xingang. Owned by Ratanpur Shipping Services Ltd (Bangladesh). Detained in 1998 in Antwerp (Belgium), in 2000 in Brindisi (Italy), in 2008 in Rouen (France), in 2010 in Port Cartier (Canada) and in 2011 in Hamburg (Germany). Sold for demolition in Bangladesh.

Ratan PathfIndiar (ex-Glory Queen, ex-Thor Transit, ex-Lucky Moon, ex-Med S, ex-Kaptan Tevfik Aksu, ex-Riesa). IMO 8620117. General cargo. Length 177 m, 8,355 t. Bangladeshi flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Ratanpur Shipping Services Ltd (Bangladesh). Detained in 1997 in Szczecin (Poland), in 2001 in Rotterdam (Netherlands) during 277 days and in 2008 in Bremen (Germany). Arrived in tow in Chittagong, Bangladesh suffering an engine failure in August 2012 with a cargo of 8.780 t of Kaolin for India. The ship was not repaired and was finally sold for demolition to a local ship-breaking yard.



In the Strait of Hormuz, May 2008 © Hajo Schaefer

Razan Star (ex-Sinus, ex-Alisar, ex-Ibn Sina, ex-Krusau). IMO 7720910. General cargo. Length 117 m, 2,750 t. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1978 in Lubeck (Germany) by Orenstein & Koppel. Owned by Nejem Co Marine Services (Egypt). Detained in 1999 in A Coruña (Spain), in 2004 in Varna (Bulgaria) and Constanta (Romania), in 2006 in Damietta (Egypt), and in Constanta again (Romania), in 2007 in Alexandria (Egypt) and in 2011 in Novorossiysk (Russia). Sold for demolition in Turkey. See photos in head of chapter General cargo, "Lumbers and boards on the water".

Regina G (ex-Ferdinand, ex-Captain Raffles, ex-Clamba, ex-Ambassador I, ex-Riccam, ex-Smaro, ex-Celtic Ambassador, ex-Jack Wharton). IMO 7612591. General cargo. Length 89 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1977 in Lowestoft (United Kingdom) by Richards. Owned by Care of Regal Co Ltd (Russia). Detained in 2000 in Genoa (Italy), in 2001 in Niigata (Japan), in 2002 in Vostochny (Russia), in 2003 in Niigata (Japan) three times and in Nakhodka (Russia), in 2004 in Niigata (Japan) again, in 2007 in Nakhodka again, in 2009 in Incheon (South Korea) and in 2012 one more time in Nakhodka. Sold for demolition in Jiangyin, China.

Sai Eternity (ex-Sofia, ex-Nedlloyd Maas, ex-Contship Singapore, ex-Waterkoning, ex-Ael America, ex-Waterkoning). IMO 8715443. General cargo. Length 157 m, 6,635 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1988 in Wismar (Germany) by Mathias-Thesen. Owned by SMMPL - Sai Maritime & Management Pvt Ltd (India). Detained in 2007 in Thessaloniki (Greece). Sold for demolition in India.

Sang Thai Glory (ex-OMS *Chinney II*, ex-*Meridiana*, ex-*ShioHaru Maru*). IMO 7908512. General cargo. Length 106 m. Thai flag. No classification society according to her last Port State Control. Built in 1979 in Imabari (Japan) by Higaki. Owned by Sinsimon Navigation Co Ltd (Thailand). Detained in 2002 and 2003 in Hong Kong, in 2009 in Tianjin (China), in 2011 in Nanjing and Zhenjiang (China) and in 2012 in Zhenjiang again. Sold for demolition in China. See photos in head of chapter General cargo, "Lumbers and boards on the water".



Serine (ex-*Sea Queen*, ex-*Mahmoud H*, ex-*Seven Seas*, ex-*Stevns Sea*, ex-*Urridafoss*, ex-*Vesturland*, ex-*Scol Unit*, ex-*Estebogen*). IMO 7128370. General cargo. Length 89 m. Unknown flag. Classification society Korea Classification Society. Built in 1972 in Neuenfelde (Germany) by JJ Sietas. Owned by Dream Maritime Ltd (Egypt). Detained in 1999 in Philadelphia (United States), in 2001 in New Orleans (United States) and Ghent (Belgium), in 2003 during 178 days in Castellon de la Plana (Spain), in 2004 in Koper (Slovenia), in 2005 in Ploce (Croatia) then in Trieste (Italy), Ravenna (Italy), Venice (Italy) and Chioggia (Italy), in 2006 in Barletta (Italy) and again in Chioggia and Ploce (Croatia), in 2007 again in Barletta and Ravenna and twice in Venice and Thessaloniki (Greece) and finally in 2008 in Rijeka (Croatia) during 68 days. With **19 détentions**, the *Serine* wins the **gold medal** on the podium of substandard ships. Sold for demolition in India.



January 2005, *Mahmoud H* in Ploce, Croatia. The ship is a regular casualty : as *Serine*, she grounded on Unije Island in May 2011 (see photo p 9) © Helen Krmic

Star Alabama (ex-*Hawaiian Rainbow*). IMO 8221777. General cargo. Length 169 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1985 in Mizushima (Japan) by Sanoyas Corp. Owned by Grieg Shipping II AS (Norway). Detained in 2012 in Tianjin (China). Sold for demolition in China.



Star America (ex-*Canadian Rainbow*, ex-*Star Canadian*, ex-*Canadian rainbow*). IMO 8508280. General cargo. Length 169 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1985 in Mizushima (Japan) by Sanoyas Corp. Owned by Grieg Star AS (Norway). Sold for demolition in China.



Sulpicio Container XII (ex-*Yukoh Trader*, ex-*First Trader*, ex-*Pros Trader*, ex-*Hoko Maru*). IMO 7429360. General cargo. Length 108 m. Filipino flag. Classification society Bureau Veritas. Built in 1975 in Kure (Japan) by Geibi. Owned by Philippine Span Asia Carrier (Philippines). Sold for an unknown destination of demolition. She was renamed *Sulpicio Con* for her last voyage.



Sulpicio Container XII © Aristotle P Refugio

Tanais (ex-*Reviera*, ex-*Don-3*, ex-*ST-1336*). IMO 8872605. General cargo. Length 89 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1990 in Rybinsk (Russia) by Volodarskiy. Owned by Patra Ltd (Russia). Detained in 2004 in Novorossiysk (Russia), in 2007 in Mersin (Turkey) and in 2013 in Novorossiysk again. Sold for demolition in Turkey.



Tanais, in the Bosphorus, June 2008.
© Henk Kouwenhoven



Tiger Sea (ex-*Sea Master One*, ex-*Mekong Venture*, ex-*Oram Breeze*, ex-*X Press Makalu*, ex-*Breeze*, ex-*Pegasus Pioneer*, ex-*Bandama*, ex-*Cape York*, ex-*Taabo*, ex-*Ruth Borchard*, ex-*Ahlers Breeze*). IMO 8120636. General cargo. Length 114 m. Turkish flag. Classification society Turk Loydu. Built in 1983 in Hemiksem (Belgium) by St Pieter. Owned by Gemiciler Denizcilik Nakiliyat (Turkey). Detained in 2001 in Singapore, in 2005 in Haiphong (Vietnam), in 2006 in Singapore and in 2012 in Novorossiysk (Russia). Sold for demolition in Turkey.



Tiger Sea, in Skikda (Algeria), January 2011 © Ilker kucuk

Toufic K (ex-*Yasmin K*, ex-*Nabil M*, ex-*Antonio M*, ex-*Rethymnon*, ex-*Jocefa*). IMO 6609327. General cargo. Length 76 m. Togolese flag. Unknown classification society. Built in 1966 in Rostock (Germany) by Neptun VEB. Owned by Alfamarine Shipping Co Ltd (Lebanon). Detained in 2003 in Constanta (Romania), in 2006 and 2008 in Port Said (Egypt), in 2009 in Iskenderun (Turkey) and in 2010 in Mersin (Turkey). Sold for demolition in Turkey.



Uranus L (ex-*Naime S*, ex-*Naime*, ex-*Uranus I*, ex-*Rickmers Brasil*, ex-*Uranus 1*, ex-*Hapag Lloyd Brasil*, ex-*Diplomat*, ex-*Uranus*). IMO 7505384. General cargo. Length 131 m. Sierra Leone flag. Classification society Panama Shipping Registrar. Built in 1977 in Bardenfleth (Germany) by Schurenstedt. Owned by Labris Shipping (Russia). Detained in 2000 and 2001 in Lisbon (Portugal), in 2002 in Eleusis (Greece), in 2003 In Piraeus (Greece), in 2004 in Naples (Italy), in 2007 in Trabzon and Aliaga (Turkey) and in 2008 in Izmir (Turkey). Sold for demolition in Turkey.



Uranus L, entering the Port of Kerch, August 2012 © Vyacheslav47

Win (ex-*Win Glory*, ex-*Assets Pioneer*, ex-*Tierra Azul*, ex-*Helicia*, ex-*Pomex Saga*). IMO 8507559. General cargo. Length 103 m, 2,522 t. Cambodian flag. Classification society Korean Register of Shipping. Built in 1985 in Imabari (Japan) by Higaki. Owned by Rusam Shipping Co Ltd (South Korea). Detained in 2011 in Vungtau (Vietnam) and in 2012 in Vladivostok (Russia). Sold for demolition in China. 300 \$ per ton.



Wind Force (ex-*Perseas*, ex-*Michail Mimis*, ex-*SunFortune*, ex-*Ligaya*, ex-*Grace Lady*, ex-*Three Tulip*, ex-*Tokyo Shine*, ex-*Bintang Timur*, ex-*Three Star*). IMO 8201882. General cargo. Length 107 m, 2,237 t. Moldovan flag. Classification society Polish Register of Shipping. Built in 1982 in Imabari (Japan) by Higaki. Owned by Trinto Maritime Co (Greece). Detained in 2000 in Takamatsu (Japan) and in 2006 in Novorossiysk (Russia). Sold for demolition in India. 380 \$ per ton.



Xin Xiang Hai (ex-*Bei Lun Hai 7*, ex-*Tasman Campaigner*, ex-*Nzol Campaigner*, ex-*Silver Dream*). IMO 8314770. General cargo. Length 154 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by Yang Pu Zhe Hai Shipping Co (China). Detained in 2001 in Singapore and in 2011 in Calcutta (India). Sold for demolition in Ningde, China.



Xin Xiang Hai anchored in Singapore, November 2010 © A Mackinnon.

Yacu Taski (ex-*Magdalena*, ex-*Amna*, ex-*Lodz II*, ex-*Pineseas Venture*, ex-*Lodz II*). IMO 8302234. General cargo. Length 149 m, 7,174 t. Peruvian flag. Classification society Germanischer Lloyd. Built in 1988 in Gdynia (Poland) by Komuny Paryskiej Shipyard. Owned by Yacu Taski Naviera (Peru). Detained in 2001 in Antwerp (Belgium), in 2005 in Casablanca (Morocco), in 2006 in Uddevalla (Sweden) and Ambarli (Turkey) and in 2011 in Houston (United States). Sold as is in Houston (United States) for an unknown destination of demolition. 260 \$ per ton.



The Peruvian *Yacu Taski*, in Arhus (Denmark), June 2011 ©Alec Sansen



and in Macapa, on the Amazon river (Brazil), March 2012 © Tony Hogwoo

Miscellaneous

Dredger

Douglas Bay, the diamond dredger



It does not often occur to ship-breakers to deal with a diamond dredger. ***Douglas Bay*** was part of this mythic fleet that searches for diamonds into the Orange, within the alluvium deposits carried by streams, winds and tides during the last 2 millions years. The Orange river, also named Gariep is originally composed of two branches, the Yellow River with its spring in the centre of South Africa, and the Black River with its spring in Lesotho. The Orange River flows into the Atlantic Ocean near to 2 000km further.

At its mouth, the Orange River delimits the frontier between South Africa and Namibia. Enriched with quartz and opals, the river also hosts hippopotamuses and crocodiles.



Kis Cobra © Jørgen Vikkelsø



The diamond dredger *Douglas Bay*, berthed in Capetown Cap (South Africa), 2006 © Glenn Kasner

As expected, a security perimeter has been immediately set around *Douglas Bay* as she arrived on Gadani beaches and she has been welcomed very distinctly. But the chances to find diamonds aboard are very light, as De Beers cleaned her up before. Riddles, pumps and tubes had been scrupulously inspected and “decontaminated” before leaving. Never before was any old ship as meticulously searched, as she was going for ship-breaking. On the other side, it is for sure that unfortunately, PCBs and waste were abandoned aboard.

The Namibia joint venture with De Beers benefits every year from 1 million carats dredged in bottom sediments and now operates 5 diamond dredgers. This fleet is 30 to 41 years of age. Initially dedicated to drilling and to carry heavy loads, all the ships have been converted into diamond dredgers between 1999 and 2000.

Crew members who have access to collected diamonds are very few. The process is automatic and diamantiferous sand are transferred at land by helicopter every day. The fleet flies the South African and Namibian flags. There is no place for convenience in the diamond world. *Debmar Atlantic* (ex-*Glomar Atlantic*) and *Mafuta* (ex-*Peace of Africa*, ex-*Dock Express 20*) are being technically adapted. The goal is to exploit, while improving productivity, new submarine deposits. Two other ships are used for prospection.

South Atlantic Ocean coastal waters constitute, according to De Beers, a profitable deposit for the future to compensate the progressive decreasing of terrestrial diamantiferous resources in Austral Africa. This submarine mining extraction is subject to dreaming and phantasm. Its practice could be extended to deltas and mouths of other diamantiferous rivers in Africa’s West Coast, mainly River Zaïre.

Costa Blanca (ex-*Dravo Costa Blanca*, ex-*C.N. Louisiana*, ex-*W.D. Avon*). IMO 7430943. 






Dredger. Length 73 m. Indian flag. Classification society Bureau Veritas. Built in 1974 in Heusden (Netherlands) by Verolme. Owned by Van Oord India Pvt Ltd (India). Sold for an unspecified destination of demolition mais aux dernières nouvelles le navire se trouvait in China.

Dravo Costa Blanca in Barcelona (Spain), June 2008
© Angel Luis Godar Moreira

Douglas Bay (ex-*Coba*, ex-*Kis Coba*, ex-*Aisa*). IMO 7411636. Diamond dredger. Length 84 m, 2,167 t. Deflagged from South Africa to Tanzania for her last voyage as *RJM*. Classification society Bureau Veritas. Built in 1976 in Gdansk (Poland) by Gdanska Lenina. General cargo carrier converted in 1986 into a mining vessel for De Beers Marine (South Africa). She was used for diamond sampling off the African coasts. Sold for demolition in Pakistan where she arrived listing heavily, raising fears she may capsize before being beached. See also head of chapter. 

Tug

Global Change (ex-*London*, ex-*Smitwijs London*, ex-*Smit London*). IMO 7402453. Salvage tug, 13.500 bhp. Length 75 m, 2,821 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Diavlos Salvage & Towage Ltd (Greece). Detained in 2002 in Algeciras (Spain). Sold for demolition in India.   






London quittant Willemstad, (Antilles Néerlandaises), March 2008 © Cees Bustraan



Global Change, Cameroun, March 2013
© Fournarakis Ioannis

Offshore supply vessel



Maersk Cutter. IMO 8116104. Offshore supply vessel. Length 70 m. Isle of Man flag. Classification society Lloyd's Register of Shipping.. Built in 1983 in Aarhus (Denmark) by Aarhus Flydedok. Owned by Maersk Co Ltd (United Kingdom). Detained in 2013 in Tanjung Priok (Indonesia). Sold for an unspecified destination of demolition, in June the ship announced to be heading towards China.   

Maersk Cutter, Tankerlifting offshore Brazil, November 2010
© Bjørn Poulsen

Onyx (ex-*Al Zour*, ex-*Mansal 42*, ex-*Osa Jaguar*, ex-*Osa Panther*). IMO 7430539. Offshore supply vessel. Length 57 m, 1,099 t. Indian flag. Classification society Det Norske Veritas. Built in 1977 in Keelung (Taiwan) by Taiwan SB Corp. Owned by Samson Maritime Ltd (India). Sold for demolition in Mumbai, India.

Research vessel

Argos. IMO 7364156. Research vessel. Length 61 m. Swedish flag. Classification society Det Norske Veritas.



Built in 1974 in Kalmar (Sweden) by Kalmar Varv. Ex fishing trawler converted into a marine research vessel in 1993 and mainly operated in the Baltic Sea and Eastern North Sea. *Argos* has not been used since February 2011 when asbestos was discovered on board. Owned by Swedish Fisheries Board (Sweden). Sold for demolition in Denmark in Grenaa.

The Swedish *Argos*, July 2004 © Tom Jones

Lewek Triumph (ex-*DP Polar*, ex-*Antarctica*, ex-*Stepan Krasheninnikov*). IMO 8730443. Research vessel. Length 164 m. Deflagged from St. Vincent & Grenadines to Panama for her last voyage. Classification society RINA. Built in 1989 in Kherson (Ukraine) by Khersonskiy SZ. One of the 8 arctic Ice class vessel of the *Vitus Bering* type built by the Ukrainian shipyard from 1986 to 1993.; Converted in Gdynia (Poland) into a research vessel for marine exploration and mining. Owned by Emas Offshore (Singapore). Sold for demolition in Turkey.



DP Polar, port of Curacao. Willemstad, (Netherlands Antilles), June 2009 © Cees Bustraan



June 14th, 2013, arriving Aliaga © Burak Marine

Maridive Explorer (ex-*Western Harbor*, ex-*Honorine*). IMO 7716854. Offshore supply vessel converted in Research vessel in 1982. Length 55 m; Egyptian flag. Classification society American Bureau of Shipping. Built in 1977 in Lockport (United States) by Halter Marine; jumboized in 1984 and lengthened from 55 to 58 m. Owned by Maridive SAE (Egypt). Sold for an unknown destination of demolition.



Off Abu Qir (Egypt), March 2009 © Scott Vardy



Professor Polshkov. IMO 8119015. Research vessel. Length 72 m, 1,577 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Turku (Finland) by Valmetin Laivateollisuus. Owned by the Russian Federation Government. Sold for an unspecified destination of demolition. In June, the ship was located in Vungtau (Vietnam). A few facilities in Vietnam occasionally dismantle old ships from the Vietnamese fleet only until now.



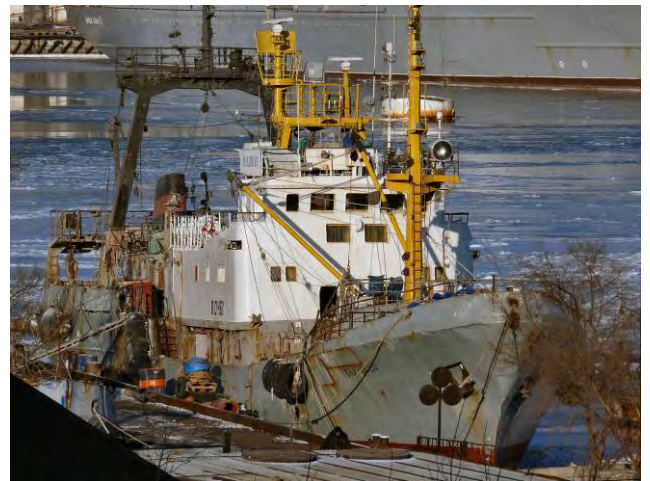
Professor Polshkov in Bremerhaven (Germany), January 2006 © Marion & Helge Barth

Fishing trawler

Apostol Petr (ex-*Apostol Pyotr*, ex-*Nekrasovsk*). IMO 7828657. Fishing trawler. Length 55 m, 688 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Khabarovsk (Russia) by S.M.Kirova. Owned by Oplot Mira Co Ltd (Russia). Sold for demolition in China.

Factory-ship (fish)

Blaznovo (ex-*Korf*). IMO 8135045. Factory-ship. Length 55 m, 815 t. Russian flag. Classification society Russian Maritime Shipping Register. Built in 1983 in Kiev (Ukraine) by Leninskaya Kuznitsa. Owned by Albakor Co Ltd (Russia). Sold for demolition in China, she left her homeport, Vladivostock, towards Wuhu Demo shipyard.



Blaznovo berthed in Vladivostock (Russia), January 2009
© Gena Anfimov

Leonid Borodich (ex-*Mariya Polivanova*). IMO 6511893. Factory-ship. Length 128 m, 5,338 t. Ukrainian flag. Classification society Russian Maritime Register of Shipping. Built in 1966 in Nantes (France) by Ateliers et Chantiers de Nantes, for the Soviet Union as *Mariya Polivanova*. She became the Ukrainian *Leonid Borodich* in 2002. Owned by Inpromflot Ltd (Ukraine). She arrived in Aliaga (Turkey) for demolition on July 2nd, 2013.



Leonid Borodich in Nouadhibou (Mauritania) November 2011 ©Piotrowski Remigiusz

Reefer

Dnepro (ex-Ref 607, ex-Sea Rose, ex-Anna, ex-Deny, ex-Batova, ex-Defender, ex-Imperator, ex-Naxos, ex-Refrizherator). IMO 8326096. Reefer. Length 82 m. Moldovan flag. Classification society Korea Classification Society. Built in 1983 in Rosslau (Germany) by Elbawerften. Owned by Novostar Marine Ltd (China). Detained in 2010 in Alexandria (Egypt) and then in Novorossiysk (Russia). Sold for demolition in Turkey.



Dnepro leaving Novorossiysk (Russia)
© Kudinov



Ji Yang (ex-Medina Carrier, ex-James). IMO 8223373. Reefer. Length 127 m, 4,085 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kochi (Japan) by Imai Zosen. Owned by Sia Roko Shipmanagement - RSM (Latvia). Detained in 2003 in Moji/Kitakyushu (Japan) and in 2010 in Ningde (China). Sold for demolition in India.



Mabrookah (ex-Midelt, ex-Miyashima Maru). IMO 7903732. Reefer. Length 122 m, 3,067 t. Comorian flag. Classification society Bureau Veritas. Built in 1980 in Uwajima (Japan) by Miyoshi. Owned by Mouhkam Bahakim (Saudi Arabia). Detained in 1998 and 2000 in Rotterdam (Netherlands), in 2002 in Ijmuiden (Netherlands) and in 2004 in Novorossiysk (Russia). Sold for demolition in Turkey. 320 \$ per ton.



Mabrookah off Egypt, April 2008 ©Scott Vardy

Rainfrost (ex-Kapitan Degtyar, ex-Ulbanskiy Zaliv). IMO 8521804. Reefer used as fish carrier. Length 153 m, 7,264 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Wismar



(Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Detained in 2003 in Las Palmas (Spain) and in 2005 twice in Dutch Harbor (Alaska, United States). Sold for demolition in India .372 \$ per ton.

Rainfrost, passing Rio de Janeiro-Niteroi Bridge.
(Brazil), January 2008
© Edson de Lima Lucas

Remora I (ex-Styval, ex-Tempo). IMO 8028321. Reefer. Length 101 m. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Waterhuizen (Netherlands) by Van Diepen ; lengthened in 1983 by Boele's Scheepswerf & Machinefabriek in Bolnes (Netherlands) from 83 to 101 m. Ex *Styval* of the French COBRECAF (Compagnie Bretonne de Cargos frigorifiques) until 2002.



Detained in 2004 in Kaliningrad (Russia), in 2005 in Gaeta (Italy) and in 2008 in Alexandria (Egypt). The ship, property of the Norwegian Atlantic RTI was detained since the end of 2008 in Dakhla's Harbour (Morocco); she transported fish in the disputed area of Western Sahara. Abandoned by her ship owner, with a 500,000\$ wages unpayment, the 15 crewmembers, 1 ukrainian and 14 Ghanians, were repatriated thanks to the ITF's (International Transport Workers Federation) intervention in September 2009. In May 2012, *Remora I* is finally auctioned and acquired by the steel factory SONASID, subsidiary of Arcelor Mittal in Morocco. In 2013, the ship is towed to Jorf Lasfar Harbour, north of the Kingdom, and demolished in drydock. The operation has mobilized 30 workers for 3 months. 1,650 t of metals have then been recycled. Today, SONASID plans enthusiastically to launch a new ship dismantling activity to save on its metals supplying costs. Many old hulls clutter Moroccan harbours. The management of waste generated by dismantling is not clearly specified.



Tempo on the river Ems (Germany), March 1982
© Frits Olinga



Remora I in Las Palmas (Canarias, Spain), July 2007 © Angel Luis Godar Moreira

Ro Ro

Birlik 1 (ex-*Boa Vista*, ex-*Bonavista*, ex-*Normandie Shipper*, ex-*Kirk Shipper*, ex-*Stena Shipper*, ex-*Caribe Express*, ex-*Speedlink Vanguard*, ex-*Alpha Express*, ex-*Union Wellington*, ex-*Stena Shipper*). IMO 7325241. Ro Ro. Length 142 m. Panamanian flag. Classification society Polish Register of Shipping. Built in 1973 in Capelle (Netherlands) by Vuijk; jumboized in 1977 by Howaldtswerke in Germany and lengthened from 114 to 142 m. Owned by Optima Marine Industry Ltd (Turkey). Detained in 2002 in Larvik (Norway), in 2005 in Ortone (Italy), in 2007 in Gdynia (Poland) and in 2008 in Castellon de la Plana (Spain) and Yevpatoria (Ukraine). Sold for demolition in Turkey. The *Birlik 1* is actually the ex-***Speedlink Vanguard***, which collided with the *European Gateway* in Decembre 1982. (See chapter the END, p 73).



The damaged *Speedlink Vanguard*, 1982
© Harwich & Dovercourt



Kamyshevaja Bay, Sevastopol, (Ukraine), April 2012 © Krot V.O.

Filippos (ex-*Seahawk*, ex-*Tor Hollandia*, ex-*Tor Dan*, ex-*Bandar Abbas Express*, ex-*Tor Dania*). IMO 7321972. Ro Ro. Length 164 m, 5,543 t. Greek flag. Classification society Det Norske Veritas. Built in 1973 in Sandefjord (Norway) by Framnaes; jumboized in 1977 and lengthened from 138 to 164 m. Owned by Ilion Lines SA (Greece). Sold for demolition in Turkey. 302 \$ per ton.



Intrepido. IMO 8708517. Ro Ro. Length 173 m. Deflagged from Brazilia to Tanzania for her last voyage as *Rapid*. Classification society Bureau Veritas. Built in 1991 in Rio de Janeiro (Brazil) by Caneco. Owned by Transroll Navegacao SA (Brazil). Sold for an unknown destination of demolition.



As *Rapid*, anchored at Guanabara Bay/Rio de Janeiro. (Brazil). The ship is waiting tugs to be towed to scrapping. July 12th, 2013
© Edson de Lima Lucas

Laura Delmas / Lucie Delmas

Laura Delmas (ex-*Towada*, ex-*Kintampo*, ex-*Rochester*, ex-*Nedlloyd Rochester*). IMO 7704605. Ro/Ro. Length 196m, 17,294t. Bahamian flag. Classification society Bureau Veritas. Built in 1979 in Rozenburg (Holland) by Velrome. Sold for demolition in India.



Lucie Delmas (ex-*Kagoro*, ex-*Nedlloyd Rotterdam*, ex-*Rotterdam*, ex-*Nedlloyd Rotterdam*). IMO 7704590. Ro/Ro. Length 197 m, 16,997 t. Deflagged from Bahamas to Saint-Kitts-and-Nevis for her last voyage as *Lucie*. Classification society Bureau Veritas. Built in 1978 in Rozenburg (Holland) by Velrome Dock. Detained in Hamburg (Germany) in 1999. Sold for demolition in Bangladesh 428\$ per ton.



These two Ro/Ro container ships with a capacity of 1 328 TEU and 4600 m² of rolling space cleared with a quarter stern ramp, were delivered respectively in May 1979 and December 1978 to the Dutch group Nedlloyd by Verolme based in Rozenburg (Rotterdam) under the names *Nedlloyd Rotterdam* and *Nedlloyd Rochester*. Assigned to various services of Nedlloyd's worldwide network, they begun their career between the United-States and the Middle East and finished by connecting New Zealand with South East Asia. Acquired in 1996 by English company OT Africa Line (OTAL) operating specially on the North Europe – African Occidental Coast line, they became the English *Kitampo* and *Kagoro* (*Kitampo* becoming *Towada* for external business in 1997/1998). Both ships passed under French control in 1999 following OTAL's acquisition by Bolloré group and continued to sail towards Africa. In 2002, they are renamed *Laura Delmas* and *Lucie Delmas* under the flag of Hong Kong, then of Bahamas' in year 2005, during which Delmas has been acquired by CMA CGM. *Lucie* (ex-*Lucie Delmas*) arrived at Chittagong on July the 19th for scrapping and *Elmas* (ex-*Laura Delmas*) at Alang on July the 17th.



Fin de chargement du *Lucie Delmas* au port de Rouen (France), September 2009 © J Ramsey



Laura Delmas in Douala (Cameroun), June 2008
© Vitaliy / Marinetrtraffic

Lider Novo (ex-*Onda Blu*, ex-*Losinj*, ex-*Thelisis*, ex-*Cortina*, ex-*Lido Garibaldi*, ex-*Sistiana*, ex-*Merzario Arcadia*). IMO 7713371. Ro Ro. Length 133 m, 3,489 t. Belize flag. Classification society RINA. Built in 1979 in Kalmar (Sweden) by Kalmar Fartygsreparationer. Owned by Asya Ro Ro Turizm Nakliyat ve Ticaret Ltd Sti (Turkey). Detained in 2001 in Londres (United Kingdom). Sold for demolition in Turkey.



Lucie Delmas. Voir ci dessus le paragraphe Laura Delmas and Lucie Delmas

Seaboard Star (ex-Tarkwa, ex-Eastern Unicorn, ex-Seki Rokako). IMO 7812830. Ro Ro. Length 162 m, 8,238 t. Deflagged from Panama to Tuvalu for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1979 in Numakuma (Japan) by Tsuneishi. Sold by her American shipowner Seaboard Marine to the Indian Hermes Ship Management Pvt Ltd which renamed her *Shiva* prior to beaching for demolition in India.

Setubal Express (ex-Dolores, ex-Aeschylus, ex-Kronshtadt). IMO 8858788. Ro Ro. Length 169 m, 9,545 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Saint-Petersburg (Russia) by Baltiskiy Zavod. Owned by Malta Motorways Of The Sea (Malta). Detained in 2006 and 2008 in Leghorn (Italy). On April 12th, 2011, the *Setubal Express* leaves Malta bound to Libya. Intercepted by the British Destroyer *HMS Liverpool* which suspects her to deliver "vehicles" and other materials to the pro Gadhafi Forces, she has to go way back. Grimaldi Group, the shipowner's parent-company will deny this accusation and the ship will leave again towards Libya after having exchanged her contentious cargo with authentic humanitarian aid. In February 2013, a fire starts in the engine room while the ship is off Algeria. The 22 Filipino and Bulgarian crewmen are safe. The *Setubal Express* succeeds to reach Malta. A few months later, she is sold and towed to Turkey for demolition.



Setubal Express berthed in Valletta (Malta) after the fire, April 2013 © Emmanuel L

Ulusoy-10 (ex-Und Hayri Ekinci, ex-Exonbury, ex-Jolly Argento, ex-Nordic Stream, ex-Qatar Express, ex-Finneagle). IMO 7430711. Ro Ro. Length 183 m, 8,692 t. Deflagged from Turkey to St. Kitts & Nevis for her last voyage as *Soy-10*. Classification society Det Norske Veritas. Built in 1979 in Oskarhamn (Sweden) by Oskarshamns Varv. Owned by Ulusoy Ro/Ro Isletmeleri (Turkey). Detained in 2003 in Trieste (Italy). Originally sold for demolition in Turkey. 315 \$ per ton. Late April, the ship is acquired by Urizen Shipping Ltd, a British Virgin Islands-based shell company. The ship is renegotiated and her final destination changed : she is beached for demolition in India on May 31st, renamed *Soy-10*.



Ulusoy-10, port of Cesme (Turkey), May 2012 © Mustafa Ercetin

Yeditepe (ex-Kibris Yildizi, ex-Mariann, ex-Natasha I, ex-Bassel, ex-El Temsah, ex-Espresso Veneto). IMO 7047394. Ro Ro. Length 105 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1971 in Leghorn (Italy) by Orlando. Owned by Yeditepe Ro-Ro Nakliyat Servis Hizmetleri Ticaret Ltd Sti (Turkey). Sold for demolition in Turkey.



Ferry / Passenger ship

Amet Majesty (ex-*Arberia*, ex-*Wasa Queen*, ex-*Orient Sun*, ex-*Eurosun*, ex-*Club Sea*, ex-*Orient Express*, ex-*Silja Star*, ex-*Bore Star*). IMO 7360198. Passenger ship. Length 155 m, 9,046 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Prairie-au-Duc (France) by Dubigeon Normandie. Built as *Bore Star* for the Finnish company Bore Line, this ferry was subject to various charters during her carrier.



Silja Star, Åland Archipelago, Finland, February 1983
© Tapio Karvonen



Orient Express at Funchal, 9 March 9th, 1988
© Tony Garner

At the beginning operated on the Swedish-Finnish line as *Bore Star*, she then sails as *Silja Star* after her acquisition by Finska in 1980, and becomes the Bermudian *Orient Express* for James Sherwood's Sea Containers group, mainly operated on the Venice–Istanbul line. In 1989, she is chartered under the name *Eurosun* by *Europe Cruise Line*, subsidiary of Effjohn that joins into partnership Finnish company Finska and Swedish company Johnson Line and is operated for cruises around Canarias where she has already sailed as *Bore Star* in the winters 1975/76 and 1976/77.

In 1991, she is run for cruises from Singapore, becoming the Singaporean *Orient Sun* for Sembawang-Johnson. In 1992, she is back to the Baltic Sea under the name *Wasa Queen* (Finnish flag) and sails on various connections operated by Wasa Line between Finland and Sweden.



Wasa Queen, March 2003 in Hong Kong © Henk v.d.LIndian

In 2001, she returns to Asia under the same name but under Panamean flag on cruises with Cruise Ferries, in the Star Cruises group of Singapore. Detained in 2003 in Hong Kong (China). In 2009, she is back in Europe as the Panamean *Arberia* and is mainly assigned on the Bari-Durres connection (Albania) for the Greek ship owner NEL Lines.

At last, in 2011, she is acquired by the Academy of Maritime Education and Training (AMET) based near Chennai (Madras), India and her deck and machines are used for the younger's training (210 pupils by boarding). At this time she has been renamed *Amet Majetsy* and flies the Indian flag. At the same time, this activity was to be compensated by cruising between India, Sri Lanka and surrounding countries but did not make the expected profit, and the ship has then been sent for demolition in Alang on May 17th, 2013.

Amet Majesty, in Cochin (India), January 2012
© Jimmy Nose



Habib. IMO 7631236. Ferry. Length 143 m. Deflagged from Tunisia to Tanzania for her last voyage as *Habi*. Classification society Bureau Veritas. *Habib*, the first car ferry under Tunisian flag, was built in Rendsburg on Kiel Canal by Nobiskrug. She spends her whole career on Tunisian Company of Navigation (Cotunav) lines between Tunis, Marseille or Genoa. Detained in 2004 in Genoa (Italy). In March 2011, she is assigned to rescue refugees from Benghazi (Libya) and carry them towards Tunisia and Egypt. Then, she is replaced in the COTUNAV fleet by the new ferry *Tanit* commissioned in June 2012. Sold for demolition in India.



In Marseille, June 2008 © giogionico

Ile de Beauté (ex-*Cyrnos*). IMO 7715379. Ferry. Length 159 m, 9,839 t. Deflagged from France to Panama for her last voyage. Classification society Bureau Veritas. This ship was built in Nantes by Dubigeon-Normandie under as the *Cyrnos* in 1979.



Le *Cyrnos* de la SNCM in Marseille, July 1987
© Stéphane Saissi



L'*Ile de Beauté* in Bastia, August 2012 © Andy Humbert

She was renamed *Ile de Beauté* after a 20.40 meters lengthening (from 138.60 to 159 m) by La Compagnie Marchénaise de réparation and Sud-Marine. She was operated most of her career between Corsica and the European Continent. Since the end of the 2012 season, the old ferry has been laid up in France and then in Bizert Tunisia from May 8th, 2013.

At the moment of her departure from Bizert on June the 29th, she is sailing as *Beau* and flies the Panamanian flag. The Société Nationale maritime Corse-Méditerranée (SNCM) had denied the sale of *Ile de Beauté* for demolition, pretending she was to be operated on regular lines for Porto Navigation of Istanbul but as a matter of fact, *Beau* arrived on July 4th in Aliaga and was grounded for demolition on July, 10th.



The Panamanian *Beau* grounded for demolition in Aliaga, (Turkey), 11 July 2013 © Dunkan

Isabel del Mar (ex-*Huadong Pearl III*, ex-*Superferry 17*, ex-*New Harima*). IMO 8618140. Ferry. Length 174 m, 9,781 t. Spanish flag. Classification society Germanischer Lloyd. This ship entered service in Europe after sailing during 20 years in Asia. She was built in 1988 by Kanda Shipbuilding in Kure (Japan) as the Japanese *New Harima*, run by Hankyu Ferry from Kobe. In



2003, she becomes the Filipino *Superferry 17* belonging to Aboitiz group (inter-islands traffic in the Philippines) and then is run under the Panamanian flag as *Huadong Pearl III* with Pacific Asia Shipping (Chinese and Korean traffic) in 2007.

Superferry 17 in Manilla (Philippines), June 2006 © Foggy / Shipspotting

She is acquired in 2008 by Tarfaya Maritima based in Madrid, registered under the Spanish Canarian flag, and renamed *Isabel del Mar*. She is mainly chartered to sail on the Balearic Islands service by Iscomar, based in Palma de Mallorca and member of Spanish group Contenemar specialized in containerized transport. *Isabel del Mar* has been seized in Barcelona in 2009 following Contenemar's financial struggles. She then would have been sold for demolition but her final destination remains unknown.



Isabel Del Mar Barcelona, Spain, April 08, 2013 © Walter Maifarth

Penelope (ex-*Penelope A*, ex-*Rostock Link*, ex-*Travemünde Link*, ex-*Flavia*, ex-*European Gateway*, ex-*European Express*). IMO 7400261. Ferry. Length 133 m. Deflagged from Cyprus to Togo for her last voyage as *Lopi*.



Classification society Polish Register of Shipping. Built in 1975 in Bremerhaven (Germany) by Schichau-Unterweser; jumboized in 1980 and lengthened from 118 to 133 m. Owned by Nissia Aigaiou Naftiki Eteria (Greece). She collided in December 1982 while leaving Felixtowe, sank and was rebuilt. Detained in 2000, 2002, 2004 and 2008 in Brindisi (Italy). Sold for demolition in Turkey. To know more about the story of the *Penelope* ex-*European Gateway* see the chapter The END, the 2nd death of the ex-*European Gateway* p 73.



European Gateway © Foto Fite / Dover Ferry



Penelope in Corfu (Greece), August 2009 © Kai R

Container ship

DeMOL, demolition in the Indian Ocean

The spontaneous dismantling of the *MOL Comfort* in the Indian Ocean as well as the total loss of the ship and cargo throws doubt on the safety of giant container vessels, specifically the whole series of *MOL Comfort* and sister ships, recently built by Mitsubishi shipyards in Nagasaki. The *MOL Celebration* (IMO 9321249), *MOL Charisma* (IMO 9321249), *MOL Commitment* (IMO 9629902), *MOL Competence* (IMO 9339662), *MOL Courage* (IMO 9321263) and *MOL Creation* (IMO 9321237). Should they also be sent to demolition, an intentional one this time? Would a careful inspection of these 6 suspicious container ships bring any reliable answers to any hidden flaws? The experts from Lloyds Register and the classification society NKK (Nippon Kaiji Kyokai) who delivered the navigation certificates to the *MOL Comfort* and her sister ships must now, in cooperation with the owner and the construction yard, answer these difficult questions. In the meantime, the *MOL Comfort's* sister ships have been laid up.

The shipowner MOL is already anticipating the return to operation of *MOL Courage* and *MOL Celebration* late August, after work. To be followed very closely. Not for Serious chargers.



© Mumbai MRCC / IANS



© GCaptain



The waste spill

Three gas containers landed on Kasaragod beaches in Kerala. Fishermen noticed a school of sport articles and a huge quantity of various debris that became stranded in Lakshadweep archipelago. All these arrivals are attributed to the *MOL Comfort* shipwreck and the Japanese ship owner is already urged to have them removed and secured. On the top of all, the case of the three gas containers is the most alarming.

Kasaragod beach © Manorama on line

The waste's and floating containers' trajectory confirms that the Oceanic current near Somalia which is analogue to the Gulf Stream in the Atlantic Ocean works clockwise and goes along the Indian coastline to the 10 degrees latitude. Regarding the current's inversion in winter, it is predictable that all the Indian Ocean riverine countries will now or later, be the receivers of the waste escaped from the *MOL Comfort* holds. The Maldives Islands may be spared.

The ship owner has still not yet disclosed the cargo manifest. The information will emerge sparingly, one after another Mitsui Osk's responsibility attribution. Container ship-owners behave as militaries. They embrace the cult of secrecy. Until now, they are allowed, in opposition to all terrestrial companies, not to inform about any pollution they generate, following accidents at sea.

Banga Borti (ex-Green Bridge, ex-Ever Bridge). IMO 8201947. Container ship. Length 122 m. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1984 in Hakodate (Japan) by Hakodate Dock. Owned by HRC Shipping (Bangladesh). Detained in 2008 in Singapore. Sold for demolition in Bangladesh.



Buxlagoon (ex-Ym Surabaya, ex-Indamex New Delhi, ex-Kota Perwira, ex-Contship Italy). IMO 9109029. Container ship, 1684 teu. Length 163 m, 6,698 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB NiederelbeSchiffahrtsgesellschaftmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 430 \$ per ton.



Buxmoon (ex-Ym KwangYang, ex-Buxmoon, ex-St. John Grace, ex-Buxmoon, ex-Melbourne Star, ex-Ym Kwang Yang, ex-Buxmoon, ex-Meersk Osaka, ex-Contship Lavagna). IMO 9109017. Container ship, 1684 teu. Length 164 m, 6,774 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe SchiffahrtsgesellschaftmbH & Co KG (Germany). Detained in 2003 in Moji/Kitakyushu (Japan) and in 2006 in Melbourne (Australia). Sold as is in Singapore for demolition in Bangladesh. The *Buxmoon* ended up her career with a good deed. Early July, while she was heading towards Chittagong ship-breaking yards, she capted a message from the Royal Thai Navy concerning the distressed Bangladeshi carrier *Hope* off Phuket. The *Buxmoon* rescued 5 sailors drifting in a lifeboat.



Buxmoon in Port Kelang (Malaysia), April 2009 ©Jerzy Nowak



The distressed *Hope* © Royal Thai Navy

Copacabana. IMO 8223000. Container ship, 1402 teu. Length 178 m. Brazilian flag. Classification society Germanischer Lloyd. Built in 1984 in Flensburg (Germany) by Flensburger. Owned by Alianca Navegacao (Brazil). Sold for demolition in Turkey.



CSL Stefanie (ex-Kaimoku, ex-Bauhinia Bridge, ex-Seto Bridge). Container ship. IMO 9043653. Container ship, 3096 teu. Length 276 m, 17,579 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Sakaide (Japan) by Kawasaki. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2003 in Shenzen (China) and in 2009 in Singapore. Sold for demolition in India. 440\$ per ton.



Elbe (ex-Jiangsu Dragon, ex-Cma Cgm Elbe, ex-Hanjin Bremen). IMO 9001045. Container ship, 2932 teu. Length 243 m, 12,907 t. Greek flag. Classification society Det Norske Veritas. Built in 1991 in Pusan (South Korea) by Hanjin HI Co. Owned by Danaos Shipping Co Ltd (Greece). Detained in 2012 in Melbourne (Australia) and in 2013 in Singapore. Sold for demolition in India. 459 \$ per ton.



CMA CGM Elbe in Hamburg (Germany), March 2004 © Hajo Schaefer

ER Canberra (ex-Cma Cgm Power, ex-Cma Cgm Virginia, ex-Indamex Mumbai, ex-Donau, ex-Hanjin Dalian). IMO 9124354. Container ship, 2825 teu. Length 202 m, 11,761 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Samho (South Korea) by Halla. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold as is in Jebel Ali for demolition in India. 458 \$ per ton.



Eyrene (ex-*Clan Tribute*, ex-*Eyrene*, ex-*Norasia Seoul*, ex-*CSAV Seattle*, ex-*P&O Nedlloyd San Jose*, ex-*Nedlloyd San Jose*, ex-*Eyrene*). IMO 9070644. Container ship, 1803 teu. Length 182 m, 8,753 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Emden (Germany) by Thyssen Nordseewerke, forepart built in Steinwerder by Blohm & Voss. Owned by MARTIME -Gesellschaft für Maritime Dienstleistungen mbH (Germany). The ship was sold for demolition in India but is saying to be heading towards China.



In Rotterdam (Netherlands), September 2009 © Ria Maat



In the North Sea, September 2009 © Derek Sands

Hammonia Balticum (ex-*Mare Balticum*, ex-*X-Press Konkan*, ex-*Mare Balticum*, ex-*Saudi Damman*, ex-*Mare Balticum*, ex-*Maersk Euro Octavo*, ex-*Mare Balticum*). IMO 8910108. Container ship, 1054 teu. Length 149 m, t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2013 in Busan (South Korea) and in Dalian (China). Sold as is in Singapore for an unknown destination of demolition.



Hanjin Lima (ex-*Tabuk*, ex-*Maersk Antwerp*, ex-*Tor Bay*, ex-*Washington Senator*). IMO 9071521. Container ship, 3025 teu. Length 215 m, 12.532 t. German flag. Classification society Germanischer Lloyd. Built in 1994 in Wismar (Germany) by Mathias Thesen Werft. Owned by NSB – Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2001 in La Spezia (Italy). Sold for demolition in India.



Hanjin Lima, January 2011 © J Carlos

Summer 2013, Alang

Hanjin Palermo (ex-*Sea Endeavour*, ex-*Delaware Bay*, ex-*London Senator*). IMO 9056090. Container ship, 3017 teu. Length 216 m, 12,517 t. Deflagged from Germany to St. Kitts & Nevis for her last voyage as *Pale*. Classification society Germanischer Lloyd. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in Bangladesh.



Hanjin Punta Arenas (ex-Hongkong Senator). IMO 9110561. Container ship, 3017 teu. Length 216 m, 12,532 t. Deflagged from Germany to Comoros for her last voyage as *Anji*. Classification society Germanischer Lloyd. Built in 1995 in Wismar (Germany) by Mathias Thesen. Detained in 1999 in Seattle (United States). Sold by her German shipowner Contimare Schiffsbeteiligungs- GmbH & Co. KG to a St. Kitts & Nevis-based shell company just prior to her departure for demolition in India.



Hub Bintulu (ex-Saipan Premier, ex-Tropical Wind). IMO 8304000. Container ship. Length 139 m, 4,436 t. Malaysian flag. Classification society Bureau Veritas. Built in 1983 in Chofu (Japan) by Kyokuyo. Owned by Hub Shipping Sdn Bhd (Malaysia). Detained in 2001, 2002 and 2003 in Hong Kong (China), in 2005 in Ningbo (China) and in 2006 in Hong Kong again. Sold for demolition in India.



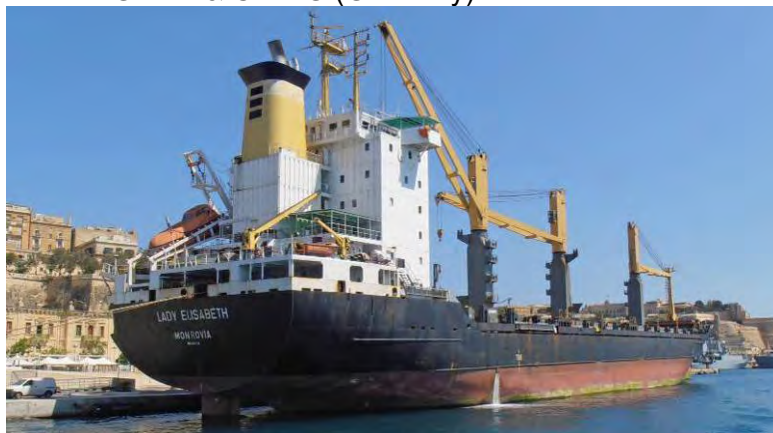
Hub Bintulu in Bangkok (Thailand), September 2010
© Geir Vinnnes

Ibn Sina (ex-Tokyo Senator, ex-Sea Progress, ex-Tokyo Senator). IMO 9056088. Container ship, 3765 teu. Length 216 m, 12,517 t. German flag. Classification society Germanischer Lloyd. Built in 1993 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2000 in Gioia Tauro (Italy). Sold for demolition in India.



KMA-III (ex-Denham, ex-CTE Tenerife, ex-Denham, ex-La Trinity, ex-Pagai). IMO 7913189. Port-conteneurs, 528 teu. Length 121 m, 3,658 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in Yokkaichi (Japan) by Mie. Owned by Bay Point Marine Service Co Ltd (Burma). Sold for demolition in Bangladesh.

Lady Elisabeth (ex-CMA CGM Tunis, ex-CMA CGM Venezuela, ex-Estetrader, ex-City of Oxford, ex-Kent Courier, ex-Seabord Toro, ex-Keta, ex-Wieland, ex-Explorer, ex-Red Sea Exporter, ex-Wieland). IMO 9064774. Container ship, 1388 teu. Length 167 m, 6,660 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Elisabeth*. Classification society Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India.



Lady Elisabeth in Valletta (Malta), June 14th, 2013, a few days before departing for demolition © Emmanuel L

Maersk Merlion (ex-Misc Merlion, ex-Marchtal Maersk, ex-Arosia). IMO 8904111. Container ship, 4000 teu. Length 294 m, 22,322 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1990 in Chiba (Japan) by Mitsui. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2008 in Xiamen (China). Sold for demolition in India where she was beached as *Merlion*. 457 \$ per ton.



MCC Melaka (ex-Libra Ecuador, ex-Direct Kiwi, ex-Libra Houston, ex-Helen Schulte). IMO 9123532. Container ship, 1684 teu. Length 179 m, 7,393 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Bernard Schulte-Reederei (Germany). Sold for demolition in Mumbai, India.

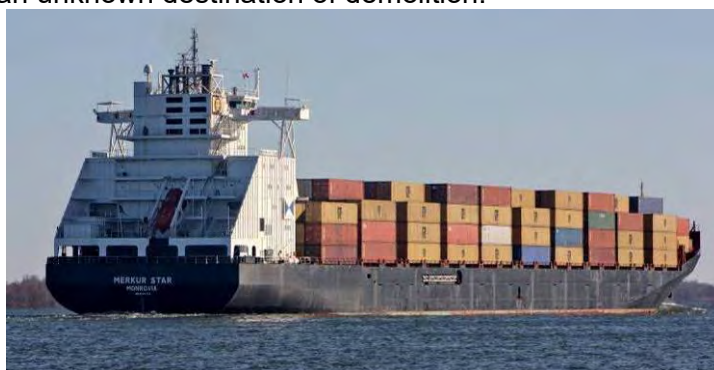


MCC Melaka in Singapore October 2011 © Helen Krmic

Merkur Bridge (ex-UASC Umm Qasar, ex-H&H Tide, ex-Merkur Bridge, ex-Sinar Banda, ex-Kota Seri, ex-Nex Orient, ex-Merkur Bridge, ex-Ratana Ganya, ex-TSL Bravo, ex-Merkur Bridge). IMO 8912766. Container ship. Length 149 m, 5,248 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by F A Vinnen & Co GmbH & Co KG (Germany). Detained in 2003 in Hong Kong and in 2010 in Bandar Khomeini (Iran). Sold for demolition in China. 295 \$ per ton.



Merkur Star (ex-MSC Natal, ex-MSC Oman, ex-Merkur Star, ex-CMA CGM Seurat, ex-Merkur Star, ex-Houston Express, ex-Merkur Star, ex-John Lykes). IMO 9102734. Container ship, 2480 teu. Length 203 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Flensburg (Germany) by Flensburger. Owned by F A Vinnen & Co (GmbH & Co KG (Germany). Detained in 2011 in San Juan (Porto Rico, United States). Sold for an unknown destination of demolition.



Merkur Star downbound on the St. Lawrence River off Verchères (Canada), March 2012 © Marc Piché

Ming Zhou 22 (ex-Sea Dragon, ex-Huai Yuan He). IMO 8321955. Container ship, 424 teu. Length 123 m. St. Vincent & Grenadines flag. Classification society China Classification Society. Built in 1985 in Shimoda (Japan) by Shimoda DY Co. Owned by Ningbo Marine (China). Detained in 2004 in Osaka (Japan), in Busan (South Korea). Sold for demolition in China in Jiang Jing



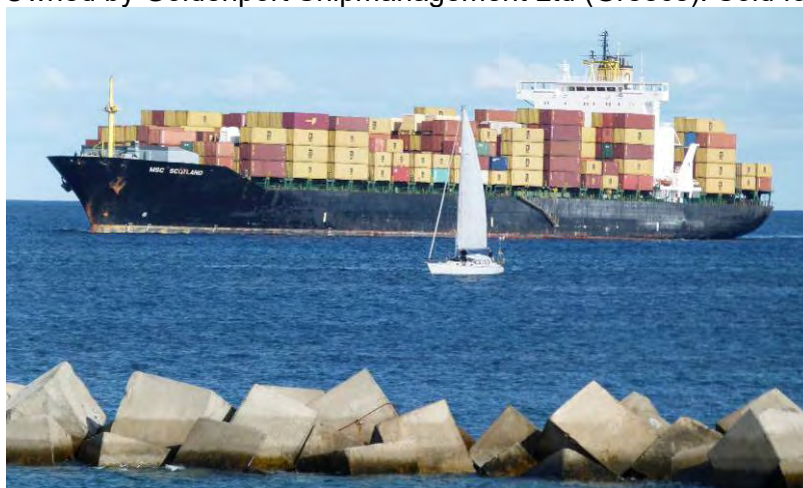
MOL Wish (ex-*Caribbean Sea*, ex-*MOL Wish*, ex-*MSC Madrid*, ex-*Sea-Land Endeavour*, ex-*Sea Endeavour*, ex-*Caribbean Sea*). IMO 9108295. Container ship, 3681 teu. Length 245 m, 14,902 t. Deflagged from Germany to Comoros for her last voyage as *Chattopadhyay*. Classification society Germanischer Lloyd. Built in 1995 in Okpo (South Korea) by Daewoo. Sold by her German shipowner NSB Niederelbe Schifffahrts GmbH & Co. KG to Best Oasis Ltd, an Hong Kong-based shell company just prior to her departure for demolition in India.

MSC Provider (ex-*Ocean Provider*, ex-*Hertford*, ex-*ADCL Selina*, ex-*Norasia Selina*). IMO 9162617. Container ship, 1733 teu. Length 217 m, 9,890 t. Deflagged from United Kingdom to St. Kitts & Nevis for her last voyage as *Pro*. Last voyage classification society International Register of Shipping. Built in 1999 in Shanghai (China) by Jiangnan Shipyard. Detained in 2003 in Los Angeles (United States). Sold by her British shipowner Lomar Shipping to a St. Kitts & Nevis-based shell company just prior to her departure for demolition in India. This is the third ship from this German-Chinese fast Container ship family to leave for the breakers ; the first one was the *Ocean Producer*, ex-*Norasia Sultana* (see [Ship-breaking # 28](#), p 2 July 2012); there are 7 ships of the kind left.



MSC Provider approaching Venice (Italy), August 2009 © Giuseppe Boato

MSC Scotland (ex-*Bengal Sea*, ex-*SCI Gaurav*, ex-*German Senator*, ex-*Choyang Volga*). IMO 8913461. Container ship, 2668 teu. Length 237 m, 14,485 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1992 in Kiel (Germany) by Howaldtswerke-DW. Owned by Goldenport Shipmanagement Ltd (Greece). Sold for demolition in India.



MSC Scotland in Las Palmas (Canarias, Spain), December 2012 © Hans Hausmann

MSC Sentosa (ex-*Sky Aphrodite*, ex-*P&O Nedlloyd Colombo*, ex-*Genua Express*, ex-*Nedlloyd Colombo*). IMO 8011213. Container ship, 1777 teu. Length 211 m. Deflagged from Hong Kong to St. Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi. Sold by her Chinese shipowner to the St. Kitts & Nevis-based shell company Vincente Investments just prior to her departure for demolition in Bangladesh where she was anonymously beached as *Chicago*.

MSC Uruguay (ex-Northern Virtue, ex-Hyundai Majesty, ex-Northern Virtue). IMO 9122409. Container ship, 2808 teu. Length 196 m, 10,993 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Detained in 2005 in Fremantle (Australia) and in 2008 in Philadelphia and New Orleans (United States). Sold for demolition in India where she is beached as *Imke*.

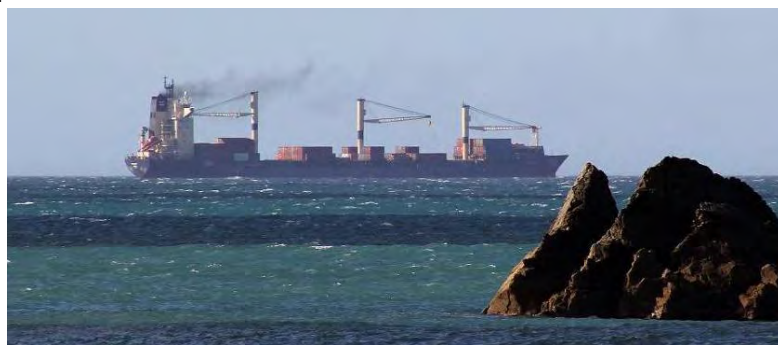


MSC Venezuela (ex-Maersk Dundee, ex-France, ex-APL France, ex-OOCL France). IMO 9103697. Container ship, 4507 teu. Length 293 m, 20,602 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2002 in Naples (Italy) and in 2009 in Melbourne (Australia). Sold for demolition in India. 440 \$ per ton.



MSC Venezuela in Sines (Portugal), February 2012
© Carlos Sequeira

Nanchang (ex-Pacific Navigator, ex-Pacific Mariner, ex-E.R.Cape Town, ex-Panatlantic, ex-Quadrant Express). IMO 9102514. Container ship, 1728 teu. Length 184 m, 7,786 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold for demolition in India.



Nanchang off Wellington (New Zealand), April 2013 © Fritz Schöne

North Sea (ex-Zim Singapore, ex-Korea Star, ex-Moscow Mariner, ex-Moscow Senator, ex-Choyang Moscow). IMO 8913435. Container ship, 2668 teu. Length 236 m, 14,485 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Vegesack (Germany) by Bremer Vulkan. Owned by Ofer Ltd (Israel). Detained in 2006 in New York (United States). Sold for demolition in India. 440 \$ per ton



Northern Happiness (ex-Cap Velas, ex-Kairo, ex-DNOL Kairo, ex-Northern Happiness). IMO 9070759. Container ship, 1709 teu. Length 174 m, 7,703 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Niederelbe Schiffahrtsgesellschaft mbH & Co KG - NSB (Germany). Sold for demolition in India.



August 2012, © Jan Daniels
Summer 2013, Alang (India)

President Adams. IMO 8616934. Container ship, 4528 teu. Length 275 m, 22,400 t. Deflagged from United States to St. Kitts & Nevis for her last voyage as *Adams*. Classification society American Bureau of Shipping. Built in Vegesack (Germany) by Bremer Vulkan. Owned by APL Maritime Ltd (United States). Sold for demolition in India.



President Adams in Kill Van Kull (New Jersey, United States), October 2009 © Joe Becker

President Jackson. IMO 8616300. Container ship, 4528 teu. Length 275 m, 22,400 t. Deflagged from United States to Sierra Leone for her last voyage. Classification society American Bureau of Shipping. Built in 1988 in Kiel (Germany) by Howaldtswerke-Deutsche Werft Ag. Owned by APL Maritime Ltd (United States). *President Jackson* is playing cat and mouse : she successively announced to be heading towards Port Qasim, Pakistan, then towards Singapore but finally removed her mask, was deflagged to Sierra Leone and took the direction of Chittagong, Bangladesh where she was beached as *President I*.



President Polk. IMO 8616922. Container ship, 4528 teu. Length 275 m, 22,400 t. Deflagged from United States flag to Sierra Leone for her last voyage as *President*. Classification society American Bureau of Shipping. Built in 1988 in Vegesack (Germany) by Bremer Vulkan. Owned by APL Maritime Ltd (United States). Sold for demolition in Bangladesh.



President Polk, westbound in Singapore Strait, June 2011 ©Knut Helge Schistad

President Truman. IMO 8616283. Container ship, 4528 teu. Length 275 m, 22,400 t. United States flag. Classification society American Bureau of Shipping. Built in 1988 in Kiel (Germany) by Howaldtswerke-Deutsche Werft Ag. Owned by APL Maritime Ltd (United States). Detained in 2010 in Port Said (Egypt). *President Truman* is following the steps of *President Jackson* : after leaving Norfolk, United States, she sailed through the Suez Canal, called at Port Qasim, Pakistan, and pretends today to be heading towards Singapore. But will probably end up on the beach in Chittagong.



San Vicente (ex-Mercosul Palometta, ex-P&O Nedlloyd Zanzibar, ex-San Vicente, ex-CGM Santos Dumont, ex-San Vicente). IMO 9046227. Container ship, 1514 teu. Length 167 m, 6,992 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Vici*. Classification society Germanischer Lloyd. Built in 1993 in Emden (Germany) by Thyssen Nordseewerke. Detained in 2007 in Izmir (Turkey). Sold by her German shipowner Offen Reederei, deflagged, renamed and beached for demolition in India.



April 2013, *San Vicente* leaving Piraeus (Greece) © Dennis Mortimer

Santa Barbara (ex-Ibn Malik, ex-CCNI Tokyo, ex-Santa Barbara I, ex-Indfex SCI, ex-P&O Nedlloyd Bahrain, ex-Santa Barabara, ex-Sea Jade, ex-Khaleej Bay, ex-Maersk Kanagawa, ex-Puebla, ex-Santa Barbara). IMO 9006502. Container ship, 1742 teu. Length 182 m, 8,444 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Samba*. Classification society Germanischer Lloyd. Built in 1991 in Emden (Germany) by Thyssen Nordseewerke. Owned by Reederei Claus-Peter Offen GmbH & CoKG (Germany). Sold for demolition in Bangladesh.



Santa Barbara © Marinetraffic

Sargasso Sea (ex-San Pedro Bridge, ex-Sea Land Initiative, ex-Sea Initiative, ex-Sargasso Sea). IMO 9115717. Container ship, 3681 teu. Length 245 m, 14,943 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1995 in Okpo (South Korea) by Daewoo. Owned by Niederelbe Schiffahrtsgesellschaft mbH & Co KG – NSB (Germany). Detained in 2002 in Naples (Italy). Sold for demolition in India où il arrive as *Sara*. 443 \$ per ton.



Simin (ex-Timucin A., ex-Claire A., ex-Star Light, ex-Orient Star, ex-Ever Gain, ex-Eagle Sun, ex-Ever Gain, ex-Halberstadt). IMO 8322181. Container ship, 440 teu. Length 122 m, 4,350 t. Turkish flag. Classification society Germanischer Lloyd. Built in 1985 in Gijon (Spain) by Juliana Gijonese. Owned by Elkenz Denizcilik Nakliyat ve Ticaret Ltd Sti (Turkey). Detained in 2006 in Tarento (Italy). Sold for demolition in Turkey.



St. Nikolaos (ex-Marcatania, ex-Pride of Delhi, ex-Conti Singapore, ex-Maersk Bangkok, ex-Contship Singapore). IMO 9070046. Container ship, 1687 teu. Length 164 m, 6,850 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by Oceanic Maritime Ltd (United Kingdom). Detained in 2003 in Hong Kong. Sold for demolition in India. 445 \$ per ton.



St Nikolaos in Busan, (South Korea), December 2011 © V. Tonic

Veracruz Express (ex-CP Achiever, ex-Lykes Achiever, ex-Ming Pleasure). IMO 8406298. Container ship, 3266 teu. Length 269 m, 16,809 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hapag-Lloyd AG (Germany). Detained in 2003 in Genoa (Italy) and in 2011 in Algeciras (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 428 \$ per ton including sufficient bunkers for the voyage to Alang where she is beached as *Vera*. See photo p 1.



Xiang Tai (ex-Tai Chuang, ex-Widar, ex-Fahrland). IMO 8520393. Container ship, 1004 teu. Length 165 m. Panamanian flag. Classification society China Classification Society. Built in 1986 in Warnemünde (Germany) by Warnowwerft. Owned by China Shipping Container Lines Co Ltd (China). Detained in 2005 in Singapore. Sold for demolition in Xinhui, China .



Heavy load carrier

Global Carrier (ex-Taipan Scan, ex-Global Traveller, ex-Scan Trader, ex- Titan Scan). IMO 8111764. Heavy load carrier. Length 124 m, 4,220 t. Antigua & Barbuda flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Husum (Germany) by Husumer Kroege. Owned by Iskomarine Shipping & Trading Inc (Turkey). Detained in 2006 in Bremen (Germany) and Novorossiysk (Russia) and in 2008 in Leghorn (Italy). Sold for demolition in Turkey.



Titan Scan, Welland canal (Canada), June 1990
© Barry Andersen / Fred Miller



Global Carrier, Kiel canal (Germany), 2006
© Arne Jürgens

Ocean Team (ex-Perge, ex-Strong Texan, ex-Dock Express Texas, ex-Happy Runner). IMO 7528130. Heavy load carrier. Length 82 m. St. Vincent & Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Arnhem (Netherlands) by Arnhemsche. Owned by Team Ship A/S (Denmark). Detained in 2007 in Constanta (Romania) and Iskenderun (Turkey), in 2008 in Castellon de la Plana (Spain) and in 2010 and 2013 in Alexandria (Egypt). Sold for demolition in Turkey.



Tanker

Oranjestad from the Rhône river to the Caribbean

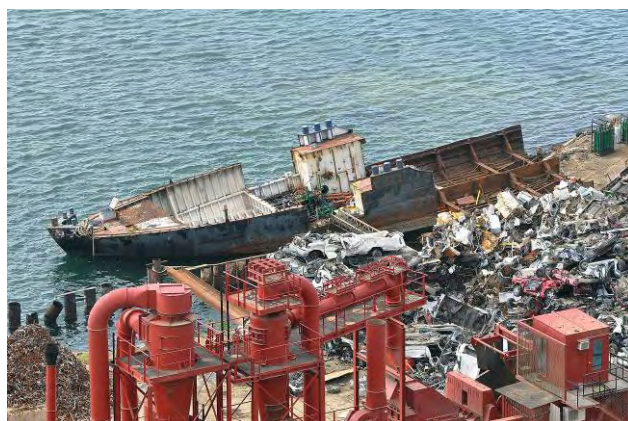
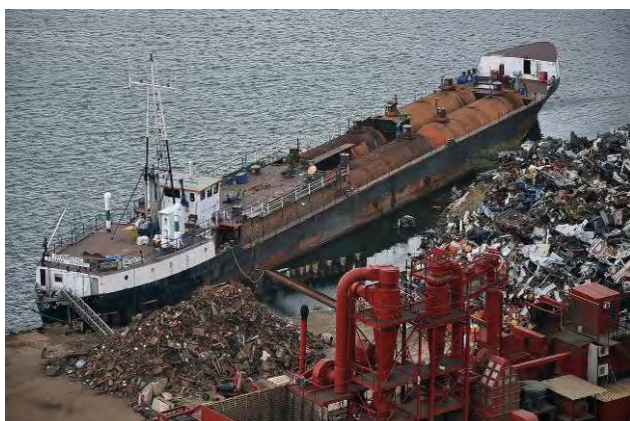
The **Oranjestad** was originally the French automotive *Romarin* built in 1967 in Chalon-sur-Saône for the Société auxiliaire de transport and de stockage de gaz (Auxigaz). She was at that time one of the most modern ships of the Rhône fleet. Chartered by Elf, she transported liquefied gas (1 600m³) on the Rhône between Berre and Feyzin. Her contract was broken at the end of 1972. The depth of the Rhône at these times was insufficient regarding the draft of the *Romarin*. Sold to Belgium in 1977, she became *Ricy Gas* of Verstickel, then *Fokagas 1* for Fokagas Co in 1987.



In 1998, she moved to Holland, acquired by A.J. van der Kooy, was renamed *Frederique*, and converted into an edible oil tanker. Some other Dutch ship owners renamed her later *Elize* in 2001, and *Odyzee* in 2004.

Foka Gas I upstream Rhin river, July 1992 © Michael Neidig

Finally, she crossed the Atlantic Ocean in 2008 and was used as a bunkering tanker in Aruba, Curaçao, and around the region, under the name of *Oranjestad* (Panamanian flag) for Ladybird Overseas. Her demolition has been completed in 2013. It is uncertain that the afloat demolition of the ex-*Romarin* was compatible with the Cartagena protocol related to contamination prevention in the Caribbean region.



September 4th, 2012 - June 3rd 2013 ↑

© Cees Bustraan



Atlas Navigator (ex-*Athens* 2004). IMO 9181613. Tanker. Length 247 m, 16,696 t. Deflagged from Bahamas to Liberia for her last voyage as *Naviga I*. Classification society Bureau Veritas. Double hull ship built in Mihara (Japan) by Koyo Dock. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2008 in Augusta (Italy) and in 2013 in Kwinana (Australia). Sold for demolition in Pakistan. 440 \$ per ton.



Baltic (ex-*Baltic Sea*, ex-*Colby*, ex-*Consensus Colby*). IMO 9006887. Tanker. Length 243 m, 13,620 t. Singapore flag. Classification society China Classification Society. Built in 1993 in Koje (South Korea) by Samsung. Owned by Alpha Shipmanagement Pte Ltd (Singapore). Detained in 2001 in Augusta (Italy). Sold for demolition in Pakistan.



April 18th, 2010, Singapore © Ivan Meshkov



May 23rd, 2013, Gadani (Pakistan) © Shahid

Bramani (ex-*Olympic Symphony*). IMO 8900505. Tanker. Length 232 m, 14,255 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1990 in Oppama (Japan) by Sumitomo. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold as is in Indonesia for an unknown destination of demolition. 385 \$ per ton.

Cantagalo. IMO 8113449. Tanker. Length 161 m, 6,923 t. Deflagged from Brazil to Tanzania for her last voyage as *Canta*. Classification society Bureau Veritas. Single hull ship built in 1990 in Rio de Janeiro (Brazil) by EMAQ. Owned by Transpetro (Brazil). Sold for an unknown destination of demolition.

CE-Shilla (ex-*Shilla Spirit*). IMO 8806539. Tanker. Length 244 m, 18,365 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Marine Trust Ltd (Greece). Sold for demolition in Pakistan.



Diamond Jasmine. IMO 9177143. Tanker. Length 330 m, 41,838 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1999 in Nagasaki (Japan) by Mitsubishi. Owned by MOL – Mitsui Osk Lines (Japan). Sold for demolition in India. 440 \$ per ton.



Diamond Jasmine, in Yokohama (Japan), 2008 © Funegasuki Exblog / Vesseltracker

Framura. IMO 8900397. Tanker. Length 233 m, 15,549 t. Italian flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Ancona (Italy) by Fincantieri. Owned by Premuda Spa (Italy). Sold for demolition in Pakistan where she was beached as *Amura*. 454 \$ per ton including sufficient bunkers for the voyage.



Framura, Sydney (Australia), October 2007 © M Prendergast

renamed *Amura*, Gadani, June 11th, 2013 © Shahid

Haichang Tianjin (ex-*Hai Chang You 7*, ex-*Ostria*, ex-*Bora*, ex-*Baron*, ex-*Bogdanesti*). IMO 9037135. Tanker. Length 190 m, 11,523 t. Chinese flag. Classification society China Classification Society. Built in 2000 in Galati (Romania) by Damen Galati. Owned by Dalian Haichang Shipping Co (China). Sold for demolition in China. 372 \$ per ton.



Hercules (ex-*Concord*, ex-*C Concord*, ex-*World Phoenix*). IMO 8614417. Tanker used as a floating storage unit. Length 322 m, 32,205 t. Malaysian flag. Classification society Bureau Veritas. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Sigma Maritime Synergy (Malaysia). Sold for an unknown destination of demolition. 417 \$ per ton.

Hercules anchored off Tanjung Pelepas (Malaysia), February 2013 © Jerzy Nowak



Iron Monger 3 (ex-*Poppy*, ex-*Palmstar Poppy*). IMO 8818922. Tanker. Length 245 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1990 in Onomichi (Japan) by Onomichi Zosen. Owned by NOS Shipmanagement Pte Ltd (Singapore). The official status of the ship in the Equasis database has been "to be broken up" since September 2011. The ship was bound for breaking in China, but her shipowner abandoned her off Khor Fakkan (United Arab Emirates). The 14 Pakistanese and Indian crew members have been left stranded onboard for several months, with no salaries or permit to go ashore, and no regular supplies in food, clean water and fuel. Electricity failures are frequent due to the shortage of fuel. Desperate to escape from their hell, the sailors are considering to enter the country illegally in order to get arrested and have a status of prisoner.



© Xpress

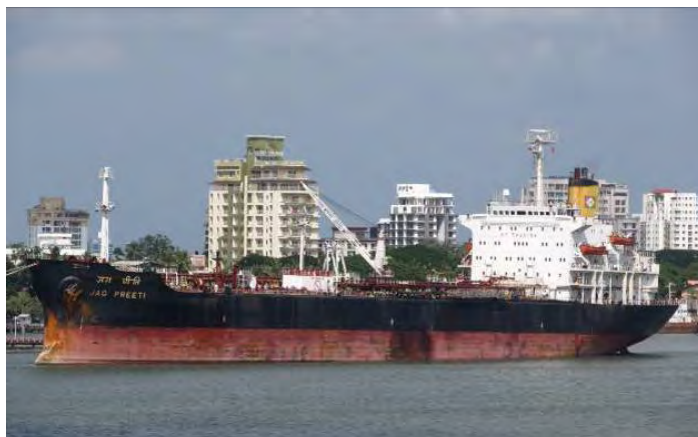


© VesselTracker



© Xpress

Jag Preeti. IMO 8009480. Tanker. Length 170 m, 8,754 t. Deflagged from India to Tuvalu for her last voyage as *Preeti*. Classification society International Ship Class. Built in 1981 in Shimizu (Japan) by NKK. Acquired as is in Colombo (Sri Lanka) by the Indian Doehle Danautic India Pvt Ltd prior to her departure for demolition in Pakistan. 440 \$ per ton including sufficient bunkers for the last voyage.



Jag Preeti, in Cochin (India), May 2011 © aegir / Shipspotting

Londrina. IMO 8617043. Tanker used as a floating storage unit. Length 176 m, 10,453 t. Brazilian flag. Classification society Bureau Veritas. Single hull ship built in 1994 in Rio de Janeiro (Brazil) by Caneco. Owned by Transpetro (Brazil). Sold as is in Rio de Janeiro (Brazil) for an unknown destination of demolition. 290 \$ per ton.

Navigator A (ex-*Mare Dorico*, ex-*Marea*). IMO 8900385. Tanker. Length 233 m, 15,612 t. Maltese flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Ancona (Italy) by Fincantieri Italiani. Owned by Ancora Investment Trust Inc (Greece). Sold for demolition in Pakistan.



Navigator A, Gadani (Pakistan) © Shahid

Nereyda (ex-*TI Guardian*, ex-*Crude Guardian*, ex-*Ocean Guardian*). IMO 9011246. Tanker. Length 333 m, 47,347 t. Deflagged from Panama to Mongolia for her last voyage as *Caribo*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Nagasaki (Japan) by Mitsubishi. Owned by Sambouk Shipping FZC (United Arab Emirates). Sold for demolition in India.

Oranjestad (ex-*Odyzee*, ex-*Elize*, ex-*Frederique*, ex-*Foka Gas 1*, ex-*Ricy Gas*, ex-*Sarriette*, ex-*Romarin*). IMO 8828343. Tanker. Length 88 m. Panamanian flag. Classification society Isthmus Bureau Of Shipping. She is being broken up by Antillian Scrapyard Parera in Willemstad, port of Curacao (Netherlands Antilles). See head of chapter Tanker, « *Oranjestad*, from the Rhône River to the Caribbean ».



OSX 4 (ex-Suhail Star). IMO 9050565. Tanker. Length 333 m, 41,261 t. Liberian flag. Classification society Bureau Veritas. Single hull ship built in 1994 in Lindo (Denmark) by Odense Stalskibs; converted in 2011 into a Floating Production Storage and Offloading unit (FPSO). Owned by OSX Leasing Group BV (Netherlands). Sold as is in Indonesia for an unknown destination of demolition. 395 \$ per ton.



OSX 5 (ex-OSX 3, ex-Gemini Star). IMO 9050577. Tanker. Length 333 m, 41,261 t. Liberian flag. Classification society Bureau Veritas. Single hull ship built in 1995 in Lindo (Denmark) by Odense Stalskibs; converted in 2011 into a Floating Production Storage and Offloading unit (FPSO). Owned by OSX Leasing Group BV (Netherlands). Sold as is in Indonesia for an unknown destination of demolition. 395 \$ per ton.



Petrolimex 04 (ex-Petrobulk Runner). IMO 8716148. Tanker. Length 167 m, 6,107 t. Vietnam flag. Classification society Det Norske Veritas. Built in 1988 in Usuki (Japan) by Minami-Nippon. Owned by Vitaco (Vietnam). Detained in 2004 in Singapore. Sold as is in Vietnam for demolition in Pakistan. 350 \$ per ton.



Pranedyta Tritya. IMO 8106783. Tanker. Length 158 m, 4,708 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1982 in Maizuru (Japan) by Hitachi. Owned by Scorpa Pranedyta Transoil Pt (Indonesia). Detained in 2004 in Singapore. Sold for an unknown destination of demolition.



Pratibha Cauvery (ex-Wilrover, ex-Chemical Venture). IMO 7920754. Tanker. Length 174 m, 8,270 t. De flagged from India to Comoros for her last voyage as *Cauvery*. Classification society Indian Register of Shipping. Built in 1981 in Usuki (Japan) by Minami-Nippon. Owned by Pratibha Shipping Co Ltd (India). Immobilized in Chennai since October 2012 with her crew ; 6 sailors died while they tried to leave the ship caught in a cyclon. Auctioned and acquired by United Kingdom-based Baltanas Shipping for 2.9 millions \$, i.e. 351 \$ per ton. The ship is finally towed and beached for demolition in Bangladesh. See [Ship-breaking # 31](#) « Welcome to Chennai port, the nightmare before scrapping », p 7.



Pratibha Cauvery stranded in Chennai, November 2012 © **Sivarama Krishnan**

Pratibha Indrayani (ex-Yamilah). IMO 8100430. Tanker with a capacity of 32,000 Dwt. Length 178 m, 8,385 t. Indian flag. Classification society Indian Register of Shipping. Double-sided ship built in 1983 in Saint-Nazaire (France) by Chantiers de l'Atlantique as *Yamilah* for the Abu Dhabi National Tanker Company (United Arab Emirates). Acquired in 2005 by the Mumbai-based Pratibha Shipping. She has been anchored off Mumbai since December 2012 ; the crew members were abandoned without provisions and water because of Pratibha's financial difficulties. Sold for an unknown destination of demolition, probably Alang.



Pratibha Tapi (ex-Crux, ex-Neptune Crux). IMO 8700400. Tanker. Length 172 m, 8,266 t. Indian flag. Classification society Indian Register of Shipping. Double-sided ship built En 1987 in Tadotsu (Japan) by Hashihama SB. Owned by Pratibha Shipping Co Ltd (India). Immobilized in Mumbai, declared unseaworthy and owned by a bankrupted shipowner, the ship is auctioned and towed for demolition in Alang.



Semeru (ex-Cypress). IMO 9002130. Tanker. Length 247 m, 15,625 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last voyage as *Meru*. Classification society Nippon Kaiji Kyokai. Built in Marugame (Japan) by Imabari Zosen. Owned by Marine Trust Ltd (Greece). Sold as is in Singapore for demolition in Pakistan, she is finally beached in Bangladesh. 438 \$ per ton.

At Novorossiysk (Russia), 2011 © Igor Torgachkin

Southernpec 5 (ex-Protaras, ex-Maersk Nautilus). IMO 8716344. Tanker. Length 322 m, 34,534 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Southern Petrochemical - Southernpec (Singapore) and used as a floating storage barge off Malaysia to supply Singapore in marine fuel. Sold as is in Singapore for demolition in Pakistan. 435 \$ per ton including 250 t of bunkers.



Gadani, June 2013 © Shahid

Taurus (ex-Anand Sea, ex-Chang Yun). IMO 7917915. Tanker VLCC used as a floating storage since 2007. Length 317 m, 34,268 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1981 in Kaohsiung (Taiwan) by China SB Corp. Owned by Sigma Maritime Synergy Sdn Bhd (Malaysia). Sold for demolition in Pakistan.



Gadani, June 2013 © Shahid

Titan Ruchira (ex-Ticen Sun, ex-Front Highness, ex-Sea Highness). IMO 8920921. Tanker. Length 322 m, 32,240 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai ; converted in 2010 into a Floating Storage and Offloading unit (FSO). Owned by Titan Ocean Pte (Singapore). Detained in 2009 in Khark Island (Iran). Sold for demolition in Pakistan.



Titan Tulshyan (ex-BW Soro, ex-Soro). IMO 9039638. Tanker VLCC. Length 332 m, 39,042 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Okpo (South Korea) by Daewoo SB & HM. Owned by Titan Ocean PteLtd (Singapore). Sold for demolition in Pakistan.

Universal Hope (ex-*Eugen Maersk*, ex-*British Vigilance*, ex-*Emma Maersk*). IMO 9002611. Tanker. Length 344 m, 40,970 t. Panamanian flag. Classification society Korean Register of Shipping. Double hull ship built in 1993 in Lindo (Denmark) by Odense Staalskibs. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Ningbo (China) for demolition in Bangladesh. 435 \$ per ton including 1200 t of bunkers.



Universal Hope in Muscat, (Sultanat d'Oman), November 2010 ©Viktor

Venetia. IMO 9088548. Tanker. Length 277 m, 22,344 t. Deflagged from Greece to Comoros for her last voyage as *Tia*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1995 in Tsu (Japan) by Nippon Kokan Corp. Owned by Andriaki Shipping Co Ltd (Greece). Sold for demolition in Pakistan. 438 \$ per ton including 250 t of bunkers.



Chemical tanker

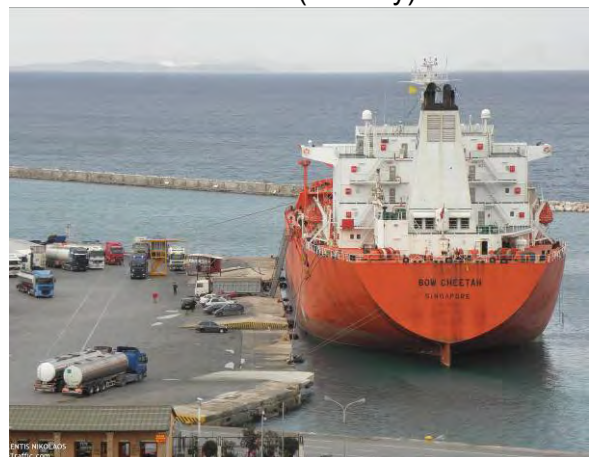
Bacab (ex-*Bow Clipper*). IMO 7424827. Chemical tanker. Length 171 m, 8,275 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage as *Cabal*. Classification society Lloyd's Register of Shipping. Built in 1976 in Floro (Norway) by Ankerlokken. Owned by PEMEX (Petroleos Mexicanos). In June 1995, two crew members died in a fire onboard. The ship had been laid up since 2005. Sold to the Indian Mediterranean ShipManagement Pvt Ltd prior to her departure for demolition in India.



Bow Cheetah (ex-*Santa Anna*, ex-*Falkanger*, ex-*Fort Cheetah*, ex-*Northern Cheetah*). IMO 8709298. Chemical tanker. Length 170 m, 9,689 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Pusan (South Korea) by Korea SB & E Corp. Owned by Odfjell Chemical Tankers AS (Norway). Detained in 2011 in Zhangjiagang (China). Sold for demolition in India. 465 \$ per ton including 70 t of stainless steel.



Bow Cheetah, in Patras (Greece), June 2010
© Tselentis Nikolaos



Konooz Alkhalig (ex-*Al Balad*, ex-*Siteam Tiger*, ex-*Team Tiger*, ex-*Tiger*, ex-*Petrobulk Tiger*, ex-*Jahre Tiger*). IMO 8310671. Chemical tanker. Length 172 m, 10,730 t. Saudi Arabian flag. Classification society Bureau Veritas. Double hull ship built in 1985 in Hoboken (Belgium) by Boelwerf. Owned by Silver Star Ship Management (United Arab Emirates). Sold for demolition in Bangladesh. 450 \$ per ton.



Panther (ex-*Siteam Panther*, ex-*Team Panther*, ex-*Panther*, ex-*Petrobulk Panther*, ex-*Naess Panther*). IMO 8310669. Chemical tanker. Length 172 m, 10,730 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1985 in Tamise (Belgium) by Boelwerf. Owned by Siqiriya Maritime Corp (Philippines). Detained in 1997 in Ghent (Belgium) and in 2008 in Gladstone (Australia). Initially sold for demolition in Pakistan at 450 \$ per ton. The arrival in Pakistan of the ship, renamed *Anthem*, was postponed because of a renegotiation at a lower rate, 430 \$ per ton including 30 t of stainless steel and a spare propeller.



Panther, anchored in Punta Carnero, Algeciras (Spain), June 2009 © Juan G. Mata



Ryuho Maru. IMO 9036571. Chemical tanker used as a molten sulphur carrier.. Length 73 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1992 in Kure (Japan) by Imamura. Owned by Iino Gas Transport Co Ltd (Japan). Detained in 2001 in Ulsan (South Korea). Sold for an unknown destination of demolition.



Dans le détroit de Tsugaru (Japan), mai 2010 ©Jerzy Nowak

Samudera (ex-*Samudera Biru*, ex-*Shimakaze I*, ex-*Shimakaze*). IMO 8217207. Chemical tanker. Length 149 m, 4,025 t. Deflagged from Indonesia to Sierra Leone for her last voyage as *Samudera*. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Uwajima (Japan) by Uwajima Zosen. Detained in 1999 in Liverpool (United Kingdom) and in 2003 in Rotterdam (Netherlands). Sold by her Indonesian shipowner Ahteralaju Sentosa Pt to a St. Vincent & Grenadines-based shell company prior to her departure for demolition.



The *Samudera* leaves Batam on ballast towards the Chittagong breaking yards. On July the 14th at 2:45 pm, while she is sailing in Malacca Strait, a fire erupts in the engine room and spreads rapidly. The 23 Indian crewmen do not succeed to contain the fire and launch an emergency call received by the Malaysia Maritime Enforcement Agency. 22 crewmen are rescued safe and evacuated to Pulau Kukup (Malaysia) but the chief engineer is trapped in the engine room and dies into the fire: he sustained 95 per cent burns and his dead body will only be extricated 7 days later after the fire was fully extinguished.



Photos Malaysian Maritime Enforcement Agency (MMEA)



Gas tanker

Gas Eurasia (ex-Everdina). IMO 8029698. Gas tanker. Length 93 m, 1,903 t. Thai flag. Unknown classification society. Built in 1981 in Komatsushima (Japan) by Tokushima Sangyo. Owned by World Wide Transport Co Ltd (Thailand). Detained in 2006 in Maoming (China), in 2009 in Weihai (China) and Daesan (South Korea), in 2010 in Zhuhai (China) and Gwangyang (South Korea), and in 2011 in Hong Kong (China), Guangzhou (China) and in Gwangyang again. Sold for demolition in India. 375 \$ per ton.  



Ladyship (ex-Sandown, ex-Proceed, ex-Horyu Maru). IMO 7916181. Gas tanker. Length 89 m, 1,732t. Thai flag. Unknown classification society. Built in 1980 in Kawajiri (Japan) by Kanda Zosenho. Owned by World Wide Transport (Thailand). Detained in 2005 in Ulsan (South Korea), in 2008 in Yeosu (South Korea), in 2009 twice in Gwangyang (South Korea), in Jiangyin (China), in Daesan (South Korea) and in Shenzhen (China) and in 2013 in Ningbo (China). Sold for demolition in India. 375 \$ per ton. 



Ladyship, at Sriracha Oil Terminals (Thailand), February 2011 © Geir Vinnes


Norgas Chief (ex-Einar Tambaraskjelve). IMO 8124515. Gas tanker. Length 119 m, 4,574 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1983 in Bremerhaven (Germany) by Schichau-Unterweser. Owned by Norgas Carriers Pte Ltd (Singapore). Sold for demolition in India.  

Bulk carrier

Admiral Ushakov. IMO 7721251. Bulk carrier. Length 180 m, 8,476 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Warnemunde (Germany) by Warnowwerft. Owned by Murmansk Shipping Co (Russia). Detained in 1999 in Quebec (Canada) and in 2012 in Aughinish (Ireland). Sold for demolition in Jiangyin, China.  



Admiral Ushakov, port of Klaipeda (Lithuania), July.2007 © Gena Anfimov

Alameda (ex-Iran Ghodousi). IMO 8320195. Bulk carrier. Length 190 m. Deflagged from Iran to Comoros for her last voyage as *Tirdad* then *Caribbean*. Classification society Lloyd's Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Sapid Shipping (Iran). Detained in 2001 in Gladstone (Australia), in 2006 in Antwerp (Belgium) and in 2009 in Vladivostok (Russia). Sold for demolition in India. 

Algoma Provider (ex-*Canadian Provider*, ex-*Murray Bay*). OMI 5407277. Vraquier. Longueur 223 m, 7.406 t. Pavillon Canada abandonné pour celui de Sierra Leone pour son dernier voyage sous le nom de *Ovi*. Société de classification Lloyd's Register of Shipping. Construit en 1963 à Collingwood (Ontario, Canada) par Collingwood SB Co. En tant que *Murray Bay*, dédié dans la première partie de sa carrière pour Canada Steamship Lines au transport de minerai de fer. Revendu en 1994 à Seaway Bulk Carriers et devenu le *Canadian Provider*, il se consacre au transport de produits agricoles, notamment céréales, une activité plutôt saisonnière. A la fin de la saison 2004, il percute un quai de déchargement à Toronto avec sa cargaison de sucre ; la proue du navire est sérieusement endommagée et le navire reprendra le service après inspection et réparations en mai 2006. En 2011, la flotte de Seaway passe sous contrôle d'Algoma Central Corp. Le vieux vraquier devient l'*Algoma Provider* à l'automne 2011. Il effectuera sa 49ème et ultime saison de transport sur les Grands Lacs en 2012, avant d'être retiré du service et mis en attente à Montréal. En 2013, ce pur produit canadien est vendu en l'état à Montréal (Canada) pour démolition en Turquie. 117 \$ la tonne. En juin, il part en remorque du *VB Artico* après dépavillonnage et un coup de peinture qui le transforme en *Ovi*.



Canadian Provider, terminal céréalier de Toledo (Ohio, Etats-Unis) Toledo, octobre 2003 ©. **Mike Nicholls**



9 juin 2013, *Ovi*, quitte Trois-Rivières (Canada) pour les chantiers de démolition turcs. © **Jacques Gauthier**

Alias (ex-*Devotee*, ex-*Iran Kashani*). OMI 8309608. Vraquier. Longueur 190 m, 7.624 t. Pavillon Hong Kong abandonné pour celui des Comores pour son dernier voyage sous le nom de *Sapphire II*. Société de classification Lloyd's Register of Shipping. Construit en 1984 à Okpo (Corée du Sud) par Daewoo. Propriétaire Sapid Shipping (Iran). Détenu en 2003 à Port Adelaïde (Australie). Vendu pour démolition en Inde.



Amir Joy (ex-*Fidel*, ex-*Laurada*, ex-*Salvador*, ex-*Hardman H*, ex-*Peony Islands*, ex-*Sea Peony*, ex-*Carrianna Peony*). OMI 8018924. Vraquier. Longueur 181 m, 5.833 t. Pavillon Panama. Société de classification Bulgarski Koraben Registrar. Construit en 1982 à Southwick (Royaume-Uni) par Austin & Pickersgill. Propriétaire El Reedy Shipping (Egypte). Détenu en 2009 à Nikolayev et en 2012 à deux reprises à Aliaga (Turquie). Vendu pour démolition en Inde.



Fidel, 19 janvier 2010 à Perama (Grèce) © **Dimitris**



Aowisdom (ex-*Wina*, ex-*Nikolas J.R*, ex-*Co-op Partner*). OMI 8716320. Vraquier. Longueur 225 m, 10.431 t. Pavillon Panama. Société de classification Lloyd's Register of Shipping. Construit en 1988 à Imari (Japon) par Namura. Propriétaire COSCO (Chine). Détenu en Australie en 2000 à Bunbury, en 2004 à Newcastle, en 2009 à Gladstone et en 2010 à Geraldton. Vendu pour démolition au Bangladesh. 404 \$ la tonne.



Aquarian (ex-Dignified, ex-Iran Chamran). IMO 8309610. Bulk carrier Length 190 m, 9,240 t. Deflagged from Hong Kong to Comoros for her last voyage as *Asher*. Classification society Lloyd's Register of Shipping abandoned for Union Marine Classification Society. Built in 1985 in Okpo (South Korea) by Daewoo. Detained in 2002 in Lucinda (Australia). Sold for demolition in India where she is beached as *T*.



Arktos (ex-Nova Zenith, ex-Global Sydney, ex-Kimolian Pride, ex-Qing Yun Ling). IMO 8715821. Bulk carrier. Length 164 m, 6,205 t. Liberian flag. Classification society Bureau Veritas. Built in 1990 in Shanghai (China) by Shanghai Shipyard. Owned by Tristar Management Ltd (Greece). Detained in 2004 in Yeosu (South Korea) and Port Alma (Australia), in 2005 in Port Cartier (Canada), Newcastle (Australia) and Vlissingen (Netherlands), in 2007 in Singapore and in 2010 in Baie Comeau (Canada). Sold for demolition in Bangladesh.



Assa (ex-Iran Entekhab, ex-Oinoussian Prestige). IMO 7632814. Bulk carrier. Length 180 m, 8,006 t. Deflagged from Iran to Comoros for her last voyage as *Gas A*. Classification society Lloyd's Register of Shipping. Built in 1978 in Setoda (Japan) by Naikai. Sold by her Iranian shipowner Iranian Islamic Republic of Iran Shipping Line - IRISL to the Indian Prayati Shipping Pvt Ltd just prior to her departure for demolition in India.



Assa, in the Indian Ocean, June 2012 © Capt.Turboboss

Ava (ex-Commander II, ex-Nikopios, ex-Aegean Sea, ex-Aegean Clipper, ex-Consensus Pacific, ex-Southern Pacific). IMO 8208945. Bulk carrier. Length 182 m, 6,900 t. Liberian flag. Classification society RINA. Built in 1983 in Muroran (Japan) by Hakodate Dock. Owned by Kon-Quest SA (Greece). Detained in 2012 in Canakkale (Turkey). Sold for demolition in Bangladesh. 429 \$ per ton including spares.




Baltic Star (ex-General Grot, ex-General Grot-Rowecki). IMO 8417754. Bulk carrier. Length 199 m, 9,502 t. Bulgarian flag. Classification society Polish Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navibulgar – Navigation Maritime Bulgare (Bulgaria). Detained in 1998 in Antwerp (Belgium), in 1999 in Bergen (Norway) and in 2003 in Quebec (Canada). On January 31st, 2006, the ship, then the *General Grot Rowecki* flying the Maltese flag, is carrying phosphates from Morocco bound to Poland. At around 3:00 am local time, she collides with the chemical tanker *Ece*, 50 nautical miles off Cherbourg (France). After inspection, *General Grot Rowecki* is allowed to proceed towards her next port of call, Ghent (Belgium) and then Poland. The crew of the *Ece* is rescued and evacuated; meanwhile, the chemical tanker sinks with her 10.000 t phosphoric acid cargo. *General Grot Rowecki* became the the Bulgarian *Baltic Star* in 2010, and has just been beached for demolition in Bangladesh.



The bulker *General Grot-Rowecki* departing Ijmuiden, (Netherlands), August 2008 © Moolen



The chemical tanker *Ece* before sinking, January 2006 © Marine Nationale

Barbaros G (ex-Kovdor, ex-Griffin Sun, ex-Tiger View, ex-Fayrouz II). IMO 8118126. Bulk carrier. Length 179 m, 7,218 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Negmar Denizcilik Ve Yatirim AS (Turkey). Detained in 2000 in Murmansk (Russia) and in 2011 and 2012 in Nantong (China). Sold for demolition in Bangladesh. 382 \$ per ton. 


Canarsie Princess (ex-Athinoula, ex-Sea Challenger, ex-Sanko Hope). IMO 8309244. Bulk carrier. Length 189 m, 7,655 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 420 \$ per ton, including 400 t of bunkers.




Canarsie Princess in Ijmuiden (Netherlands), April 2010 © Marcel & Ruud Coster

Castillo de Arevalo. IMO 8023307. Bulk carrier. Length 224 m, 11,872 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1987 in Puerto Real (Spain) by AESA. Owned by Empresa Naviera Elcano SA (Spain). Sold for demolition in Jingjian, China.



Chief (ex-Michelle, ex-J Michelle, ex-Perfect Eagle, ex-Dakila Uno, ex-Pacific Banner). IMO 8405799. Bulk carrier. Length 156 m, 5,214 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Uwajima (Japan) by Uwajima Zosen. Owned by Lamda Maritime (Greece). Detained in 2001 in Albany (Australia), in 2006 in Cagliari (Italy) and in 2010 in Mumbai (India) and Lianyungang (China). Sold for demolition in India. 401 \$ per ton. 



Corral Star (ex-Nacre, ex-Forestal Esmeralda). IMO 8811819. Wood chips carrier. Length 230 m, 11,556 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Mihara (Japan) by Koyo Dock. Owned by MOL - Mitsui OSK Lines Ltd (Japan). Detained in 2004 in Imabari (Japan). Sold for demolition in India. 

Crimson Mercury. IMO 9123910. Wood chips carrier. Length 200 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari. Owned by NYK Shipmanagement Pte Ltd (Singapore). Sold for demolition in Xinhui, China.

Crimson Mercury in Glasgow (United Kingdom), January 2013 © phantom53 / Shipspotting



CSL Bergen (ex-Trollnes). IMO 8315566. Bulk carrier. Length 112 m. Maltese flag. Classification society Det Norske Veritas. Built in 1985 in Leirvik (Norway) by Kleven Loland. Owned by CSL Europe Ltd (United Kingdom). Sold for demolition in Turkey.



Da Shen (ex-Sino Smart, ex-Mandy, ex-Blue Angel, ex-Ionis, ex-Ionia, ex-Tusa, ex-Victus, ex-Fort Victoria). IMO 7420869. Bulk carrier. Length 171 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Osaka (Japan) by Sanoyasu. Owned by Ocean Grow International Shipmanagement Consultant Corp (Taiwan). Detained in 2000 in Saint-Petersburg (Russia) and in 2006 in Fuzhou (China). Sold for demolition in Jiangyin, China.



April 2012 in Keelung (Taiwan)
© Chun-Hsi



Daio Robin. IMO 9136905. Wood chips carrier. Length 200 m, 9,444 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Onishi (Japan) by Shin Kurushima. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition in India.



Daio Robin in Corral (Chile), loading wood chips, destination Japan and the paper industry, December 2007 © Osvaldo Morales Cáceres

DD Fidelity (ex-Eco Charger, ex-Mile Kim, ex-Handy Jack, ex-White Rose). IMO 8413954. Bulk carrier. Length 158 m, 5,355 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Uwajima (Japan) by Uwajima Zosenho. Owned by DD Shipping Ltd (Russia). Detained in 2002 in Bundaberg (Australia), in 2006 in Aliaga (Turkey), in 2010 in Bandar Abbas (Iran) and in 2013 in Nantong (China). Sold for demolition in Bangladesh. 410 \$ per ton.



Diddle (ex-Wad, ex-Wadag II, ex-Wadag, ex-Kopalnia Siersza). IMO 7725714. Bulk carrier. Length 159 m, 5,000 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1980 in Govan (United Kingdom) by Govan SB. Owned by Ceren Denizcilik Sanayi (Turkey). Detained in 2006 in Bordeaux (France) and in 2007 in Torre Annunziata (Italy). Sold for demolition in India.



Ella Claire (ex-*Amalia del Bene*). IMO 8302557. Bulk carrier. Length 224 m, 11,795 t. Deflagged from Panama to Comoros for her last voyage as *Claire*. Classification society Russian Maritime Register of Shipping. Built in 1989 in Avellaneda (Argentina) by Alianza. Owned by Doris Maritime Services SA (Switzerland). Detained in 1998 in Antwerp (Belgium), in 2003 in Kashima-Ibaraki (Japan), in 2006 in Vancouver (Canada), in 2007 in Port Adelaide (Australia) and Incheon (South Korea) and in 2009 in Xiamen (China). Sold for demolition in India.



Ella Claire 9 mile anchorage on the Mississippi River (United States) mai 2011 © Paul Sullivan

Emir (ex-*Nayana Naree*, ex-*Handy Esperance*, ex-*Esperance*, ex-*Southern Cosmos*). IMO 8412510. Bulk carrier. Length 159 m, 5,352 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Usuki (Japan) by Minami Nippon. Owned by Is Finansal Kiralama AS (Turkey). Detained in 2002 in Chesapeake (United States). Sold for demolition in India. 428 \$ per ton.



Erawan (ex-*Camarina*, ex-*Starfest*, ex-*Yamashiro Maru*). IMO 8100997. Bulk Carrier used as a floating ore storage unit. Length 225m, 12,148t. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Imari (Japan) by Namura. Converted in 1999 and equipped with a helicopter deck, heavy duty articulated grab cranes and a high capacity desalination plant, to be used as transshipment/silo vessel by Tedi Mining Ltd (OTML).



Since 1984, OTML, a joint venture company that belongs to the State of Papua New Guinea and Broken Hill Propriety (BHP, Australia's largest mining corporation) has been operated a gold and copper open-pit mine in the Western-Province of Papua New Guinea. The temporary permission to dump tailings into the Ok Tedi River has continued until, in 1994, 30, 000 landowners decided to take BHP to the Supreme Court in Australia for environmental damages. In 1996 the Court stated that BHP would have to pay an indemnity to the affected villagers, remove the polluted sediments from the Ok Tedi River system and stop mine tailings dumping; nevertheless, dumping has been going on for fear of an anticipated mine closure... Since 2011, the destiny of OK Tedi mine is in the hands of national interests: the end of the exploitation is planned for end of 2013. The *Erawan* has been operated on a seasonal pattern, six months at the mouth of the Fly River, west of the Papua Gulf, and relocating east to Port Moresby Harbour at the start of the monsoon season, after having unloaded her copper concentrate cargo. Ship owner China Navigation Co Ltd (United Kingdom). Now useless, the *Erawan* has been sold for demolition in China. 382 \$ per ton.



Ok Tedi open-pit mine
© Development Policy Centre- Australia



Erawan in the Gulf of Papua
© Creative Commons

Erisos (ex-Pb Phoenix, ex-Pacific Bangao, ex-Welsky, ex-Sentosa Spirit). IMO 8913980. Ex tanker converted into a bulk carrier. Length 247 m, 16,553 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Marugame (Japan) by Imabari Zosen; converted in 2008 in Changxing (China) by China Shipping International Shipyard Co. Owned by Mednav SA (Greece). Detained in 2006 in Melbourne (Australia). Sold for demolition in Pakistan. 435 \$ per ton including 600 t of bunkers.



June 13th, 2013, *Erisos*, plot 72, Gadani © **Shahid**

Eternal Hope (ex-Hilda, ex-Wiltshire, ex-Hosho Maru, ex-Sun Ocean). IMO 8323692. Bulk carrier. Length 160 m, 5,561 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Al Amal Shipping Corp (Syria). Detained in 1999 in Tacoma (United States), in 2003 in Vladivostok (Russia), in 2004 in Hong Kong (China), in 2007 in Lianyungang (China), in 2012 in Larnaca (Cyprus). Sold for demolition in Pakistan.

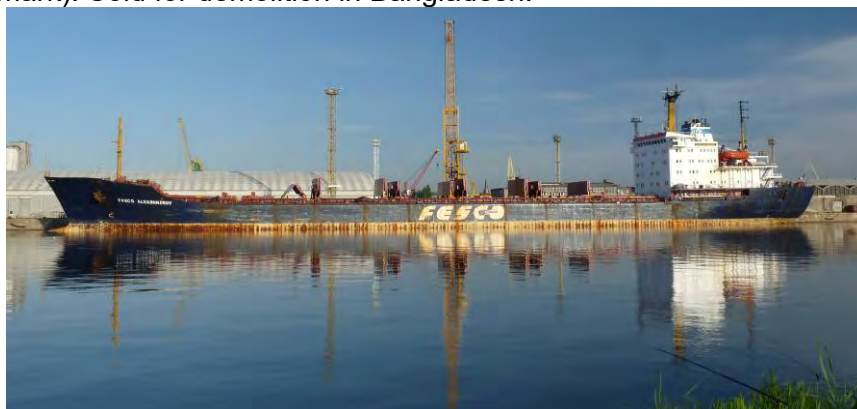


Eternal Hope, April 2011, in repair in Suez (Egypt) © **Gianpaolo**



May 2013 beached for demolition in Gadani © **Shahid**

Fesco Aleksandrov (ex-Grigoriy Aleksandrov). IMO 8610215. Bulk carrier. Length 185 m, 7,755 t. Vanuatu flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov. Owned by FESCO - Far-Eastern Shipping Co (Russia). Detained in 2005 in Varna (Bulgaria) and in 2009 in Hull (United Kingdom) and Copenhagen (Denmark). Sold for demolition in Bangladesh.



Fesco Aleksandrov in Szczecin (Poland), May 2011 © **Lukasz Blaszcak**

Fu Da (ex-Bao Tong, ex-Capella, ex-Clover Star, ex-Clover Trust, ex-Spruce). IMO 7701330. Bulk carrier. Length 146 m, 4,611 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Owned by Fu Long Marine Shipping Co Ltd (China). Detained in 2003 in Quangninh (Vietnam), Maoming (China) and Gunsan (South Korea), in 2004 in Himeji (Japan) and Incheon (South Korea) and in 2008 in Zhenjiang (China). Sold for demolition in Bangladesh. 370 \$ per ton.



Fu Kuo Hsin n°6 (ex-Golden Lion, ex-Hachinohe Maru). IMO 7327718. Bulk carrier. Length 170 m, 7,187 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1973 in Osaka (Japan) by Mitsui Fujinagata. Owned by First Shipping Agency Co Ltd (Taiwan). Detained in 2000 in Guam (United States), in 2003 in Osaka (Japan), in 2011 in Xiamen (China) and in 2012 in Zhangzhou (China). Sold for demolition in China. 303 \$ per ton.



The cement carrier *Fu Kuo Hsin n°6* in Keelung (Taiwan), July 2009 © Ivan Meshkov

Gemmy (ex-Dimitris Perrotis, ex-Coral Grace). IMO 8312148. Bulk carrier. Length 225 m, 11,046 t. Deflagged from Panama to Comoros for her last voyage as *Gem*. Classification society Panama Maritime Documentation Service. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Jackson Shipping Safety Management Consultant Co Ltd, (Taiwan). Detained in 2012 in Ningbo (China). Sold as is in Taiwan for demolition in Bangladesh. 385 \$ per ton including 300 t of bunkers.



Georgios S (ex-Oinoussian Navigator). IMO 8412118. Bulk carrier. Length 225 m, 11,047 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Bright Navigation (Greece). Detained in 2009 in Bandar Abbas (Iran). Sold for demolition in Pakistan. 420 \$ per ton.



Globe Unity (ex-Butron). IMO 8716382. Bulk carrier. Length 274 m, 24,094 t. Deflagged from Panama to St. Kitts & Nevis for her last voyage as *Unity*. Classification society Lloyd's Register of Shipping. Built in 1991 in Puerto Real (Spain) by AESA; tanker converted in vraquier in 2008 by Yiu Lian Dockyards. Owned by Tianjin Huihang International Shipping & Management Co Ltd (China). Sold for demolition in Pakistan. 420 \$ per ton including 600 t of bunkers.



Glory Fujian (ex-Iron Brothers, ex-Southern Galaxy, ex-First Sun). IMO 9004736. Bulk carrier. Length 270 m, 17,614 t. Panamanian flag. Classification society RINA. Built in 1991 in Oppama (Japan) by Sumitomo. Owned by Sea Star Ships Management Co Ltd (China). Sold for demolition in Bangladesh. 440 \$ per ton.

Gokhan Kiran (ex-Stassfurt, ex-Olinda). IMO 7433696. Bulk carrier. Length 194 m, 9,594 t. Turkish flag. Classification society Bureau Veritas. Built in 1985 in Rio de Janeiro (Brazil) by EMAQ. Owned by Pasifik Gemi Isletmeciligi ve Ticaret AS (Turkey). Detained in 2001 in Quebec (Canada), in 2001 in Mobile (United States), in 2002 in Gdansk (Poland), in 2003 in Fredericia (Denmark), in 2004 in Oristano (Italy), in 2008 in Belfast (United Kingdom) and in 2010 in Gijon (Spain). Sold for demolition in India. 440 \$ per ton including 250 t of bunkers.



On Kiel canal (Germany), 2011 ©Tony Zech

Grand Rise (ex-Pearl of Sharjah, ex-Trident Fortune, ex-Fortuna, ex-Stena Fortuna, ex-Captain Stamatis). IMO 8105636. Bulk carrier. Length 224 m, 12,002 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Innoshima (Japan) by Hitachi. Owned by COSCO (China). Detained in 2004 in Vancouver (Canada) and Huanghua (China) and in 2011 in Ningbo (China). Sold for demolition in Bangladesh.



Greek Warrior (ex-La Paloma). IMO 8820262. Bulk carrier. Length 270 m, 18,392 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Polembros Shipping Ltd (Greece). Detained in 2001 in Dampier (Australia). Sold for demolition in Bangladesh. 440 \$ per ton.



In Gladstone (Australia), December 2010 © Owen Foley

Hanjin Pittsburg (ex-Pittsburg). IMO 8821644. Bulk carrier. Length 186 m, 8,123 t. Deflagged from South Korea to Comoros for her last voyage as *Pitts*. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hanjin Shipping Co Ltd (South Korea). Sold as is in Hong Kong for demolition in Bangladesh. 372 \$ per ton including 120 t of bunkers.

Hastings Castle (ex-Alda, ex-Catherine V, ex-Theotoko, ex-Youssoufia). IMO 8100882. Bulk carrier. Length 188 m, 7,690 t. St. Vincent & Grenadines flag. Classification society RINA. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Navalmar UK Ltd (United Kingdom). Detained in 1999 in Hamburg (Germany), in 2007 in Koper (Slovenia), in 2012 in Venice (Italy) and Rio Grande (Brazil) and in 2013 in Venice again. Sold for demolition in Pakistan.



March 5th, 2013, Novorossiysk (Russia) © Artem



May 23rd, 2013 Gadani (Pakistan) © Shahid

Heng Tong 5 (ex-Bright Zhejiang, ex-Samsun Spirit, ex-Helen, ex-Sir John Fisher). IMO 8111582. Bulk carrier. Length 228 m, 11,550 t. Panamanian flag. Classification society RINA. Built in 1983 in Govan (United Kingdom) by Govan SB. Owned by Fuzhou Minlun Shipping Co Ltd (China). Detained in 2007 in Taean (South Korea) and in 2012 in Xiamen (China). Sold for an unknown destination of demolition.



Hong Express (ex-Sea Leopard, ex-Genmar Gabriel, ex-Silver Venus, ex-Pacific Saturn). IMO 8908210. Bulk carrier. Length 246 m, 15,800 t. Marshall Islands flag. Classification society China Classification Society. Built in 1990 in Mihara (Japan) by Koyo DY Co; ex tanker converted in 2008 by COSCO Zhoushan Shipyard (China). Owned by Hongyuan Marine Co Ltd (China). Sold for demolition in Pakistan. 411 \$ per ton.



In Vanino (Russia), March 2012 © Andy Ru.



In Gadani (Pakistan), 11 June 2013 © Shahid

Hua Hong (ex-Christos, ex-Jag Radhika, ex-Pooja, ex-Ruth Venture). IMO 8122816. Bulk carrier. Length 188 m, 8,926 t. Panamanian flag. Classification society Intermarine Classification Services. Built in 1983 in Toyama (Japan) by Nipponkai. Owned by World Merge Shipping Management SA (Taiwan). Detained in 2007 in Tuticorin (India) and in 2010 in Singapore. Sold for demolition in Xinhui, China . 335 \$ per ton.



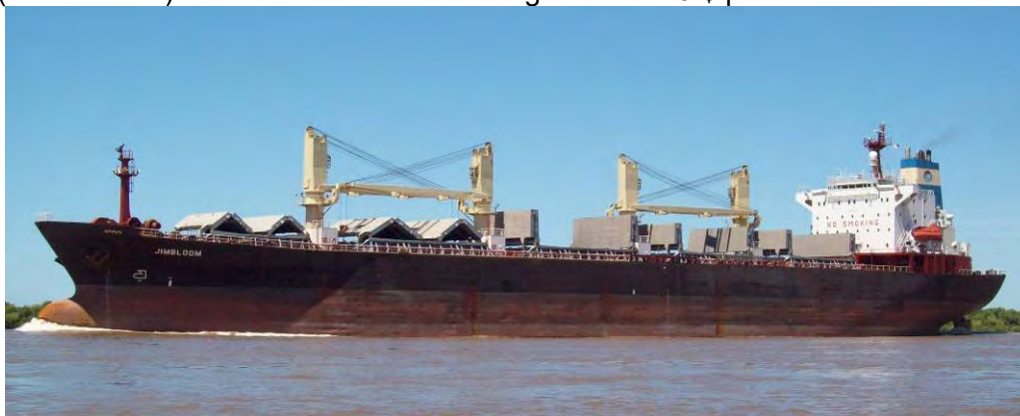
Hua Jin Song (ex-Decurion). IMO 8302545. Bulk carrier. Length 225 m, 12,879 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Avellaneda (Argentina) by Alianza. Owned by Nanjing Hua Hai Shipping Co Ltd (China). Detained in 1998 in A Coruña (Spain), in 2007 in Koper (Slovenia), in 2008 in Hong Kong (China) and in 2013 in Rizhao (China). Sold for demolition in China. 360 \$ per ton.



Irini (ex-Dooyang Hope, ex-Changi Star, ex-Gold Star). IMO 8802210. Bulk carrier. Length 225 m, 9,988 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1988 in Marugame (Japan) by Imabari Zosen. Owned by Eurobulk Ltd (Greece). Detained in 2002 in Dampier and Newcastle (Australia). Sold for demolition in Bangladesh. 407 \$ per ton.



Jim bloom (ex-Skorpios, ex-Eternity). IMO 8705553. Ex tanker converted into a bulk carrier. Length 186 m, 10,257 t. Panamanian flag. Classification society RINA. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Jimhai Hua Shipping Ltd (China). Detained in 2007 in Amsterdam (Netherlands). Sold for demolition in Bangladesh. 420 \$ per ton.



Jim bloom, San Nicolas (Argentina), February 2010 © Maxi Alonso

Jimflush (ex-Tuna, ex-Turmoil). IMO 8705565. Ex tanker converted into a bulk carrier in 2009. Length 186 m, 10,257 t. Panamanian flag. Classification society RINA. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Jimei Hua Shipping Ltd (China). Detained in 1999 in New Heaven (United States), in 2010 in Albany (Australia) and in 2012 in Singapore. Sold for demolition in Bangladesh. 420 \$ per ton.



Jimrise (ex-Axinos, ex-Endurance). IMO 8607830. Ex tanker converted into a bulk carrier in 2009. Length 186 m, 10,257 t. Panamanian flag. Classification society RINA. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Jimei Hua Shipping Ltd (China). Sold for demolition in Bangladesh. 420 \$ per ton.



Jimrise, zone de transbordement de Koh Si Chang (Thailand) mai 2010 © Geir Vinnes

Koupi (ex-Discoverer, ex-Aditya Prakash, ex-Sky Hawk). IMO 8209028. Bulk carrier. Length 178 m, 7,374 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Kobe (Japan) by Mitsubishi. Owned by Armikar Management Ltd (Greece). Detained in 2004 in Hamburg (Germany), in 2011 in Damietta (Egypt) and in 2013 in Constanta (Romania). Sold for demolition in Bangladesh. 440 \$ per ton.



Krym (ex-Shun Fu Star, ex-Bulk Crusader, ex-Crusader). IMO 8105739. Bulk carrier. Length 188 m, 7,812 t. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1982 in Aioi (Japan) by Ishikawajima Harima. Owned by Tech Project LLC (Ukraine). Detained in 2008 in Dublin (Ireland). Sold for demolition in Turkey. 303 \$ per ton.



Lofty Wind-Y (ex-Lady Rima, ex-European Confidence, ex-Barry Bay, ex-Sitia Bay, ex-Eastern Link, ex-Western Searoad). IMO 7908782. Bulk carrier. Length 142 m, 4,312 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Detained in 2002 in Ploce (Croatia), in 2004 in Venice (Italy), in 2007 in Novorossiysk (Russia) and in 2012 in Damietta (Egypt). Sold by her Greek shipowner Hind Maritime Enterprise to a Marshall Islands-based shell company just prior to her departure for demolition in Pakistan.



Makaria (ex-Urana Naree, ex-Handy Light, ex-Ambrose Light, ex-Ocelot). IMO 8123236. Bulk carrier. Length 182 m, 8,000 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Usuki (Japan) by Minami-Nippon. Owned by Ocean Wave Maritime Co (Greece). Detained in 2005 in Immingham (United Kingdom). Sold for demolition in Bangladesh. 407 \$ per ton.



Makaria, April 2013 © Rob Hurson

Summer 2013, Chittagong (Bangladesh)

Malyovitza. IMO 8203359. Bulk carrier. Length 184 m, 7,819 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Navibulgar - Navigation Maritime Bulgare (Bulgaria). Detained in 2001 in Novorossiysk (Russia) and Houston (United States) and in 2008 in Klaipeda (Lithuania). Sold for demolition in India. 389 \$ per ton.



Malyovitza in Ijmuiden (Netherlands), July 2012
© Marcel & Ruud Coster



Maria V (ex-*Nyoka*, ex-*Mariposa*, ex-*Mikasa*). IMO 8315281. Bulk carrier. Length 225 m, 10,118 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Alexandria Shipping SA (Greece). Detained in 2000 in Vancouver (Canada), in 2003 in Newcastle (Australia), in 2006 in Tianjin (China) and in 2008 in Suez (Egypt). Sold for demolition in India.



Mesamar (ex-*Polydefkis P.*, ex-*Jovian Luzon*, ex-*Sea Astrea*). IMO 8122608. Bulk carrier. Length 161 m, 5,607 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by GS Shipping Ltd SA (Lebanon). Detained in 2012 in Zhanjiang (China) and in 2013 in Lisbon (Portugal). Sold for demolition in India.



Morning Star (ex-*Ocean Sunrise*). IMO 8222006. Bulk carrier. Length 153 m, 5,118 t. Vietnam flag. Classification society Vietnam Register of Shipping. Built in 1983 in Hakata (Japan) by Watanabe Zosen. Owned by VOSCO – Vietnam Ocean Shipping Co (Vietnam). Detained in 2007 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh. 380 \$ per ton.



Murmansk (ex-*Griffin Aurora*, ex-*Aegean Bulker*, ex- *Torm Ceres*, ex-*Tiger Bay*, ex-*Tenka*, ex-*Fayrouz IV*). IMO 8118140. Bulk carrier. Length 179 m, 7,218 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Koma Shipping Service Ltd (Russia). Detained in 2001 in Bremen (Germany) and in 2009 in Leith (United Kingdom). Sold for demolition in India.



Murmansk, seen at anchor near San Nicolas (Argentina) on Parana river, August 2006 © Vovashap/Marinetraffic

Ocean Lord (ex-*Melpomeni*, ex-*Steel Might*, ex-*Sea Trader*, ex-*La Suerte*). IMO 8318881. Bulk carrier. Length 181 m, 6,900 t. St. Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Osman Shipping LLC (United Arab Emirates). Detained in 2006 in Jacksonville (United States). Sold for demolition in India. 407 \$ per ton.



Ocean Mira (ex-*Star Enterprise*, ex-*Mehr Enterprise*, ex-*Lady Madonna*, ex-*Lady Kadoorie*). IMO 8919142. Bulk carrier. Length 273 m, 17,618 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1990 in Tsu (Japan) by Nippon Kokan Corp. Owned by Atlantic Wave Management Sdn Bhd (Malaysia). Sold for demolition in Bangladesh. 425 \$ per ton.



In Nantong (China), July 2011 © Omid Nemati

Oranda (ex-*Silver Bin*, ex-*E Mei Shan*). IMO 8827454. Bulk carrier. Length 195 m, 9,844 t. Deflagged from Panama to Comoros. Classification society China Classification Society. Built in 1986 in Huludao (China) by Liaoning Bohai. Owned by Way-East Shipping Agency Co Ltd (Taiwan). Detained in 2001 in Kwinana (Australia) and Newcastle (Australia) and in 2003 in Lisbon (Portugal). Sold for demolition in Bangladesh.



Pacific Bangzhe (ex-*Mukda Naree*, ex-*Golden Fortune*, ex-*Dragon Fortune*, ex-*Ocean Trader*). IMO 8105648. Bulk carrier. Length 160 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by Pacific King Shipping Pte Ltd (Singapore). Detained in 2005 in Silvertown (United Kingdom), in 2009 in Kandla (India) and in 2011 in Zhangjiagang (China). Sold for demolition in Jiangyin, China.



Pacific Bangzhe in Harwich (United Kingdom), October 2009 © MG Klingsick

Pacific Beauty (ex-*Pacific Venus*). IMO 8919984. Bulk carrier minéralier VLOC converted from VLCC in China in 2008. Length 322 m, 39,950 t. Hong Kong flag. Classification society Korean Register of Shipping. Built in 1992 in Nagasaki (Japan) by Mitsubishi. Owned by Univan Maritime (China). Sold for demolition in Pakistan. 425 \$ per ton.

Gadani, July 9th, 2013 © Shahid



Pan Bright (ex-*Golden Rose*). IMO 8412950. Bulk carrier. Length 156 m, 5,140 t. Deflagged from South to St. Kitts & Nevis for her last voyage as *Bright Sun*. Classification society Korean Register of Shipping. Built in 1984 in Uwajima (Japan) by Uwajima Zosen. Sold by her Korean shipowner STX Pan Ocean to the Hong Kong-based Best Oasis Ltd just prior to her departure for demolition in Bangladesh. 360 \$ per ton including 250 t of bunkers.



Pan Bright, in Astoria (Oregon, United States) March 2011 © George J. Heiner

Phoenix Star (ex-*J.W. Shelley*, ex-*Valgocen*, ex-*Algocen*). IMO 6821937. Great Lakes bulker. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1968 in Collingwood (Canada) by Collingwood Shipyard. During her long career for Algoma Central until 2004, she set several barley, wheat and soybean cargo records on November 5th, 1971 she was the first ship to load in excess of one million corn bushels (over 27.000 t). In 2005, as the Panamanian *Valgocen*, owned by Recycling Technologies, she left for New Jersey to be used as a storage barge. In 2008, she was re-registered Canadian, repaired and left New York under her own power bound for Montreal, the Great Lakes and the grain transport as *JW Shelley*. Acquired in 2012 by TF Warren Logistics Inc (Canada). Since December 2012, she has been drydocked at Ironhead Marine in Toledo (Ohio, United States). The ex-*Algocen* will not leave the Great Lakes; summer 2013, the shipyard has begun the dismantling of the old freighter. The director of Ironhead Marine expects to finish the project within 90 days.



Phoenix Star, September 2012 bound for Port-Colborne ©sylvania4867 / Shipspotting

Provider (ex-*Jin Yi*, ex-*Junri*, ex-*Star Junri*, ex-*Junri*). IMO 8223567. Bulk carrier. Length 190 m, 7,754 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Mihara (Japan) by Koyo Dock. Owned by SNP Shipping Services Pvt Ltd (India). Sold for demolition in India. 411 \$ per ton including 200 t of bunkers and a residual wheat and soybean cargo.

Roe (ex-Adrianople, ex-Golden Farmer). IMO 8323666. Bulk carrier. Length 188 m, 7,263 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Clio Navigation Corp (Greece). Detained in 2012 in Alexandria (Egypt). Sold for demolition in Pakistan.



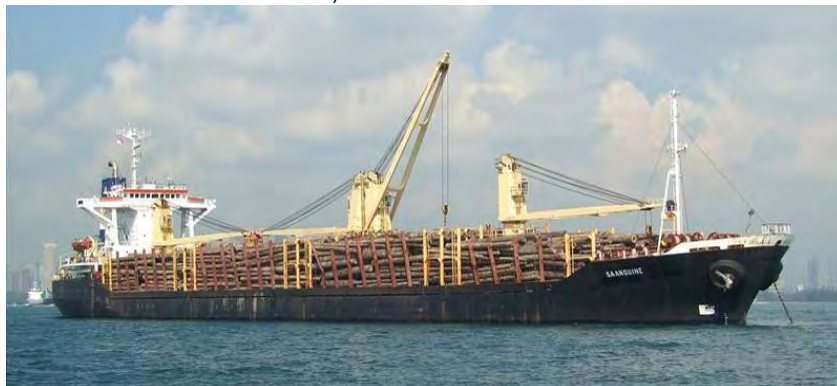
Rossa (ex-Captain Basher, ex-Kopalnia Zofiowka). IMO 7361520. Bulk carrier. Length 174 m, 4,300 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1975 in Travemünde (Germany) by Schlichting. Owned by Nova Marine Carriers SA (Switzerland). Sold for demolition in India.



Rubin Laurel. IMO 9110602. Bulk carrier. Length 289 m, 21,537 t. Deflagged from Panama to Bahamas for her last voyage as *Star Laurel*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imari (Japan) by Namura. Detained in 2013 in Newcastle (Australia). Sold as is in Hong Kong by her Japanese shipowner Toyo Sangyo Co Ltd to the Greek Charterwell Maritime SA just prior to her departure for demolition in Bangladesh. 450 \$ per ton including 2,000 t of bunkers.



Sanguine (ex-Sumana Naree, ex-Seabrand, ex-Oceanic Explorer, ex-Liberty Hope, ex-Silver Aya). IMO 8401781. Bulk carrier. Length 158 m, 5,467 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Uwajima (Japan) by Uwajima Zosen. Owned by Nepa Projects & Investments Ltd (China). Detained in 2005 in Gibraltar (United Kingdom) and in 2011 in Kandla (India). Sold for demolition in Mumbai, India.



Saanguine anchored in Singapore October 2009 © Andrew Mackinnon

San Feng (ex-Evangelistria, ex-Siletta, ex-Western Siletta, ex-Sithea, ex-Oriental King). IMO 8122050. Bulk carrier. Length 190 m, 9,015 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Sanfeng Shipping Co Ltd (China). Detained in 2010 in Ningbo (China). Sold for demolition in Bangladesh.



Sea Emerald (ex-Jin Prince, ex-Astradance, ex-Dimitra, ex-Luna II). IMO 8405816. Bulk carrier. Length 183 m, 7,105 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Hanaro Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 407 \$ per ton.

Sea Mirror (ex-Maritime Pearl). IMO 8906846. Bulk carrier. Length 180 m, 6,729 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1990 in Oshima (Japan) by Oshima SB. Owned by Genshipping Corp (Slovenia). Detained in 2000 in Yantai (China), in 2003 in Hong Kong and in 2004 in Alicante (Spain). Sold for demolition in India.



Sea Pilot (ex-East Sunrise Guangzhou, ex-Starling, ex-Sincere Oceanus, ex-Bayani, ex-Ocean Bloom). IMO 8319639. Bulk carrier. Length 190 m, 7,651 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Tadotsu (Japan) by Hashihama Zosen. Owned by Peaceful Universe Shipping Co Ltd (China). Detained in 2003 in San Francisco (United States), in 2004 in Gdansk (Poland) and in 2009 in Gladstone (Australia). Sold for demolition in Bangladesh. 414 \$ per ton.



Shourong (ex-Tohzan, ex-Cosmo Astrea). IMO 9003615. Tanker converti in vraquier minéralier in 2008. Length 322 m, 36,161 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by Nippon Yusen Kabushiki Kaisha – NYK Line (Japan). Sold for demolition in India.

Silver Wave (ex-New Succes, ex-New Angel, ex-Golden Peak). IMO 8313269. Bulk carrier. Length 155 m, 5,072 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1984 in Shiogama (Japan) by Tohoku SB Co. Owned by Silver Maritime Inc (Greece). Detained in 2001 in Port Adelaide (Australia). Sold for demolition in Bangladesh. 410 \$ per ton.



South Star (ex-Ionian Wind). IMO 8130758. Bulk carrier. Length 185 m, 8,920 t. Mongolian flag. Classification society American Bureau of Shipping. Built in 1984 in Oshima (Japan) by Oshima Shipbuilding. Owned by Quoc Huy Shipping Co Ltd (Vietnam). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. 410 \$ per ton.



In Istanbul (Turkey), September 2011 © Antonio Alcaraz Arbelo

St. Ioan (ex-Agia Filothei, ex-Castillo De Butron). IMO 8604620. Bulk carrier. Length 240 m, 15,077 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Puerto Real (Spain) by AESA. Owned by Interunity Management Corp SA (Greece). Detained in 2010 in New Orleans (United States). Sold for demolition in Pakistan.



Hamburg (Germany), March 28th, 2013 © Nordwelle



Gadani, July 9th, 2013 © Shahid

St. Kiril (ex-Spectra, ex-Matumba, ex-Virtue, ex-Jarilla, ex-Southern Virgo). IMO 8405751. Bulk carrier. Length 181 m, 7,145 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Unimor Shipping Agency (Ukraine). Detained in 2000 in Kwinana (Australia), in 2009 in Alexandria (Egypt) and in 2011 in Gemlik (Turkey). Sold for demolition in Pakistan.



Sun New (ex-*Prabhu Das*, ex-*Moon Over Kyushu*). IMO 8411401. Bulk carrier. Length 177 m, 7,532 t. Deflagged from South Korean to Tuvalu for her last voyage as *Sun*. Classification society Korean Register of Shipping. Built in 1985 in Usuki (Japan) by Minami Nippon Shipbuilding. Owned by Sun Ace Shipping Co Ltd (South Korea). Detained in 2006 in Bandar Abbas (Iran). Sold as is in Incheon (South Korea) for demolition in Bangladesh. 360 \$ per ton.



The Korean *Sun New* anchored in Singapore, November 2012 © **Andreas Schlatterer**

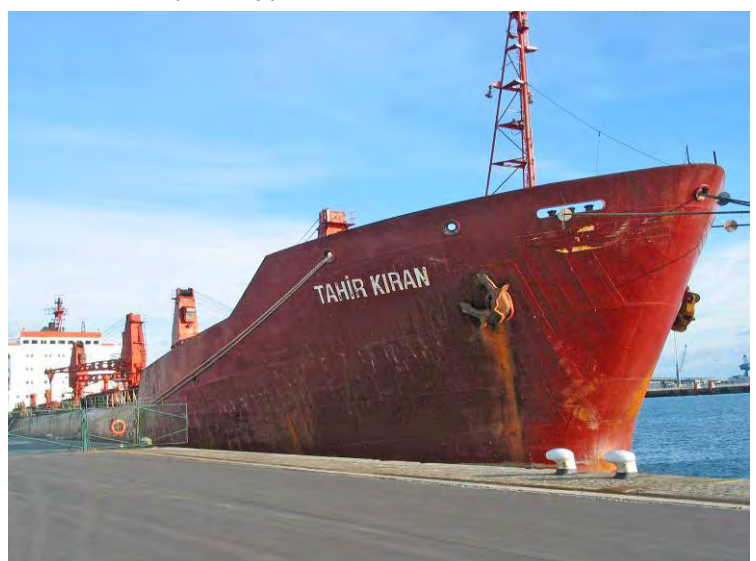
Sur (ex-*Yosemite*, ex-*Darya Devi*, ex-*Manila Angus*, ex-*Lake Challenger*, ex-*Astral Mariner*). IMO 8406901. Bulk carrier. Length 179 m, 6,170 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Setoda (Japan) by Naikai. Owned by Varda Denizcilik Sanayi Ve Ticaret AS (Turkey). Detained in 2000 in Newcastle (Australia). Sold for demolition in Mumbai, India. 421 \$ per ton.



Taba (ex-*Sukarawan Naree*, ex-*Handy Logger*, ex-*Green Cedar*). IMO 8508474. Bulk carrier. Length 159 m, 5,467 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Imabari (Japan) by Imabari Zosen. Owned by Red Sea Navigation Co (Egypt). Detained in 2004 in Newcastle (Australia), in 2007 in Ghent (Belgium), in 2009 in Bandar Khomeini (Iran), in 2010 in Rizhao (China) and in 2011 in Kandla (India). Sold for demolition in India. 404 \$ per ton.



Tahir Kiran (ex-*Georgi*, ex-*Corcovado*, ex-*Richmond Hill*, ex-*Chennai Ookkam*, ex-*Porthos*, ex-*Frotacanada*). IMO 7433713. Bulk carrier. Length 194 m, 9,072 t. Turkish flag. Classification society Bureau Veritas. Built in 1987 in Rio de Janeiro (Brazil) by EMAQ. Owned by Pasifik Gemisletmeciligi ve Ticaret AS (Turkey). Detained in 2001 in New Orleans (Etats-unis), in 2002 in Vlissingen (Netherlands) and Melbourne (Australia), in 2007 in Cherbourg (France), in 2010 in Amsterdam (Netherlands) and in 2013 in Beihai (China). In 2003, she was on the black list of 66 dangerous ships banned from European ports which was published by the European Commission after the *Prestige* disaster. Early February 2007, she was targeted by Robin des Bois in Cherbourg (France), detained by the maritime authorities but left 5 days later (Cf [Ship-breaking # 8](#), p 1). Sold for demolition in Bangladesh.



Tahir Kiran in Cherbourg (France), February 207 © **Robin des Bois**

Tor (ex-Kotor, ex-Ocean Steelhead). IMO 8118621. Bulk carrier. Length 175 m, 6,342 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Gamma Denizcilik Nakliyat (Turkey). Detained in 2004 in Naples. Sold for demolition in India. 342 \$ per ton.



Transmed (ex-Izmir Castle, ex-Glory Yantai, ex-Cargo Enterprise, ex-Cielo Di Firenze, ex-Star Abadan, ex-Arlberg). IMO 7626396. Bulk carrier. Length 191 m, 9,500 t. Panamanian flag. Classification society International Naval



Surveys Bureau. Built in 1978 in Göteborg (Sweden) by Gotaverken Arendal. Owned by Midtrade SAL (Lebanon). Detained in 2002 in Hamburg (Germany) and Port Cartier (Canada) and in 2010 in Crotone (Italy) and Tianjin (China). Sold for demolition in Turkey.



Transmed, in Tartous (Syria), April 2013
© Samo 4 : Shipspotting

Trinidad (ex-Geortina). IMO 7525504. Bulk carrier. Length 156 m, 5,107 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Mukaishima (Japan) by Hitachi. Owned by International Shipping Group & Trading Ltd (Turkey). Detained in 2003 in Vasto (Italy), in 2005 in Izmit and in Tuzla (Turkey) and in 2009 in Antalya (Turkey). Sold for demolition in India. 390 \$ per ton.



Turkuaz 8 (ex-Nurten Ana, ex-Neo Cymbidium, ex-Sanko Cymbidium). IMO 8308977. Bulk carrier. Length 180 m, 7,140 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Horizon Gemi Isletmeciligi A.S. (Turkey). Detained in 2001 in Hamburg (Germany), in 2003 in Bunbury (Australia), in 2006 in Suez (Egypt), in 2009 in Lianyungang (China), in 2010 in Ashdod (Israel). Sold for demolition in Pakistan. 430 \$ per ton.



Amsterdam (Netherlands), October 2009 © Serkan Ceylan



Gadani (Pakistan), 28 mai 2013 © Shahid

Tuscarora (ex-Manila Spirit, ex-Rixta Oldendorff, ex-Manila Spirit). IMO 8120698. Bulk carrier. Length 195 m, 8,051 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Dalian (China) by Dalian Shipyard. Owned by Amalthia Marine Inc (Greece). Detained in 2001 in Geraldton (Australia), in 2004 in Mourilyan (Australia), in 2010 in Côte Ste-Catherine and Valleyfield (Canada), in 2012 in San Francisco (United States) and in 2013 in Safaga (Egypt). Sold for demolition in Bangladesh.



Unimax (ex-*MP Panamax*, ex-*Afros*, ex-*Docevale*, ex-*Carajas*). IMO 8124280. Bulk carrier. Length 243 m, 13,834 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Galaxy Shipping Corp (Taiwan). Detained in 2011 in Yantai (China). Sold for demolition in Jing Jiang, China.



Velos (ex-*Yu May*). IMO 8902216. Bulk carrier. Length 225 m, 11,572 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1991 in Shanghai (China) by Jiangnan Shipyard. Owned by Katsikis & Sigalas Ltd (Greece). Detained in 2003 in Dampier (Australia), in 2003 in Newcastle (Australia), in 2009 in Newcastle (Australia). Sold for demolition in Bangladesh.



January 2013 in Mercurius Haven, Amsterdam (Pay-Bas) © Har / Shipspotting

Vladimir Petrenko (ex-*Golden Lion*, ex-*Star Sirius*, ex-*Royal Rainbow*). IMO 8323410. Bulk carrier. Length 179 m, 7,290 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Tech Project LLC (Ukraine). Sold for demolition in Bangladesh. 405 \$ per ton.



Vladimir Petrenko, The Warren, Lough Foyle (Ireland), June 2011 © Liam Skelly

Xing Yao (ex-*Faviola*, ex-*Ever Champion*, ex-*Young Swan*, ex-*Bulk I*, ex-*Ittersum*). IMO 8018182. Bulk carrier. Length 224 m, 11,523 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1982 in Imari (Japan) by Namura. Owned by Xin Hong Yang International Shipping Management Corp (China). Detained in 2001 in Vancouver (Canada), in 2003 in Genoa (Italy) and in 2011 in Rizhao (China). Sold for an unknown destination of demolition.



Xinhui (ex-*Orhan Ekinci*, ex-*Great Amity*, ex-*World Amity*). IMO 8016988. Bulk carrier. Length 186 m, 7,772 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Osaka (Japan) by Osaka Zosenho. Owned by Ever Glory Maritime Co Ltd (China). Detained in 2000 in Ghent (Belgium), in 2001 in Lisbon (Portugal), in 2006 in Slite (Sweden) and in 2011 in Long Beach (United States). Sold for demolition in Bangladesh. 410 \$ per ton.



Yong Shun (ex-M.P. *Panamax 1*, ex-*Lustre Duckling*, ex-*Lucky Duckling*, ex-*Kouryu*, ex-*Jag Manek*, ex-*United Ambition*, ex-*Stena Australica*, ex-*Stena Trust*, ex-*Rayna*). IMO 8000331. Bulk carrier. Length 224 m, 11,786 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Guangzhou Kuifenghang Shipping Co Ltd (China). Detained in 2002 in Novorossiysk (Russia), in 2004 in Quebec (Canada), in 2011 in Qingdao (China) and in 2013 in Qingdao again. Sold for demolition in Jiangyin, China.



Zenith 4 (ex-*Scanda*, ex-*Apollonas*, ex-*Kissamos Wave*, ex-*Reform*). IMO 8807703. Bulk carrier. Length 199 m, 9,765 t. Deflagged from Panama to Cook Islands for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1990 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Horizon Gemilsletmeciligi (Turkey). Detained in 2006 in Casablanca (Morocco). Sold for demolition in India.

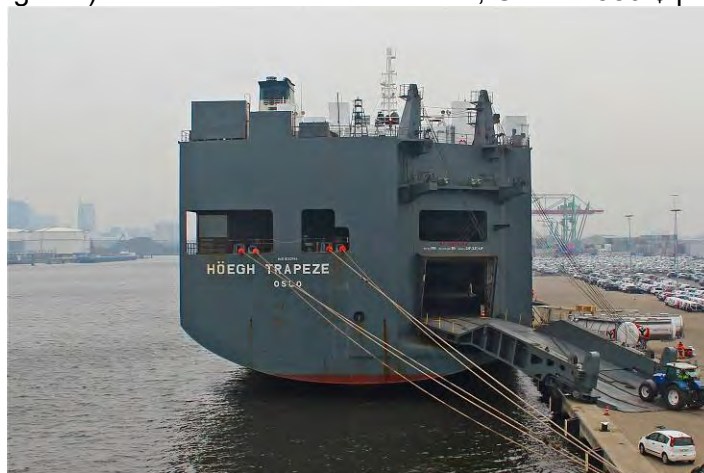


Car Carrier

Hoegh Transit (ex-*Hual Transit*, ex-*Hual Transita*, ex-*Kyushhu*, ex-*Kyushu Maru*). IMO 8013613. Car Carrier. Length 190 m, 13,480 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Hoegh Fleet Services AS (Norway). Sold for demolition in China. 320 \$ per ton.



Hoegh Trapeze (ex-*Hual Trapeze*, ex-*Hual Carmencita*). IMO 8130966. Car Carrier. 184 m, 10,100 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Hoegh Fleet Services AS (Norway). Detained in 2006 in Yokohama (Japan), in 2009 in Galveston (United States) and in 2011 in South Shields (United Kingdom). Sold for demolition in Xinhui, China . 380 \$ per ton.



Hoegh Trapeze in Amsterdam (Netherlands), January 2012 © Muhsen Hussein

The END

The 2nd death of the ex-*European Gateway*

Built in 1975 by Schichau Unterweser, the British ferry *European Gateway* regularly sails from Felixtowe to Europort (Rotterdam) and back under Townsend Thoresen flag. In autumn 1980, the company decides to increase her capacity and sends her to Amsterdamsche Droogdok in Amsterdam (Netherlands) for a 15.70 meters lengthening. The ferry reaches a total length of 133.46 meters.

European Gateway © Fotoflite / Dover Ferry



On December the 19th of 1982, just after leaving Felixstowe for a new crossing towards Holland, she collides at around 10:50 pm with her compatriot *Speedlink Vanguard* (142 m) from the Sealink company, which was entering the harbour. Seriously damaged by the *Speedlink Vanguard* bulbous bow, *European Gateway* rapidly capsizes and sinks. Aboard were 36 crew members and 34 passengers. Despite the lifeguards' efforts, 6 people - 4 crew members and 2 passengers - lost their lives in this accident.



The *Speedlink Vanguard* after the collision © Mike Larwood



The *European Gateway*, after © Mike Page



The salvage of the *European Gateway*, 1983
© Ted Ingham / Shipspotting



European Gateway in tow of Wijsmuller's *Titan*
© Tender / Shipspotting

Refloated by Dutch specialist Wijsmuller on February the 26th of 1983, the wreck is towed to Felixtowe, then Amsterdam.

After a dry dock inspection, her ship owner renounces to repair the ship but some Greek ship-owners have another opinion. The wreck is acquired by Clorinda Shipping of Cyprus (Piraeus) and is towed to Perama (Piraeus) on June the 5th, where she is completely rebuilt. The ex *European Gateway* comes back to life in the summer of 1984 as the Cypriot *Flavia* connecting Ancon, Italy and the Greek ports of Igoumenitsa and Patras.

Flavia © Jürgen Stein



Travemünde Link, in 1990 in Warnemünde (Germany)
© Michael Segeth



Rostock Link, leaving Travemünde, July 1995
© A Spörri

Her owner's bankruptcy moves her back to the North during summer 1988. Acquired by Danish company GT Link, she is renamed *Travemünde Link* (Bahamian Flag) on the Gedser (South Denmark) – Travemünde (Germany) line. As she remains a Danish property and under Bahamian flag, she is operated by R-L Shipping on the Gedser-Rostock (Germany) line, under the name *Rostock Link*. Then she is acquired in 1996 by the Danish-German joint venture company Scandlines and is chartered most of the time to other Baltic ship owners.



April 1997, *Rostock Link* sailing for Scandlines © Wolfgang Kramer

In January 2000, she returns to the Mediterranean Sea. She is acquired by the Greek Agoudimos Lines, becoming the Bahamian *Penelope A.* and is chartered on the Greece-Italy line between Igoumenista and Brindisi. In 2005, she is registered under Greek flag and is simply renamed *Penelope*. At this point, she sails on the Greek islands service. In 2008, she returns on the Brindisi Line.

Penelope arriving Chios port (Greece), December 2007
© G Togias





From 2009 on, she alternates laid up periods and short charters, including as her last assignment, a brief connection between Tunis and Tripoli on November 2011 for Marfamar.

Penelope in Perama (Greece), October 2011
© Brekas Fotios

She is finally sold for demolition and is towed to Aliaga on July the 16th of 2013 under the name “*Lopi*” and the Togolese flag. There she will meet again withthe *Speedlink Vanguard*, now the *Birlik 1*, also being demolished in Aliaga (see p 29).



Penelope leaving Piraeus in tow, July 13th 2013 © Petros Psarras



The Togolese *Lopi* arriving in Aliaga, July 16th, 2013 © Panagiotis Vlachos

Sources

American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Boatnerd ; Bureau Veritas ; Capbreton Post (the) ; CBC – Radio Canada ; Chittagong Port Authority (the) Clarkson’s ; (the) ; Det Norske Veritas ; Development Policy Centre-Australie ; Emirates 24/7 ; Equasis ; European Maritime Safety Agency ; Fairplay ; G Captain ; Germanischer Lloyd ; Global Marketing Systems ; Grimaldi Group ; Gulf News ; Hindu (the) ; Indian Ocean Memorandum of Understanding ; Indo Asian News Services IANS ; INFO Suroit ; Lloyd’s List ; Lion Shipbrokers ; Lloyd’s Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin ; Maritime Matters ; Malaysia Flying Herald (the) ; Mediterranean Memorandum of Understanding ; Mer et Marine ; Miramar Ship Index ; MOL – Mitsui Osk Lines ; Mumbai Port Trust (the) ; Nippon Kaiji Kyokai ; OK Tedi Mining Group ; Optima Shipbrokers ; Phuket Gazette (the) ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnelles et archives ; Russian Maritime Register of Shipping ; Sea News ; Ship Nostalgia ; Shipspotting ; Soleil de Châteauguay (le) ; Times of India (the) ; Times of Malta (the) ; Tokyo Memorandum of Understanding ; Toledo Free Press (the) ; Trade Winds ; Tugboat Information ; TVA Quebecor Media ; United States Coast Guards ; Vessel Tracker ; Vietnam Register of Shipping.

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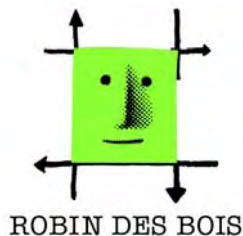
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In collaboration with Gérard Cornier, maritime journalist and historian

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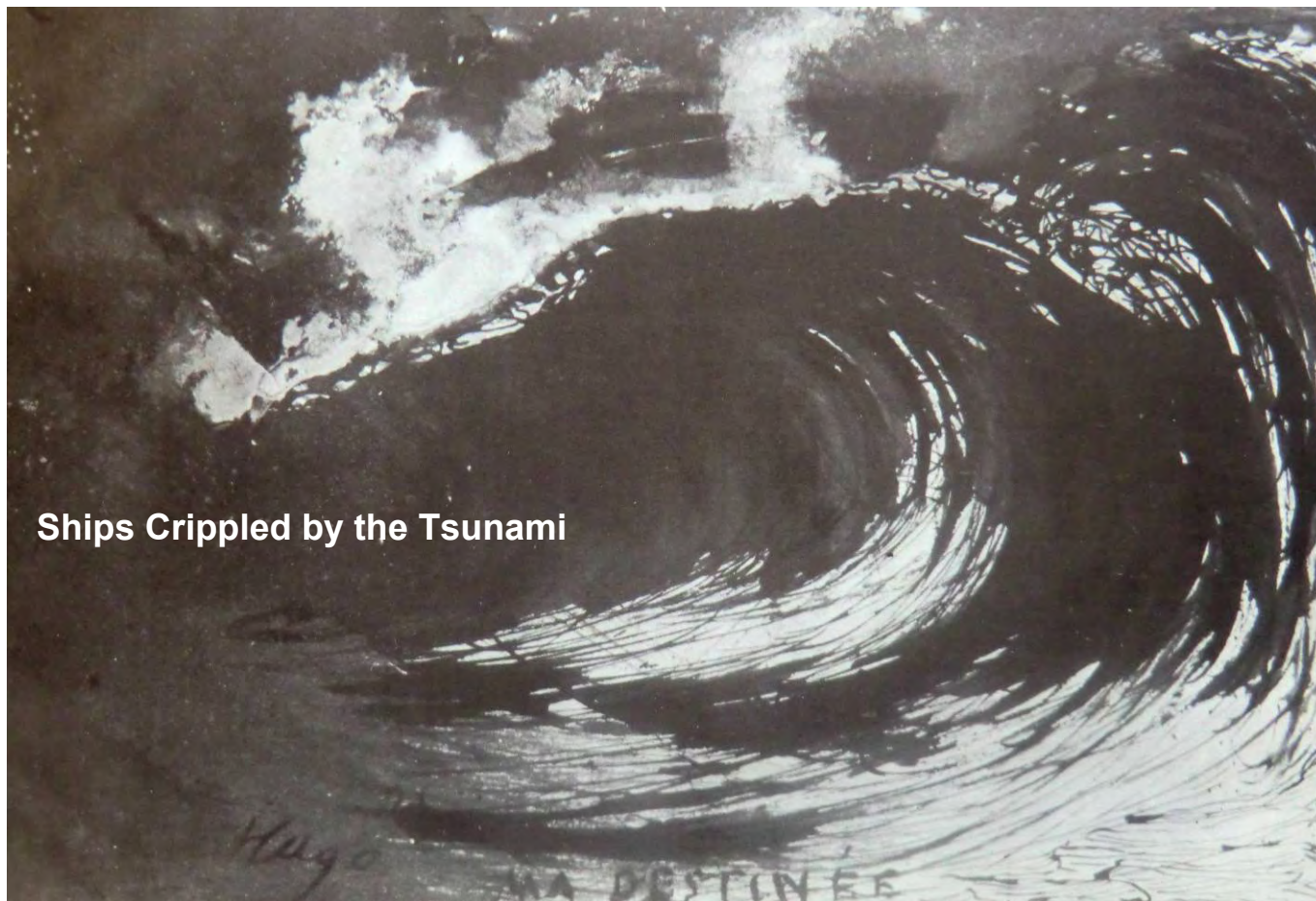
From August 1st to October 31st, 2013



Ship-breaking

Content

Ships crippled by the tsunami	1	Death of the old <i>Leopard</i> in Africa	13	Fishing ship - Factory ship	28
The changeable truth of the EU	4	The Ice Age	44	Reefer	29
- Truth on paper	4	The END : Sails... and Diesel	80	Ferry - passenger ship	30
- When European river barges sail at sea... and sink	4	Miscellaneous : tug, pipe burying vessel, offshore supply vessel, dredger, research vessel	13	Container ship	33
- Do as I say, not as I do	6	Chemical tanker	18	Ro Ro	40
Justice gives discount	7	Gas tanker	19	Car Carrier	43
Letters to the editor	8	Oil tanker	22	General cargo	45
Overview : August 1 st to October 31 st	11			Bulker - cement carrier	59
				Sources	82



Ships Crippled by the Tsunami

The Wave – ink, wash and gouache by Victor Hugo, 1857

On March 11th, 2011, the Japanese tuna boat *Kyotoku-Maru n°18* was swept away by the tsunami. She breached the breakwater dam and was dragged 750 m away from the coast in the middle of an ex housing estate in Kesenuma. The city, situated northeast of Japan in the Miyagi Prefecture, 500 km from Tokyo and 200 km from Fukushima Daishi nuclear power station, was known for tourism and tuna, skipjack tuna, and swordfish fishing. It was also the hub of fishing and shark finning for the archipelago: 90% of sharks caught in Japan were unloaded at Kesenuma. The port is also a sister city to

Puntarenas in Costa Rica, the Latin American center for the illegal trade of shark fins. (See [On the Trail #2](#), the information and analysis bulletin on animal poaching and smuggling, p 5).



2011 © Shipwreck Log

The mayor hoped to turn the ship, which has now become a tourist attraction, into a tsunami memorial, but the people's referendum rejected the project. In September 2013, Ship Recycle Muroran, a non-profit organization based in Hokkaido, started dismantling *Kyoto-Maru 18*.



2011 © Shipwreck Log



September 2013, work is starting © KYODO

Many other ships were victims of the tsunami: an innumerable fishing boat fleet, diverse and sometimes wandering, but also vessels from the world merchant fleet. Some were salvaged and continued their careers; others sank or were dismantled on the spot.



The *Ryō Un Maru*, was sunk one year later on April 5th, 2012 by the US Coast Guard 180 nautical miles away from Alaska.
© US Coast Guard

The demolished



Glovis Mercury, general cargo, ran aground in Sendai.
© Reuter

Khrizolitoviy, reefer, berthed at Ofunato. Her mooring line broke, the ship ran aground, got dragged away by the ebb and ran aground again.

Rokkosan, tanker, collision with the *Chinasteel Integrity* and the *Tai Chung* at Kashima.

Shirouma, bulk carrier, grounded at Haramati after unloading her cargo of coal.

Tai Chung, bulk carrier, collision with the *Chinasteel Integrity* and the *Rokkosan* at Kashima.

Taino Maiden, general cargo, damaged at Kashima.

The resuscitated

Chinasteel Integrity, bulk carrier, pushed aground on the shore of Kashima with her cargo of iron ore, collision with *Rokkosan* and the *Tai Chung*. In service.

Coral Ring, bulk carrier, collision with the dock unloading coal in Onahama. In service.

CS Victory, bulk carrier, grounded at Ishinomaki. In service in 2013 under the name of *First Brother*

Emu Arrow, general cargo, collision with two other vessels at Kashima. In service.

Katsura, bulk carrier, damaged in Kashima. In service.

Long Mu Wan, container ship, damaged at the port of Koshiro. In service.



Asia Symphony, general cargo, grounded at Kamaishi. In service in 2013 as *N°9 Aya Maru* © Toshifumi Kitamura / AFP / Getty Images

The case of bulk carrier *Shiramizu* (IMO 9071703) remains a mystery. The ship was planning to unload 70,000 tons of coal at Shinshi – 50 km North of Fukushima Daishi nuclear power station – when the wave struck. The crew was safe and rescued, but the hull cracked, the vessel leaked fuel oil and her owner, NYK Line, declared her a total loss. Two years later, *Shiramizu* is found in Masan in South Korea; the forepart of the ship is anchored in the bay while the aft part is waiting at STX shipyards.



Shiramizu forepart in the Bay of Masan, South Korea, May 10th 2013 © V. Tonic



Aft part at STX Hyeokshin shipyard in Goseong, Tongyeong, South Korea, June 15th 2013 © V. Tonic

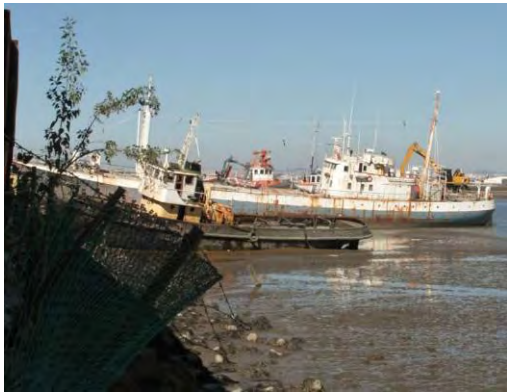
The changeable truth of the European Union

Part One: Truth on paper

Hurrah! At its plenary session on October 22nd, 2013, the European Union Parliament confirmed the adoption of the ship dismantling regulation. Already approved in April this year, the Commission proposal has even been « improved upon » after ministerial exchanges. Dismantling facilities approved by the European Union will have to be « built structures constructed and operated in a safe and environmentally sound manner, » which effectively excludes natural beaches used as ship-breaking yards in India, Bangladesh, and Pakistan. This time, we got over with the “reckless scrapping” of old ships, under the terminology of the Parliament. Except that this EU-approved end of life will be implemented when the capacity of the EU-approved facilities will exceed a threshold of 2.5 million light displacement tons and will only apply to ships still EU-registered.

When the regulations become effective, vessels flying a non-European Union member State flag that call at European harbours will have to carry an inventory of hazardous materials integrated in their structures. If not, they are subject to penalties to be set by member states.

In the meantime, in Portugal...



© jdap /Shipspooting



.... Ships are broken up on the beach and afloat in AlhosVedros, near Lisbon

Part Two: When European river barges sail at sea...and sink

The *Exxon Valdez* (1989), *Erika* (1999), and *Prestige* (2002,) shipwrecks caused oils spills which have led to a strengthening of regulations on the oil transport across the world ocean. Thus, the MARPOL Convention, following the amendments adopted in December 2003, prohibits the transportation of crude oil or heavy fuel oil by single-hull tankers from 2005 on and to no later than 2010, pushing many vessels of this type to either demolition or conversion.

Later, under the pressure of the public eye, European inland navigation engaged in a similar process of harmonization of regulation in international transportation of dangerous goods specifically on the Rhine. The flow of hydrocarbons and chemicals goes down the river that feeds the industrial areas of Switzerland, France, Germany, Luxembourg and the Netherlands. In 2008, the Central Commission for Navigation on the Rhine (CCNR) decided to consider hazardous substances that can endanger health and the environment and impose their transport in double-hull vessels. The schedule plans the phase-out of single hull tankers from December 31st, 2012, to no later than December 31st, 2018. Hundreds of single hull inland tankers will have to be phased-out—a well deserved retirement for the oldest ones built in the 50's. But a retirement which also requires demolition costs. A number of owners now choose to avoid the European constraints by exporting their ships to less demanding areas. The most favorite destination is Nigeria. The pace of shipments has been accelerating : since 2012, many dozens of what we are better off referring to as ‘barges’ have been sent to Lagos. The maritime expedition of vessels

designed for inland navigation, in convoy and in tow, is uncertain. Troubles and accidents are frequent. Some examples:



In December 2010, the convoy *Courbet* towing the two barges *Atlantic Energy* (built in 1972) and *Atlantic Transport* (built in 1964) is immobilized in Malaga by the Spanish authorities, who fear that the tug did not have enough power to ensure their safety. Both barges will leave with another tug.

Courbet, built in Lorient (France), Panamanian flag © **Juan Carlos Cilveti / Malaga Maritima**



Mayon. Built in 1972.

August 2011. The barge has been delivered to Lagos, but upon her arrival got adrift in a storm and ran aground with her hull twisted and cracked. She is now out of use - at least, we hope so.

August 29th, 2011, at Lagos (Nigeria) © **Mohammed Alhassan**



Vestland. Built in 1957.

September 6th, 2011. The tug *Courbet* (see above) departed from Rotterdam (Netherlands), with the barges *Atlantic Trader* (built in 1965) and *Vestland* in tow, en route to Nigeria. *Vestland* broke in two off the coast of Brittany. The forepart sank at a depth of 140 m, and the aft part followed 1 hour later at 2000 m depth. She was carrying 7 m³ of fuel oil. [Morglaz](#), the Breton association, protested.

© **French Customs**



Opalin. Built in 1959.

August 16th, 2012. The *Opalin*, in tow of *Tore* and in convoy with another barge, was heading to Nigeria, broke in two and drifted off the Canary Islands. The aft part was finally towed to Lanzarote.

© **La Voz de Lanzarote**



Frisius. Built in 1975.

December 2012. Departed from Rotterdam in tow of the *Sun Essex* and in convoy with *Sapphire* (built in 1988) bound for Lagos. The *Frisius* broke in two off the coast of Spain. The aft part sank and the forepart was towed to La Coruna along with the *Sapphire*.

© **Robalisa / Shipspotting**

According to expert sources, half of these inland tankers do not survive the journey. Hence the group trips, which leave some hope that at least one of the ship will survive and that the cost of towing will be amortised. The cases of *Vestland*, *Opalin* and *Frisius*, which all sank in whole or in part after breaking under the onslaught of the Atlantic, raised very few question on the migration of these barges from Europe to Nigeria. In some ways, it actually is better to hide it: in most cases, the Rhine barges are used for smuggling oil in the Niger Delta. They are used to transship stolen cargoes from the hijacked merchant vessels. They feed clandestine refineries onshore. Traffickers also need to « renew » their fleet of ships: in 2012, 200 ships were seized by the Nigerian JTF (Joint Task Force) under anti-smuggling operations. In 2013, one can cite the arrests of *Sea Express*, former German barge *Eiltank 5* (built in 1962), *Shandy*, former German barge (built in 1985), and *Vlieland*, former Dutch barge (built in 1985).



Sea Express, arrived in Nigeria in 2012, arrested on April 13th, 2013



Shandy, arrived in Nigeria in 2013, arrested April 28th, 2013
Photos Nigerian Navy



Vlieland, arrived in Nigeria in 2010, arrested in May 2013

The traffic of polluting wrecks from the Rhine is running well. However, given the lack of political and administrative condemnation, some fear that it will continue and be amplified by the time the new Rhine regulation will be implemented. The United Kingdom has joined the movement, in the same disastrous conditions regarding maritime safety and environmental hazard. In October 2013, the tug *Ferox*, flying the Vanuatuan flag, left Immingham on the East Coast of England bound for Nigeria, towing the Dutch barge *Valletta* (built in 1959) and the British *Rix Harrier* (built in 1979). *Ferox*, which was just released after 20 days of detention in Harlingen (Netherlands), fouled her propeller off Cape Lizard; the Falmouth coastguard arrived on scene whereas the role of towing vessel had been swapped to one of the barge! The troupe crossed through Lyme Bay and eventually ended up at Poole Harbour on the South Coast of England. In early November, *Ferox* was still detained by Poole Maritime Authorities.



The barge leads the dance© maidencombe.net

At the same time, [another convoy of the same type](#), departed from the Netherlands, was spotted in Lyme Bay. *More*, a Belizean flag tugboat, was sailing at slow speed along with the barges *Novara* (built in 1970) and *Bomflot 5*. Along the way, navigation lights were arranged on the *Novara* which has none and disappeared at night. In late October, the team left the English coast, found refuge east of the Cherbourg Peninsula before the arrival of Christian storm (also named St Jude's Day storm), and proceeded through the Bay of Biscay, her official destination being Dakar (Sénégal).

Robin des Bois has written to the French Maritime Authorities in order to prohibit the passage of these inland vessel convoys in the French EEZ (Exclusive Economic Zone) and their exportation.

These inland tankers are 80 to 110 m in length and have a capacity of 1,500 to 3,000 t.

The African connection is unscrupulously operated by European but also American ship-owners who are not to be outdone when it comes to getting rid of single-hull tankers banned from US waters by the United States regulations. In 2008, U.S. Shipping Partners disposed of *Jacksonville* and *Groton*, two ITB (Integrated Tug Barge, a unit where the pusher tug and the barge are locked together in a rigid configuration) by selling them to the Nigerian J Marine Logistics. See the tragic story of *Jacksonville* p 24

Part Three: Do as I say, not as I do

The European Union truth on paper simply does not pass the test of reality.

Apart from the scandal of Rhine barges exportation, European owners put forward two lures to hide the departure of their ships to the raw ship-breaking yards of Asia: a possible sale for further trading as unlikely as it can be or repair after a devastating accident.

Ship-breaking # 33 is still waiting to find out the true fate of the old gas carriers *Annabella* and *Isabella* owned by German ship-owner Chemikalien Seetransport (Cf p 19-20). Built in France, these two friends

of forty years contain special materials that pose health and environmental problems during and after demolition : their steam turbines propulsion implies the use of large quantities of asbestos. Gas tanks are covered with perlite, an insulation coating of mineral origins but which is amalgamated with bitumen or polymer fibers due to its permeability to water vapor. The export of these vessels for demolition perfectly illustrates the hypocrisy and powerlessness of the European policy on the subject. The two vessels are laid up in the Spanish port of Algeciras.

The container ship *Hansa Brandenburg*, owned by another German group, Leonardt & Blumberg, disappeared from radar screens and AIS after being fire damaged: she left Mauritius in tow in September or October for an unknown destination. An alert is launched to track the ship, IMO 9236236, which is sent to demolition without either extraction of the charred containers or pumping of the contaminated extinguishing water. See « [Hansa Brandenburg, another container ship riddled with problems](#)».

The French shipbroker and maritime advisor who participated in the aborted sale of the ex aircraft carrier *Clemenceau* in India is now representing Boris Shipping Ltd (India) specialized in the worldwide capture of vessels bound for demolition. Through his Nantes-based (France) company Ingemar, he would also, according to our sources, be involved in the sales of *Atlantic Star*, scrapped in Turkey, *Glaros*, scrapped in Bangladesh (cf p 23), and *SeaFrance Cezanne* and *SeaFrance Renoir*, scrapped in India.

Justice gives discount

The small general cargo carrier *Klaipeda Spirit* has just left for demolition in Turkey. (Cf. p 52). The vessel previously starred under the name *Vytautas*. On June 5th, 2007, under the Lithuanian flag, she sailed with a cargo of wood from Haraholmen (Sweden) toward Elefa (Greece).

Following the disaster of the *Prestige*, France has been leading a more active policy of repression against ships responsible for marine pollution. It is based in particular on the Montego Bay Convention, which requires States to protect and preserve the marine environment: the watch areas are expanded, 3 courts have been declared in charge of holding centralized proceedings on the different coastlines, and the penalties for voluntary pollution have become higher. Caught in the act by the French Navy as she was discharging oily waters off Brittany, leaving a 37 km oil slick in her wake, the *Vytautas* was diverted to Brest.



Vytautas under surveillance at Brest © Yannick Le Bris

Vytautas left the Breton port after paying a deposit of €400,000. In 2009, the owner was condemned by the Court of Brest to pay a fine of € 700,000 (\$950,000). In 2011 though, the Court of Appeal of Rennes cancelled all sanctions and ordered the refund of the deposit thanks to a restrictive interpretation of the Montego Bay Convention, which also emphasizes the duty of the flag State to enforce the rules for the control of marine pollution from vessel. This duty, presented as a guarantee for the protection of the high seas beyond national jurisdiction, was in that case a protection of the interests of the owner of *Vytautas* : Lithuania had actually tried the case already and fixed fines of convenience, € 2,000 for the captain and € 19,500 for the owner, all the while using little tricks to delay the trial proceedings in Brest.

Letters to the Editor

Photos received from Shahid, Pakistan

Ship-breaking # 32 announced the chemical tanker *Samudera* was heading for demolition towards Bangladesh. In spite of a major fire off Malaysia, the ship has actually been towed all the way to Gadani, Pakistan.



Samudera, ex-Samudera Biru, beached in Gadani (Pakistan), October 9th 2013 © Shahid



Against all expectation as well, the Indian tankers *Pratibha Tapi* et *Pratibha Indrayani*, which were immobilized in Mumbai and supposed to be sold for demolition in Alang ([Ship-breaking # 32](#), p 49), have been towed to Pakistan, like the tankers *Providence* also expected in India in [Ship-breaking # 31](#), p 37), and *Hercules* renamed *Hero* whose final destination was unspecified ([Ship-breaking # 32](#), p 47).



Indrayani, ex-Pratibha Indrayani,



Hero ex-Hercules



Provid ex-Providence,

August 28th 2013 © Shahid

Robin des Bois' comments

Pakistan may receive another devastated ship, the German container ship *Hansa Brandenburg* IMO 9236236 (See p 35). To be continued...

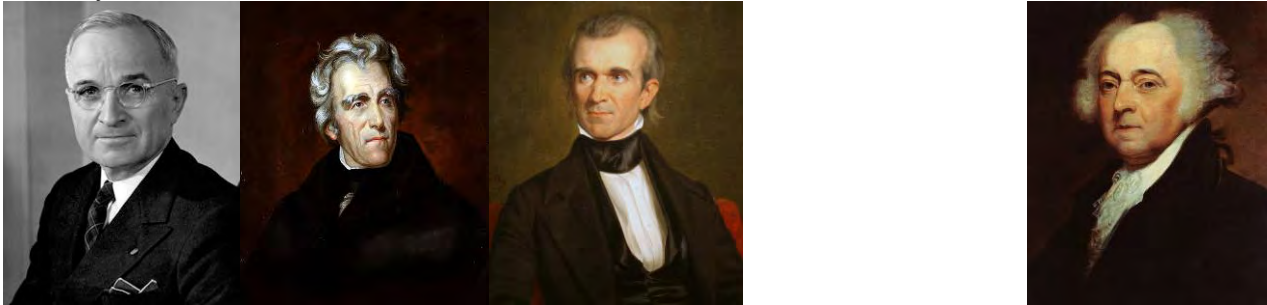
In the game of musical chair, the Chilean *Papudo* passed India, her official destination ([Ship-breaking # 31](#), p 37), and sailed on as *Apu* for the final voyage to Chittagong, Bangladesh ; a destination also ultimately chosen by the VLCC (Very Large Crude Carrier) tankers *OSX 4* and *OSX 5*, beached in Chittagong as *Popi* and *Kostas*. As for the *President Truman*, renamed *President 2* flying the Sierra Leone flag, who leaned towards Bangladesh too, along with the other Democratic *President Jackson* and *President Polk* while the Federalist *President Adams* ended up in India (cf. [Ship-breaking # 32](#), p 42).

Harry Truman

Andrew Jackson

James K. Polk

John Adams



Sources : Truman Library – Portraits by Thomas Sully, George Peter Alexander Healy et Asher B. Durand

From Sven (Bonn, Germany), received on October 5th 2013

I have been missing information about the ongoing export of old inland tankers from the river Rhine to Nigeria. As single hull tankers will be banned from river Rhine from 2015 (I believe) hundreds of tank barges with approx. 1500t each are due for scrapping. The oldest barges date back to the 1950's, a few even older. Many of them are sold to operate on river Danube.

A large portion of this fleet (a few dozens up till now, I believe) are sold to Nigeria by unscrupulous brokers. Approx. half of them break and sink during towage. Those that do arrive operate in illegal bunkering and the operation of illegal refineries with terrible social and ecological consequences.

(...) I would kindly ask you to research on this matter and include it in your next report. It deserves to find an audience to stop this. The [German forum « Binnenschiff »](#) has been collecting links to several pictures and articles in the international press

See Robin des Bois' investigations in the chapter « When European river barges sail at sea... and sink » p 4.

This topic is truly typical of the European Union inconsistency regarding the fate and the dismantling of its old ships.

From Charles (United States), received on September 4th 2013

Dear Editors of Ship-breaking, I have found your "Bulletins of information and analysis on ship demolition" to be very useful. USS *Hoel*, an American guided missile destroyer (DDG-13), was decommissioned from the U.S. Navy in 1990 and towed to Manaus, Brazil for use as a power barge in 1997 or later. The project was not successful and I believe the ship was scrapped in Manaus. Can you confirm the the ship was scrapped there, and in what year it was scrapped?



USS *Hoel* – DDG 13

Robin des Bois' answer.

We have no certainty about the actual situation of the ex-USS *Hoel*. She was converted into an electrical power barge by Charleston Shipbuilders Inc after removal of her military equipments and then towed to Brazil in 1998. Her initial capacity was far less than expected. After a sluggish start in Rio de Janeiro, the power barge was still listed in late 2002 by the Brazilian state-owned Electronorte as one of its active facilities in Manaus.



July 1999, the ex *USS Hoel* in Manaus (Brazil)

It seems that the power station equipment has been dismantled from late 2005 on; from a satellite view dated 2008, the barge was then laid up at the end of the pier of Maua Power Station in Manaus but has now vanished.



Google Earth 2008

Any further information from our Brazilian readers will be welcome.

From Svenn, Norway, received on August 15th 2013

(...) I am Svenn Martinsen, radio and ships historian.
I am seeking information on the final chapter of the former commercial fishing vessel *Earl J. Conrad Jr* (earlier the US Navy vessel *USS Deal* and pirate radio ship off the UK as *Olga Patricia /Laissez Faire*) lately?

The *Conrad* was sold by its previous owner and scrapped early 2013 according to my sources, but where, it also might be laid up somewhere? Boat scrapyards around or in Virginia might be possibilities...Pictures and/or info on what has happened would be good...Want to honor the ship for its Navy and radio broadcasting service!



© Svenn Martinsen

Earl J Conrad (ex-*Laissez Faire*, ex-*Olga Patricia*, ex-*USS Deal*). OMI 6501393. Construit en 1944.
Previous owner Omega Protein Inc (Massachussetts, United States).

Comments of Robin des Bois

Unfortunately we have no information about the final fate of this Navy and rock 'n' roll ship.
All details would be welcome and forwarded..

Overview from August 1st to October 31st 2013: China in the lead

271 ships left for demolition in three months. The cumulative demolition will recycle nearly **2.1 million tons** of metal. **76** (28%) were built in Europe, **78** (32%) belonged to European ship owners, **244** (90%) went to Asia.

Ship demolition produces metal to recycle and waste to manage. Often, waste in the form of paints, scale and sediments cannot be separated from metals considering the present condition of ship dismantling in Asia or other continents.

Among the casual waste are to be considered:

- asbestos in various forms. In the European Union an asbestos removal plan must be submitted and accepted by the Occupational Health Service. Asbestos in ships to be broken up nowadays can be found in paints, navel pipes, seals, sennets, cables, line laggings, in flooring adhesives and sublayers, partitions and suspended ceilings, in the windlass brakes and in the tank sludge and bilge sludge.
- PCBs (Poly Chloro Biphenyls) in linoleums, hydraulic oil and lubrication oil, paints, seals and mastics, capacitors and other electrical equipments
- cadmium, chromium, lead, mercury, tributyltin in non submerged paints, hull paints, anods
- oil sludge and oily bilge water
- scales in the lines and cargo tanks
- refrigerant fluids of which ammoniac
- batteries and accumulators
- medicines
- incinerator ashes
- IT, office and household consumables
- maintenance paints
- radioactive gauges and smoke detectors

According to cautious estimates, it appears that the whole demolition and operation waste onboard an end of life ship may represent from 2 to 5% of the light displacement tonnage, i.e. for this trimester from 46.000 to 116.000 t. A poor management of these wastes leads to health and environmental hazards.

At least 35 of the scrapped vessels were renamed prior to their departure for demolition. The award for transformism is attributed to the Philippino Ro Ro *Sulpicio Express Uno*, which became the Comorian **Bruno** when she was beached at Alang. (p 43) ; the special prize for the trendy name is given to **Antic**, the ultimate surname already chosen by the owner of the *Atlantic Star* (see [Ship-breaking # 31](#) p 5) and this time borne by the Iranian *Amitees* and the German *Hansa Atlantic*, also in Alang. On the deflagging side, Saint-Kitts-and-Nevis and Comoros retain their popularity among fans of discretion on the last voyage, although Sierra Leone and Tuvalu sold their skin dearly.

The pace of vessels set out for demolition has stabilized (**21** ships against 24 per week for the first 4 months of the year). Cumulatively, for the first 10 months of the year, the number of vessels sent to be broken up already reached 958 units.

By tonnage of recycled metal

- 1 China, 633.000 t (30%)
- 2 India, 579.000 t (28%)
- 3, Bangladesh, 314.000 t (15%)
- 4 Pakistan, 283.000 t (14%)
- 5 Turkey, 151.000 t (7%)

By unit

- 1 India, **75** (28%)
- 2 China, **69** (25%)
- 3 Turkey, **44** (16%)
- 4 Bangladesh, **36** (13%)
- 5 Pakistan, **20** (7%)
- 6 Denmark, **5** (2%)

By category

- 1 : bulker, 92 (34%)
- 2 : general cargo, 62 (23%).
- 3 : tanker, 46 (17%)
- 4 : container ship, 35 (13%)

The Chinese ship-breking yards offered particularly attractive prices. They also profitted of the massive destocking of the shipowners: two thirds of the ships demolished in China belonged to Chinese shipowners. Due to the arrival of 13 large ships each around 20.000 t of lightweight, China is number one in tonnage of recycled metal and gets ahead of India.

India maintains the lead in units scrapped with 75 vessels (28%) but its share continues to erode: it was 40% for all of 2012, 34% for the first 4 months of 2013 and down to 30% for the May to July 2013 period. After India, the cards are redistributed. China comes in 2nd place with 69 vessels (25%) ahead of Turkey, at 44 vessels (16%); Bangladesh, retrograding at 36 vessels (13%) and Pakistan at 20 vessels (7%). The summer monsoon months have been difficult for the three countries of the Indian subcontinent, who all lost market shares.

After the bars, demolition

61 (23%) of vessels sent out for shipbreaking were controlled by a classification society not belonging to IACS (International Association of Classification Societies) or without any classification at all. The sub-standard ships are still the first ones to leave: at least **156** (58%) have been previously detained in ports worldwide with a detention rate of 84% for general cargo carrier, 70% for bulk carriers and chemical tankers, and 43% for containerships. The worst of the substandard ships is the small North Korean tanker, *Dae Won 168*, with **17** detentions between 2001 and 2008, all at Nakhodka oil terminal (Russia), demolished in China (cf p 22). The other winners are *Susannah*, with **15** detentions (p 56) and *Sirena* with **11** detention (p 55), two general cargo carriers demolished in Turkey.

The *Sea Way* (p 71) is another remarkable vessel, banned from the European harbours for multiple detentions and which escaped the repair yards, preferring the ship-breaking yards instead.



Nakhodka oil terminal © Rosneft

Years and meters

The average age of ships leaving fleets ranges between **10 years** for the German container ship *Hansa Brandenburg* which suffered a fire off Mauritius and **53 years** for the cement carrier *Cementina* already considered as a “very high risk” vessel in 2003 (Cf. p 79) and the Italian tanker *Nerano* (p 25). The average age is **28** years; in 2006 it was **31** years. It is **26** years for tankers and 22 for container ships. 98 vessels have a length less than 150 m, 111 are between 150 and 199 m and 62 m over 200. 9 vessels are more than 300 m of which 5 were demolished in Pakistan.



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



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



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



Ship and crew detained in a port for deficiencies.



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

Miscellaneous (tug, pipe burying vessel, offshore supply, dredger, research vessel)

Tug

Death of the old *Leopard* in Africa

The *Leopard*, a highseas tugboat, went aground half sunken. She was laid up with a remaining crew of only two men in Mindelo Bay in Cape Verde, safe but not quite enough from the torments of the sea. Rumor has it that the anchor lines were cut by the fishing gear of a trawler.

Built in 1977 in West Germany, the *Leopard*, under the name *Caribic*, was serviced by the German rescue Company Bugsier. Built in 1977 In 1985 she was sold to Black Sea Shipping of Ukraine, time at which she became the *Leopard*, still operated by the greek group Tsavliris The *Leopard* was then on the lookout in the Indian Ocean

The Soviet citizen *Caribic* in Hamburg (Germany),
1988 © Arki Wagner



In 2000 she was sold to Marine Rescue Service (MARS); she was then flying the Ukrainian flag. When she would show up in Europe a decade ago, the *Leopard* was badly judged by maritime security inspectors. She has been in particular detained for multiple deficiencies for 115 days in the Port of Lisbon (Portugal).

In 2004, the *Leopard* was almost in hideout. She no longer had a classification society. The Russian Maritime Register of Shipping had excluded her. Mindelo Bay was her refuge.

In 2005 she was found 350 miles away from the Cape Verde Islands, assisting the *Eco Princess*, a small chemical tanker of 108 m in length under the Panamanian flag. In 2006 the *Eco Princess* encountered closely the *Probo Koala* (cf. the [special page on Probo Koala](#)). The two ships were set side by side in the Abidjan bay (Ivory Coast) and exchanged mysterious liquids only weeks before the *Probo Koala* was used as an illegal refinery in the Mediterranean and 5 months before the tanker chartered by Trafigura came back to Abidjan to get rid of 500 t of mercaptan and sulfuric hydrogen waste.

In January 2007, still on the watch in Mindelo Bay, the *Leopard* assisted the *Kevin* which was in difficulty, loaded with 7000 tonnes of bags of cement.

In October 2007, the grain cargo carrier *Theodoros P* suffered an irrevocable breakdown of her rudder

800 miles south of the Cape Verde Islands. The *Leopard* left once again Mindelo Bay to rescue the *Theodoros P* that she towed to Las Palmas (Canary Islands).

Then, nothing more, except a seizure following an unpaid bill and immobilization in Cape Verde for the last 5 years.

In December 2011, the *Leopard* made a first attempt to beach. She ran aground on Gale Beach south of the bay. The authorities feared an oil spill; the tugboat contained several tens of tonnes of fuel oil. She was saved, put back on anchor but reiterates the attempt in September 2013. This time efforts of the other valid tugboats are to no avail to set her afloat and since then the *Leopard* is subject to a phase of pillaging and auto demolition in Porto Grande in Mindelo Bay.



December 2011, the *Leopard* aground on Galé Beach, Cape Verde. © SteKrueBe



April 2012, Mindelo Bay © carlosd2x



Septembre 15th 2013, Porto Grande, Mindelo bay, © Danny van der Ent

Leopard (ex-*Caribic*). IMO 7723998. Tug, 10.000 bhp. Length 63 m, 1,460 t. Ukrainian flag. No classification society. Built in 1977 in Bremerhaven (Germany) by Sieghold Schiffswerft. Owned by MARS – Marine Rescue Services (Ukraine). Detained in 2002 in Lisbon (Portugal) and in 2003 in Eleusis (Greece).



Pipe burying vessel

Sandpiper (ex-*Seaway Sandpiper*, ex-*Temple Hall*). IMO 7039414. Pipe burying vessel. Length 161 m. Panamanian flag. Classification society Bureau Veritas. Built in 1971 in Clydebank (United Kingdom) by Upper Clyde SB ; bulker converted to pipe burying vessel in 1978. Owned by Boskalis Westminster NV (Netherlands). Sold for demolition in Turkey.



The last days of *Sandpiper* in Moerdijk (Netherlands): equipment is being removed before going to the breakers in Turkey, August 27th 2013 © Pilot Frans

Offshore supply vessel.

Bin Hai 281. IMO 7809338. Offshore supply vessel. Length 67 m. Chinese flag. Classification society China Classification Society. Built in 1979 in Osaka (Japan) by Mitsui Fujinagata. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.

Feroze Gandhi. IMO 8308434. Offshore supply vessel. Length 59 m, 1,291 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin Shipyard. Owned by SCI – Shipping Corporation of India (India). *Feroze Gandhi* is auctioned and beached for demolition in Mumbai (India).



Feroze Gandhi approaching Mumbai Pilot Station, inbound (India), February 2013 © nmj - Shipspotting

Samudrika-12. IMO 8311780. Offshore supply vessel. Length 55 m, 959 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Haora (India) by Hooghly Dock & Port Engineers. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai (India).

Samudrika-14. IMO 8413796. Offshore supply vessel. Length 55 m, 949 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapore by Southern Ocean Shipyard. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai (India).

Samudrika-9. IMO 8311625. Offshore supply vessel. Length 55 m, 970 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Calcutta (India) by Garden Reach. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai (India).

SCI 06. IMO 8308501. Offshore supply vessel. Length 58 m, 1,232 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin Dockyard & Engineering. Owned by SCI – Shipping Corporation of India (India). In August 2013, SCI calls for tender in order to sell the ship either for demolition or further trading (in 2007, a previous similar tender was cancelled); *SCI-06* was then available for inspection in Kakinada, on the Indian East coast. In September, she was towed for demolition in Mumbai, on the West coast.

Skua (ex-*Pentow Skua*, ex-*Oil Harrier*). IMO 7422271. Offshore supply vessel. Length 61 m. Tanzanian flag. Classification society American Register of Shipping. Built in 1976 in Capelle (Netherlands) by Ysselwerft. Detained in 2013 in Durban (South Africa). Sold by her owner Jampur International (United Arab Emirates) to the Indian Doehle Danautic prior to her departure for demolition. After announcing Gadani as her final destination, the ship is now heading towards Alang.



March 27th 2006, *Pentow Skua* © Glenn Kasner

Unicorn (ex-*Skipper*, ex-*Dea Skipper*, ex-*Smit Lloyd 105*). IMO 7319369. Offshore supply vessel. Length 64 m, 1,467 t. United Arab Emirates flag. Classification society American Bureau of Shipping. Built in 1973 in Millingen (Netherlands) by Bodewes H.H.. Owned by Mubarak Marine LLC (United Arab Emirates). Sold for demolition in India.



May 2008, *Skipper* underway from Aberdeen (Scotland) to Dubai, via Vlissingen (Netherlands) for bunkering © HenkR



October 1984, Chikou (China), *Smit-Lloyd 105* unloading in heavy weather © casimir

Dredger

Kamal XXIX (ex-*Coleroon*). IMO 6925202. Dredger. Length 86 m, 1,858 t. Indian flag. Classification society Indian Register of Shipping. Built in 1972 in Kolkata (India) by Garden Reach. Owned by Jaisu Dredging & Shipping Co (India). Sold for demolition in Mumbai (India).



Kamal XXIX seen in Kandla (India), November 2009 © Snip

Kamal XXXIII (ex-Bourne, ex-Arco Bourne, ex-Cambourne). IMO. 7901289. Dredger. Length 98 m, 2,240 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Troon (United Kingdom) by Ailsa SB Co. Owned by Jaisu Dredging & Shipping Co (India). Detained in 2003 in Zeebrugge (Belgium). Sold for demolition in Mumbai (India).



Kamal XLVI (ex-Bagermeyster Grushin). IMO 8831601. Dredger. Length 80 m, 1,580 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Rostock (Germany) by Neptun VEB. Owned by Jaisu Dredging & Shipping Co (India). Sold for demolition in Mumbai (India).



Thames (ex-Pelicano, ex-Arco Thames). IMO 7340631. Dredger. Length 98 m. Cook Islands flag. Classification society International Naval Surveys Bureau. Built in 1974 in Appledore (United Kingdom) by Appledore SB. Owned by Dudman Group Ltd (United Kingdom). Detained in 2008 in Algeciras (Spain), in 2011 in Shoreham (United Kingdom) and in 2012 in Southampton (United Kingdom). Sold for demolition in Ghent (Belgium).



Thames departing Blyth (United Kingdom), March 2012
© Ron Dobson



Thames, in Ghent, at Galloo ship-breaking yard, September 5th 2013 © MJHearn

Research vessel

GGs Atlantic (ex-Jeff Chouest, ex-Casey Chouest). IMO 8225943. Sismic research vessel. Length 51 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1981 in Larose (United States) by North American Shipbuilding. This ship has been owned from 1981 to 2006 under two different names (*Casey Chouest*, then *Jeff Chouest* in 1996) by the American operator Edison Chouest Offshore, second of the American offshore business after the Tidewater Group. She was probably renamed because a new *Casey Chouest* was commissioned in 1996. Owned by Global Geo Services (Norway). Sold for an unknown destination of demolition.



In Tromsø (Norway), August 2011 © Ronald Rampsch

Chemical tanker

Felicidad (ex-*Symphony I*, ex-*Hyde Park*, ex-*Stolt Reliant*, ex-*Stolt Luisa Pando*, ex-*M. Luisa Pando*). IMO 7931856. Chemical tanker. Length 173 m, 9,940 t. Belizean flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Sestao (Spain) by AESA. Detained in 2007 in Tarragona (Spain). The *Symphony I*, flying the Liberian flag of convenience sailed into Argentina's River Plate in October 2008, planning to load soy oil. The ship was immobilized because of lawsuits for unpaid bills. The Greek shipowner, who has not paid the wages of the crew for three months either, abandoned the vessel and her 31 Filipino, Indonesian and Latvian sailors. They soon ran out of fuel, drinking water and food, surviving only from charity donation and with the help of the International Transport Workers Federation (ITF). After being stranded for three months, 17 crewmen were repatriated. The captain and the chief engineer would only leave in July 2009, after 8 months of negotiations led by the representative of the ITF in Buenos Aires. In April 2010, the ship was acquired by National Shipping SA (Argentina) and went on sailing, in South American waters only and under the Belizean flag. Sold as is in Buenos Aires (Argentina) for an unknown destination of demolition, probably a local facility. 205 \$ per ton.

Symphony I at La Plata river, Buenos Aires
Argentina, February 2009 © **Oswaldo Morales**
Cáceres



Gem of Daheej (ex-*Pakri Challenge*, ex-*Ilaria D*, ex-*Jo Ilaria D*, ex-*Ilaria D*). IMO 9048469. Chemical tanker. Length 127 m, 3,736 t. Deflagged from India to St. Kitts & Nevis for her last voyage as *Gem*. Classification society Bureau Veritas. Double hull ship built in 1993 in Pellestrina (Italy) by Cantiere Navale De Poli. Owned by West Asia Maritime Ltd (India). Detained in 2004 in Rotterdam (Netherlands) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



Gem of Daheej berthed in Suez Canal, waiting to proceed
with southbound convoy, June 2008 © **mara**

Global Sea (ex-*Global Union*, ex-*Pacific Star*, ex-*Sun Progress*, ex-*Crane Alpha*). IMO 8317071. Chemical tanker. Length 108 m, 2,294 t. Equatorial Guinea flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1984 in Saiki (Japan) by Honda. Owned by Seatime Shipping Pte Ltd (Singapore). Detained in 2007 in Kandla (India) and Bandar Abbas (Iran) and in 2012 in Dumai (Indonesia). Sold for demolition in Bangladesh.



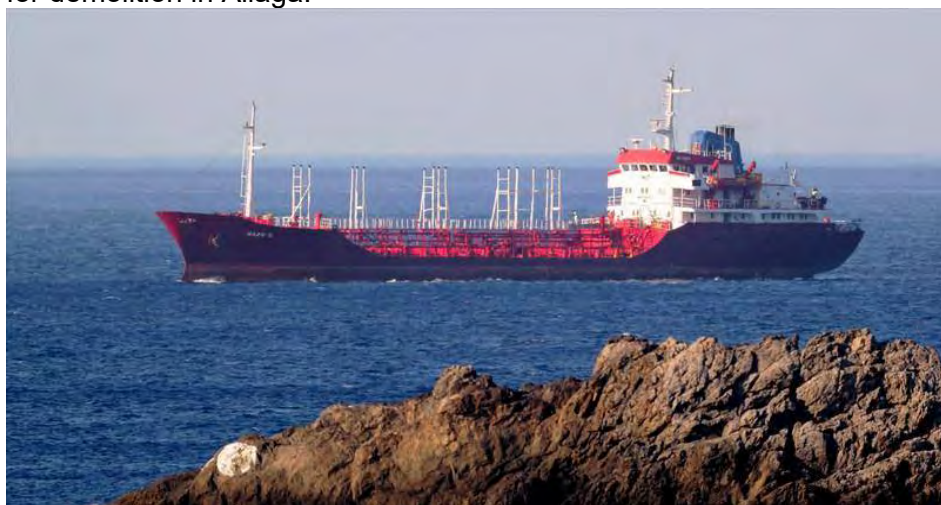
Global Union anchored in Fujairah, (United Arab Emirates), January 2007 © **Tord Avsnes Sæle**

Jin Hai Wan (ex-*Jian She 36*). IMO 9109691. Chemical tanker. Length 115 m. Hong Kong flag. Classification society China Classification Society. Built in 1995 in Pusan (South Korea) by Daedong SB Co. Owned by Shanghai JinhaiShipping & Trading Co (China). Sold for demolition in Xinhui (China)

Nazo-S (ex-*Oruba*, ex-*Pointe de Lesven*). IMO 7403055. Chemical tanker. Length 91 m, 1,340 t. Turkish flag. Classification society Turk Loydu. Double bottom ship built in 1975 in La Rochelle (France) by Les Chantiers et Ateliers de La Rochelle-La Pallice. The *Pointe de Lesven* was originally an edible oil and wine tanker. Her first shipowners were the French Société Finistérienne de Cabotage (subsidiary of Compagnie Générale Maritime), then the Navale française in 1994. She was reflagged from France to Panama in 1987. Acquired by Turkish shipowners in 2002, she became the Panamanian *Oruba*, then the Turkish *Nazo-S* in 2006.



Owned by Desas Denizcilik Veticaret AS (Turkey). Detained in 1998 in Sète (France), in 2003 in Santander (Spain) and Lisbon (Portugal) and in 2005 in Bordeaux (France). On June 21st 2013, *Nazo-S* left Ravenna bound for Galati (Romania). 37 nautical miles off the Italian coast of Civitanova, a fire burst out onboard due to a short circuit in the crew accommodation area. The 12 crewmembers abandoned the burning vessel and were rescued by the container ship *Annamarie*. Firefighting vessels came from Ancona and succeeded in controlling the fire. After negotiations, the *Nazo-S* was towed and delivered for demolition in Aliaga.



Off Kythira Island, Aegean sea (Greece), August 2012 © Samios Georgios

Fire onboard *Nazo-S*, July 2013 © Seanews Turkey

Theresa Baltic (ex-*Mariella*, ex-*Seafriend*, ex-*Sienna*, ex-*Dido*, ex-*Stadido*). IMO 8308123. Chemical tanker. Length 229 m, 14,909 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1986 in Koje (South Korea) by Samsung. Owned by Raffles Shipmanagement (Singapore). Sold for demolition in India.

Gas tanker

Annabella (ex-*Montana*). IMO 7328243. Gas tanker. Length 199 m, 13,385 t. Liberian flag. Classification society Lloyd's Register of Shipping. Sistership of *Isabella* (see below). Her construction by NORMED started in 1973 in La Seyne-sur-



Mer (France) but the ship left the shipyard in 1984 only. Owned by Chemikalien Seetransport (Germany). Sold as is in Algeciras (Spain) for an unknown destination of demolition. 380 \$ per ton. See also the chapter « The changeable truth of the European Union, Part Three» p 6.

Annabella, in Barcelona (Spain), March 2006 © Vladimir Knyaz

Ecole (ex-*Becquer*). IMO 8515453. Gas tanker. Length 85 m. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Bilbao (Spain) by Ast Reunidos del Nervion. Owned by Med Tanker Kiralama (Turkey). Detained in 2011 in Aliaga (Turkey). Sold for demolition in Turkey.



Ecole, Corinth Canal (Greece), June 2011
© Dennis Mortimer

Happy Harrier (ex-*Tarquin Trader*). IMO 8716514. Gas tanker. Length 98 m, 2,194 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1988 in Kure (Japan) by Ishikawajima-Harima. Owned by Bernhard Schulte Shipmanagement (Germany). Detained in 2008 in Butzfleth (Germany). Sold for demolition in Turkey. 470 \$ per ton.



Isabella (ex-*Kenai Multina*, ex-*Kentown*). IMO 7229447. Gas tanker. Length 198 m. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Marisa*. Classification society Lloyd's Register of Shipping. Built in 1975 in La Seyne-sur-Mer (France) by les Constructions Industrielles De La Méditerranée. This ship was originally launched with a sistership, presently the *Annabella* (see above), for Universal Gas & Oil Company, subsidiary of the Israeli group Maritime Fruit Carriers (which operated other ships than reefers). She was delivered in October 1972 as *Kentown* (British flag), but was acquired by the London-based Multinational Gas & Petrochemicals and finally entered service in April 1975 as *Kenai Multina* (Liberian flag). Auctioned in 1978 after Multina bankruptcy, she became the Liberian *Isabella* owned by the Hamburg-based German group Chemikalien Seetransport. Designed to carry LPG (Liquid Petroleum Gas) as well as LNG (Liquid Natural Gas), she was mainly operated to carry methane from Algeria and Libya to Spain on behalf of the Spanish group Enagas. She has been laid up since August 2011 in the port of Cadiz (Spain). Sold by her German owner Chemikalien See Transport Gmbh to Twila Shipping Inc, a Liberia-based shell company, prior to her departure for a unspecified destination of demolition. See also the chapter « The changeable truth of the European Union, Part Three» p 6.



New Wave (ex-*Crane LP*, ex-*Nara II*, ex-*Seiun Maru n°11*). IMO 7714545. Gas tanker. Length 86 m, 1,604 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1977 in Yanai (Japan) by Nakamura Yanai. Owned by Youngsan Marine Co Ltd (South Korea). Sold for demolition in Busan (South Korea).



New Wave inbound Yeosu (South Korea), March 2008 © Valeriy Balalae

Norman Lady. IMO 7320344. Gas tanker. Length 249 m, 23,380 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1973 in Stavanger (Norway) by Moss Rosenberg. Owned by Hoegh Fleet Services AS (Norway). Sold for demolition in China. 521 \$ per ton including 3,700 t of aluminium and 300 t of stainless steel, the most expensive ship of the trimester



Enagas Terminal, April 2004 © Rafael Martinez Bescos

Syn Mira (ex-Valsesia). IMO 8705723. Gas tanker. Length 97 m, 2,300 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Leghorn (Italy) by Fincantieri. Owned by Synergas Srl (Italy). Detained in 2009 in Midia (Romania). Sold for demolition in Turkey. 520 \$ per ton.



Syn Mizar (ex-Val Fiorita). IMO 8705711. Gas tanker. Length 97 m, 2,379 t. Maltese flag. Classification society RINA. Built in 1989 in Leghorn (Italy) by Fincantieri. Owned by Synergas Srl (Italy). Detained in 1999 and in 2009 in Rijeka (Croatia) and in 2012 in Augusta (Italy). Sold for demolition in Turkey. 520 \$ per ton, a high price, like her sistership *Syn Mira* due to a high nickel content.



Yara Gas 2 (ex-Hydrogas II, ex-Britta II, ex-American Cheyenne, ex-Britta). IMO 7509172. CO₂ tanker. Length 72 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1977 in Neuenfelde (Germany) by Sietas; general cargo carrier converted in 1992 to CO₂ tanker with a total capacity of 900 t of CO₂ in her two tanks. After *Yara Gas I* (see [Ship-breaking # 31](#)), it is *Yara Gas II*'s turn to leave the Larvik Shipping fleet (Norway). They were replaced by *Yara Embla* and *Yara Froya* which have double the loading capacity, able to deliver 1800 t of CO₂ to beverage businesses (carbonation), food business (chilling and freezing) or air catering. Sold for demolition in Frederikshavn (Denmark) by Orla's Product Forretning.



Metamorphosis



Britta II © Capt. Jan Melchers



Yara Gas II, May 2013 © Moolen

Tanker

Akaki (ex-Sanko Quest). IMO 9040869. Tanker. Length 242 m, 15,929 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Imari (Japan) by Namura. Owned by World Tankers Management (Singapore). Sold for demolition in Pakistan.



Akaki, November 2012 Fujairah (United Arab Emirates) © Knut Helge Schistad



October 9th 2013, in Gadani (Pakistan) © Shahid

Arjuna Satu (ex-High Rider, ex-Emerald Gloria, ex-Emerald River). IMO 9016997. Tanker. Length 182 m, 8,186 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Marugame (Japan) by Imabari Zosen. Owned by Cakra Bahana Pt (Indonesia). Sold for demolition in India.

Da Qing 92. IMO 8600806. Tanker. Length 225 m, 13,898 t. Chinese flag. Classification society China Classification Society. Single hull ship built in 1991 in Shanghai (China) by Hudong Shipyard. Owned by China Shipping Development (China). Sold for demolition in China. 328 \$ per ton.

Da Qing 93. IMO 9019834. Tanker. Length 227 m, 14,646 t. Chinese flag. Classification society China Classification Society. Built in 1993 in Shanghai (China) by Hudong Shipyard. Owned by China Shipping Tanker Co (China). Sold for demolition in China.

Dae Won 168 (ex-Dae Hung 7, ex-Zuiko, ex-Zuiko Maru). IMO 8403739. Tanker. Length 100 m. Deflagged from North Korea to Cambodia for her last three months of operation as *Petro 168*. Classification society Korea Classification Society. Built in 1984 in Yawatahama (Japan) by Kurinoura. Detained 17 times at Nakhodka oil terminal (Russia), she deserves the gold medal in the substandard ships contest: 6 times in 2001, once in 2002, 7 times in 2003 and finally once in 2004, in 2006 and in 2008. Sold in June 2013 by her North Korean owner to the Chinese Dalian Jiajia Shipping Technology Co who had her deflagged and renamed prior sending her to demolition in Jiangyin (China) in September 2013.



Delos (ex-BW Hibiscus, ex-Jupiter Glory, ex-Erica). IMO 9085364. Tanker VLCC. Length 332 m, 42,318 t. Greek flag. Classification society Det Norske Veritas. Double bottom ship built in 1995 in Okpo (South Korea) by Daewoo HI. Owned by Aeolos Management SA (Greece). Sold for demolition in Pakistan. 435 \$ per ton.



Eagle Auriga (ex-Neptune Auriga). IMO 9008744. Tanker. Length 241 m, 15,145 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1993 in Onishi (Japan) by Shin Kurushima. Owned by AET Shipmanagement (Singapore). Sold for demolition in Pakistan.

Eagle Carina (ex-Neptune Carina). IMO 9042441. Tanker. Length 247 m, 15,992 t. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Marugame (Japan) by Imabari Zosen KK. Owned by AET Shipmanagement (Singapore). Sold as is in Labuan (Malaysia) for an unknown destination of demolition. 401 \$ per ton.

Eagle Centaurus (ex-Neptune Centaurus). IMO 9042439. Tanker. Length 247 m, 15,666 t. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Marugame (Japan) by Imabari Zosen KK. Owned by AET Shipmanagement (Singapore). Sold for demolition in Pakistan where she arrived as *Eagle 1*.

Eagle Centaurus leaving the dock, outbound the Houston Ship Channel near Carpenter's Bayou (United States) November 2009 © **Michael Martin**



Eagle Corona. IMO 9042453. Tanker. Length 247 m, 15,927 t. Singapore flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Marugame (Japan) by Imabari Zosen KK. Owned by AET Shipmanagement (Singapore). Detained in 2011 in Zhoushan (China). Sold as is in Labuan (Malaysia) for an undefined destination of demolition, but logically Pakistan. 401 \$ per ton.



Eagle Corona, Sydney Harbour (Australia), turning into Gore Cove, August 2012. © **Clyde Dickens**

Eagle Strait (ex-Angel n°6, ex-Pacific Onyx, ex-Astrolabe). IMO 8806383. Tanker. Length 176 m, 7,738 t. Sierra Leone flag. Unknown classification society. Built in 1988 in Onishi (Japan) by Kurushima. Detained in 2003 in Geelong (Australia) and in 2007 in Daesan (South Korea). Already announced sold for demolition in China in late 2012, the ship was deflagged from Singapore to Sierra Leone; she was beached in August 2013 only but in Chittagong, Bangladesh, as *Eagle*.



Glaros (ex-Crete, ex-Saga Chelsea, ex-Songa Chelsea, ex-Chelsea, ex-Macoma). IMO 9077850. Tanker. Length 332 m, 42,676 t. Deflagged from Liberia to Mongolia for her last voyage as *Bicas*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1995 in Okpo (South Korea) by Daewoo. Suspected to have been trading Iranian oil in December 2012,



the *Glaros*, owned by the Greek Dimitris Cambis, is listed by the Office of Foreign Assets Control on March 14th 2013 as a vessel banned under the Iran Sanctions Act. Meanwhile, she is acquired by Sambouk Shipping FZC (United Arab Emirates) prior to her delivery for demolition in Bangladesh.

Heng Yu (ex-*Borga*, ex-*Marie Knutsen*). IMO 8912405. Tanker. Length 264 m, 26,376 t. Panamanian flag. Classification society China Classification Society. Double hull ship equipped with an helicopter deck, built in 1992 in Sestao (Spain) by AESA. Owned by Ningbo Beilun Yongheng Ship Management Co Ltd (China). Sold as is in Zoushan (China) for demolition in China. 325 \$ per ton.



Itabuna. IMO 8900024. Tanker. Length 182 m, 9,618 t. Deflagged from Brazil to Tanzania for her last voyage as *Tabun*. Classification society Det Norske Veritas. Built in 1993 in Rio de Janeiro (Brazil) by EMAQ. Sold by her Brazilian owner Petrobrás Transportes SA to EXIM Inc (United States) prior to her demolition in India.



Itabuna leaving Santos, Brazil, June 2012
© **Guilherme Z. Secatto**

Itajuba. IMO 8900036. Tanker. Length 182 m, 9,466 t. Brazilian flag. Classification society Det Norske Veritas. Built in 1993 in Rio de Janeiro (Brazil) by EMAQ. Owned by Petrobrás Transportes SA (Brazil). Detained in 2012 in Naha, Okinawa (Japan). Sold as is in Brazil for an unknown destination of demolition. 306 \$ per ton.



Jacksonville. IMO 7901916. ITB (Integrated Tug Barge), tanker barge and her push tug. Length 40 m (push tug) and 170 m (barge), 11,620 t. Liberian flag. Unknown classification society. The tug was built in 1982 in Mobile (United States) by Halter Marine and the double bottom single sided barge in Sparrows Point (United States) by Bethlehem Steel. The 13 tanks had a capacity of 362.000 barrels (around 45,000 t). At the end of her American carrier the *ITB Jacksonville* was utilized to transport grain cargoes to Africa for humanitarian organizations. In 2008, the New Jersey-based U.S. Shipping Partners sold two of its old ITBs, the *Jacksonville* and the *Groton*, to the Nigerian Tubbs Marine & Energy Ltd. Both vessels returned to petroleum service but under non-U.S. flag. In September 2011, the *Jacksonville* suffered an explosion off Lagos; 3 of the 15 Indian crewmembers got killed, 2 were reported missing. The 10 survivors have been detained for several months and charged with « activities inimical to security » by the Nigerian authorities. *Jacksonville* will not be repaired; in October 2013 she was towed and beached for demolition ... in India. See also the chapter « When European river barges sail at sea... and sink » p 4. As for the *Groton*, the other ITB sold to Nigeria in 2008, she too will be broken up in India: she arrived in Alang on November 12th.



Jacksonville, Panama Canal © **Creative Commons**



Maran Taurus (ex-Astro Taurus, ex-Eagle). IMO 9012915. Tanker VLCC. Length 332 m, 41,220 t. Greek flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Oppama (Japan) by Sumitomo. Owned by Maran Tankers Management Inc (Greece). Sold for demolition in Pakistan where she was beached as *Rani*. 410 \$ per ton including 250 t of bunkers.



Maran Taurus anchored in Fujairah (United Arab Emirates), September 2013 © **Tarbatness**



Rani in Gadani (Pakistan), October 9th 2013 © **Shahid**

Ming Chi. IMO 9107540. Tanker. Length 180 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Huludao (China) by Liaoning Bohai. Owned by China Shipping Tanker Co Ltd (China). Detained in 2000 in Yeosu (South Korea). Sold for demolition in China.



Mir Bedirxan (ex-Pacific Star, ex-Fair Luna, ex-Coursi, ex-Fair Luna, ex-Conquistador, ex-Scotland, ex-Venassa, ex-Philmac Venturer). IMO 8125856. Tanker. Length 204 m, 10,444 t. Sierra Leone flag. Classification society Bureau Veritas. Double hull ship built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Calmsea Ship Management Ltd (Turkey). Detained in 2002 in Trieste (Italy). Sold for demolition in Pakistan.



Venassa in the Firth of Forth (Scotland), 1990 © **Gordon Dalzell**



Mir Bedirxan, August 28th 2013, Gadani © **Shahid**

Miramare (ex-Bum Ju). IMO 8109230. Tanker. Length 135 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1983 in Pusan (South Korea) by Korea SB & E Corp. Owned by GMA Maritime SA (Greece). Detained in 2005 in Bristol (United Kingdom). Sold for demolition in Turkey.



Nerano (ex-Medea, ex-Aleria, ex-Alemak, ex-Ganter). IMO 5126079. Tanker. Length 90 m. Deflagged from Italy to Belize for her last voyage. Classification society RINA. Built in 1967 in Bremen (Germany) by Adler Werft. Jumboized in 1973 to vegetable oil and wine tanker and then to water tanker. Owned by Marnavi Spa (Italy). Sold for demolition in Turkey.



Nerano unloading freshwater to Lipari Islands, June 2007 © **Tomasello Letterio**

New Fortuner. IMO 8907333. Tanker. Length 277 m, 22,021 t. Liberian flag. Classification society Bureau Veritas. Single hull ship built in 1992 in Sakaide (Japan) by Kawasaki and converted in 2008 to double hull ship by Yiu Lian Dockyards (China). Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China. 380 \$ per ton.

New Victory. IMO 9014418. Tanker VLCC. Length 328 m, 38,634 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ariake (Japan) by Hitachi. Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China. 380 \$ per ton.

Pratibha Neera (ex-Yevgeniy Titov). IMO 8724743. Tanker. Length 179 m, 9,680 t. Deflagged from India to Comoros for her last voyage. Classification society Indian Register of Shipping. Double hull ship built in 1986 in Kherson (Ukraine) by Khersonskiy SZ. Detained in 2000 in Naples (Italy) and in 2004 in Monfalcone (Italy). Owned by the Indian bankrupt Pratibha Shipping Co Ltd (see the previous episodes of the Pratibha saga in ship-breaking # 31 p 8, and # 32 p 49), the ship is immobilized in Visakhapatnam on the Indian East Coast for unpaid bills; mid-August, she was auctioned following the decision of the High Court of Mumbai. She was beached for demolition in Pakistan as *Neera* on October 20th.



© Pratibha Shipping Company Limited

Rabindranath Tagore. IMO 9045479. Tanker. Length 177 m, 8,245 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI. Owned by Shipping Corporation of India (India). Sold for demolition in Mumbai (India).

Rodeio. IMO 8501804. Tanker. Length 175 m, 9,261 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1990 in Rio de Janeiro (Brazil) by Caneco. Owned by Petroleo Brasileiro S.A. (Brazil). Sold as is in Rio de Janeiro (Brazil) for demolition in Pakistan. 2,7 M de dollars i.e. 292 \$ per ton.

Seagull (ex-Samco Raven, ex-Raven). IMO 9107655. Tanker VLCC. Length 332 m, 41,320 t. Liberian flag. Classification society Det Norske Veritas. Built in 1996 in Oppama (Japan) by Sumitomo. Owned by Sambouk Shipping FZC (United Arab Emirates). Sold for demolition in India. 428 \$ per ton.



Raven on sea trials
Photo Mobil Shipping Corp -shipjohn

TM Harmony. IMO 9135286. Tanker. Length 330 m, 37,833 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1996 in Chiba (Japan) by Mitsui. Owned by MK Centennial Maritime BV (Netherlands). Sold for demolition in Pakistan. 436 \$ per ton.



Westaf (ex-*Navarino*, ex-*Hebei Explorer*, ex-VL *Cosmos*, ex-*Cosmo Jupiter*). IMO 8519253 Tanker FSO. Length 320 m, 30,727 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Esta*. Classification society Nippon Kaiji Kyokai. Single hull ship built in Ariake (Japan) by Hitachi. Commissioned as the Japanese *Cosmo Jupiter* on December 10th 1986, this 239 000 dwt oil tanker was struck by a missile on January 6th 1987 in the Persian Gulf on her maiden voyage from Kuwait to Japan. The ship suffered only minor damages and none of her crewmembers was hurt. The missile was thought to be Iranian, but this was denied by the Iranian authorities.

After a career of more than 20 years, the tanker was converted in 2008 to FSO (offshore storage vessel) by the Greek Skaramanga shipyard. Renamed *Westaf*, she was moored off Lagos (Nigeria). She was attacked by Nigerian pirates on December 29th 2009. Seven crewmembers were injured and the pirates robbed all the sailors' personal belongings, valuables and other property. Sold to the Indian Hermes Maritime Services Pvt prior to her departure for demolition in Pakistan.



Westaf © Iko Popov



Now the *Esta*, August 28th 2013 © Shahid

Ying Song Hu. IMO 9059585. Tanker. Length 182 m. Chinese flag. Classification society China Classification Society. Double hull ship built in Dalian (China) by Dalian SY Co. Owned by Dalian Oceanshipping Co (China). Detained in 1998 in Hamburg (Germany). Sold for demolition in Jiangyin (China).



Zee Tee (ex-*Tabtim*, ex-*Anefar*, ex-Eizan Maru No.76). IMO 7812270. Tanker. Length 101 m, 2,480 t. Thai flag. Unknown classification society. Single hull ship built in Mihara (Japan) by Koyo Dockyard. Owned by Ama Marine Co Ltd (Thailand). Sold for demolition in Bangladesh. 364 \$ per ton.



Zee Tee in Bangkok (Thailand), May 2012 © Weerapol Ruanthai SC

Fishing vessel

Kyotoku-Maru n°18 (ex-Tomi Maru No.35). IMO 9032367. Fishing vessel. Length 59 m. Japanese flag. Unknown classification society. Built in 1991 in Nagasaki (Japan) by Watanabe Zosenho. Owned by Gisuke Gyogyo (Japan). On March 11th 2011, the tuna fishing vessel was dragged 750 m inland by the tsunami, in the middle of an ex housing estate in Kesenuma, North-East Japan. The city mayor wanted to make her a tsunami memorial site but the citizens voted against this project. The dismantling of the *Kyotoku-Maru n°18* has started on the spot in September. See the chapter « Ships crippled by the tsunami » p 1.



© John Pozadzides

Nordic II (ex-Viking Bank). IMO 7214703. Fishing vessel. Length 54 m. French flag. Classification society Bureau Veritas. Built in Gdynia (Poland) by Komuny Paryskiej. Owned by Euronor (France). Sold for demolition in Ghent (Belgium) by Galloo ex-Van Heygen Recycling.



Nordic II leaving Boulogne-sur-Mer (France),
March 5th 2013 © fredboels



End of the demolition, September 4th 2013
© Peter Wyntin

(Fish) Factory-ship

Ivan Malyakin (ex-Mys Otradny). IMO 8862583. Factory-ship. Length 84 m, 2,637 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Nikolayev South (Ukraine) by Chernomorskiy SZ. Owned by Blaf-West Co Ltd (Russia). Sold for demolition in Jiangyin (China).

© Elena



Reefer

Baltic Night (ex-*Solita Reefer*, ex-*Sun Blossom*, ex-*King*, ex-*Chiquita King*, ex-*Christina*). IMO 7800605. Reefer. Length 155 m, 6,725 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Owned by Ost-West-Handelund Schifffahrt GmbH (Germany). Sold for demolition in Turkey. 320 \$ per ton including 80-90 t of aluminium.



Baltic Night, berthed in Saint Petersburg (Russia), August 2012 © Maksim Abramov

Copihue (ex-*Fuji Mountain*). IMO 8811857. Reefer. Length 147 m, 3,995 t. Deflagged from Panama to Comoros for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1988 in Takamatsu (Japan) by Shikoku. Owned by Santoku Senpaku Co (Japan). Detained in New Zealand in 2009 in Tauranga and in 2013 in Marsden Point. Sold for demolition in India.



Ming Yang (ex-*Vostochnyy Bereg*). IMO 8131544. Fish carrier. Length 153 m. St. Vincent & Grenadines flag. Classification society China Classification Society. Built in 1981 in Wismar (Germany) by Mathias-Thesen. The fish carrier *Vostochnyy Bereg*, needed a large superstructure and many crewmembers because of her duty which was to collect fish from the fishing vessel on their working sites – implying transshipment operations at sea, thus handling – and then to carry the frozen cargo to the markets where it will be sold. Her homeport then was Vladivostok. She was acquired by the Chinese Zhoushan HaibaoTransport Co in 2000, and went on the same activity. In July 2009, she was announced sold for demolition in Bangladesh at 235 \$ per ton (see [Ship-breaking # 17](#)) but she played a long overtime.



Ming Yang, April 7th 2012 entering drydock at Zhoushan shipyards (China) © sea apache



and ready to leave on April 17th 2012 © sea apache

In October 2012, the *Ming Yang* suffered an explosion on the main engine and a major fire onboard; she was sailing south east of Okinawa on the Japanese coast, from South America bound for China. 21 of the 64 Chinese sailors escaped on a life raft and were picked up by another reefer, the Japanese *Sasanqua*; the rest of the crew found refuge on the bow port of the burning ship and was rescued by Japan Coast Guard vessels. The *Ming Yang* was towed to Zoushan, south of Shanghai, for investigation

by the Chinese authorities. The old reefer will not be repaired but instead broken up in China. Too bad, she had just been freshly painted (Cf. photos on previous page) !



Fire on the *Ming Yang*, October 21st 2013, 150 km off Okinawa (Japan) © Japan Coast Guard

Ferry / passenger ship

Biladi (ex-*Liberté*). IMO 7824912. Ferry. Length 164 m. Deflagged from Morocco to Togo prior to her towing for demolition in Aliaga. Classification society Bureau Veritas. Built in Prairie-au-Duc (France) by Dubigeon-Normandie; jumboized in 1991 and lengthened from 141 to 164 m. She was originally the French *Liberté* mainly operated by the SNCM on the Marseille / Algeria and Tunisia service. *Liberté* was reflagged to Morocco in 2003 and served on the Sète/Tanger line.



Liberté © Carnet de voyage, « A bord du *Biladi* », Vivi Navarro, www.shortsea.fr

The ship has been immobilized in Sète (France) since January 2012 following the financial difficulties of her Moroccan owner Comarit; the sailors have been detained onboard until June 2012. In May 2013, the *Biladi* was auctioned for 1 million euros (1.3 million \$) in spite of an opening bid of 1.6 million euros. In early July, she was allowed to leave the port of Sète though the sale would have been delayed, further to a complaint from the Moroccan shipowner. As a matter of fact, the new Greek owner, who had pretended to send its ship towards Suez repair yard in Egypt, had already resold her to a Turkish ship-breaking yard. Quite a good deal for a ship acquired around 120 \$ per ton and resold at 300 \$...

Biladi in the Mediterranean, October 2008 © Foggy



Two other vessels owned by the COMARIT are still immobilized in Sète.

Moby Fantasy (ex-*Manuel Soto*). IMO 7387706. Ferry. Length 141 m, 8,107 t. Italian flag. Classification society RINA. Built in 1976 in Valencia (Spain) by Union Naval de Levante. As the Spanish *Manuel Soto*, this ferry was operated by Compania Trasmediterranea on the Spain / Canary Islands line. She became the Italian *Moby Fantasy* in 1992 for Moby Lines, and mainly sailed on the Italy / Corsica / Sardinia service. Detained in 2012 in Bastia (France). Sold for demolition in Turkey. 310 \$ per ton.



Moby Fantasy, in Civitavecchia (Italy), June 2009 © M.Klinkert

Ostend Spirit (ex-*Pride of Calais*, ex-*P O Calais*, ex-*P&O SL Calais*, ex-*Pride of Calais*). IMO 8517748. Ferry. Length 170 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Vegesack (Germany) by Schichau-Unterweser. This P&O (United Kingdom) ferry served all her career on the Calais/Dover line, successively as *Pride of Calais*, *P&OSL Calais* in 1998 for the new P&O Stena Line, *PO Calais* in 2002 when P&O and Stena broke up, and *Pride of Calais* again in 2003. Retired from the Calais/Dover service on October 20th 2012, she was chartered bareboat for three years in December 2012 by Transeuropa Ferries which put her back to service on the Ostend/Ramsgate line, renaming her *Ostend Spirit*. After this company ceased operation on April 18th 2013, the *Ostend Spirit* was decommissioned in Tilbury. She left in tow for demolition in Turkey, succeeding to her sistership *Pride of Dover*, delivered to the breakers in Aliaga in late 2012.



Pride of Calais, July 2012, Dover (United Kingdom) © marcello545



And in Ostend (Belgium), February 2013 © Eddy Eneman

Rochdale One (ex-*Primexpress Island*, ex-*Carina*, ex-*Ayvazovskiy*). IMO 7411959. Passenger ship. Length 121 m, 4,486 t. Unknown flag. Unknown classification society. Built in 1977 in Prairie-au-Duc (France) by Dubigeon Normandie.



Ayvazovskiy leaving Istanbul (Turkey), July 1984 © Melih Yaramanoglu / Cavit Ege Tulça



Cruise souvenir pins © Soviet Danub Shipping Co

Delivered to the Aliaga breakers on July 29th, *Rochdale One* was originally the soviet cruise ship *Ayvazovskiy* of the Soviet Danube Shipping Company. She had been essentially cruising in the Black Sea and the Mediterranean. She was acquired in 1991 by Ukrainian interests and was chartered as *Karina* (1996) and *Primexpress Island* (2000). While being ultimately used as a floating casino, her condition got bad. The ship was detained in 2001 in Rhodes (Greece), then towed and laid up in Eleusis Bay.



Karina off Cuxhaven, circa 1998 © Axel Hüttemann

The end of her lifetime was quite unusual: she was acquired by Dutch associations and became a student accomodation in the port of Amsterdam as *Rochdale One* (Cyprus flag). Works had started in Greece but as many workers were needed for the preparation of the 2004 Olympic Games in Athens, the ship left to Amsterdam by her own power to finish the conversion works. In her 194 cabins starting at 200 € a month, the *Rochdale One* has been housing students in Amsterdam from 2004 to 2009.



The ex cruise ship *Aywasowsky* renamed *Rochdale One* as student accomodation in Amsterdam West Harbour © Panoramio



In 2009, the student residence closed down and the ship was decommissioned. In 2011, she was towed to a new berth in Gravendeel, south of Rotterdam, waiting to be sold. In February 2012, her new Lebanese owner sent her to Tripoli (Lebanon) where he planned to use her as a hotel again. The project was never achieved and in summer 2013, the ship was towed for demolition in Turkey.

Container ship

Altamira Express (ex-CP Ambassador, ex-Lykes Ambassador, ex-Ming Plenty). IMO 8501426. Container ship, 3266 teu. Length 270 m, 16,800 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hapag Lloyd AG (Germany). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 413 \$ per ton including sufficient bunkers for the voyage.



Altamira Express entering the port of Valencia (Spain), March 2013 © Manuel Hernández Lafuente

Caribbean Sea (ex-Zim Florida, ex-St. Petersburg Mariner, ex-St. Petersburg Senator). IMO 8913459. Container ship, 2668 teu. Length 237 m, 14,630 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kiel (Germany) by Howaldtswerke-DW. Owned by Ofer Ships Holding (Israel). Sold for demolition in India. 428 \$ per ton.



Charlotta (ex-Cala Pinar del Rio, ex-Westermuhlen, ex-Norasia Chicago, ex-CSAV New York, ex-Westermuhlen, ex-Nedlloyd Singapore, ex-Westermuhlen). IMO 9064190. Container ship, 1338 teu. Length 167 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Ernst Russ GmbH & Co KG (Germany). Detained in 2006 in Izmir (Turkey) and in 2013 in Limassol (Cyprus) and Koper (Slovenia). Sold for demolition in Turkey.



Empress Dragon. IMO 9046112. Container ship, 3725 teu. Length 276 m, 19,290 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Sold for demolition in China.



January 2012 in Jebel Ali (United Arab Emirates)-© Capt.Turboboss

Empress Heaven (ex-Ming Heaven, ex- Empress Heaven). IMO 9041227. Container ship, 3725 teu. Length 276 m, 19,289 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Detained in 2004 in Naples (Italy) and in 2012 in Singapore. Sold for demolition in China by Xiasha Scrapyard.



Empress Phoenix. IMO 9046124. Container ship, 3.725 teu. Length 276 m, 19,289 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Sold for demolition in Xinhui (China).

Empress Sea. IMO 9041239. Container ship, 3.725 teu. Length 276 m, 19,347 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1994 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Sold for demolition in China by Xiasha Scrapyard.

Govern (ex-Ever Govern). IMO 8314524. Container ship, 2728 teu. Length 231 m, 14,340 t. Marshall Islands flag. Classification society China Corporation Register of Shipping. Built in 1985 in Kaohsiung (Taiwan) by China Shipbuilding Corp. In 2009, the ship was said to be sold for demolition : her status in the Equasis database was officially « dead ». As a matter of fact, she arrived in July at Xinhui ship-breaking yard in China. But in September she was located further north, off Ningbo. In March 2010, she was acquired by the Cyprus-based Lemissoler Shipmanagement Ltd and was back to service. In 2013, she is sold for demolition again and her status becomes this time « to be broken up ». The container ship is laid up in Singapore; her destination of demolition is not specified though the selling price may destine her to the Indian sub continent. 425 \$ per ton. The *Govern* was eventually beached in Chittagong on November 20th as *Dove*.



“Dead” but alive in Ningbo, September 2009 © **Andreas Schlatterer**

H. Hasan Turan (ex-Marcommander, ex-P&O Nedlloyd Cheka, ex-Marcommander, ex-MSC Suffolk, ex-EWL Costa Rica, ex-Marcommander, ex-Magallanes, ex-CTE Magallanes, ex-CCNI Magallanes, ex-Zim Uruguay, ex-Doria, ex-Westermarsch, ex-Woermann Ulanga, ex-Zim Melbourne, ex-Westermarsch). IMO 8203581. Container ship, 932 teu. Length 151 m, 4,980 t. Turkish flag. Classification society Germanischer Lloyd. Built in 1983 in Rendsburg (Germany) by Nobiskrug. Owned by Turmar Gemicilik (Turkey). Detained in 2000 in Rotterdam (Netherlands), in 2004 in Cagliari (Italy), in 2007 in Ambarli (Turkey) and in 2012 in Genoa (Italy). Sold for demolition in India. 402 \$ per ton.



Hanjin Kaohsiung. IMO 8913667. Container ship, 2917 teu. Length 243 m, 12,990 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1990 in Pusan (South Korea) by Hanjin HI Co. Owned by J P Samartzis Maritime Enterprises Co (Greece). Detained in 2008 in Norfolk (United States) and in 2011 in Shanghai (China). Sold for demolition in Bangladesh as *Athens*.



Hanjin Kaohsiung in Terneuzen (Netherlands), August 2008 © **Peter Schneckenburger**

Hanjin Vancouver (ex-Hanjin Hamburg). IMO 8820822. Container ship. Length 241 m, 12,542 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1990 in Okpo (South Korea) by Daewoo. Detained in 2011 in Chennai (India). Sold by her Greek owner Samartzis Maritime Enterprises to Salem Seaways Inc, a Liberia-based shell company, just prior to her departure for demolition in Bangladesh where she was beached as *Vancouver*.



Hansa Atlantic (ex-Maersk Dresden, ex-MSC Dresden, ex-Dagmar Maersk, ex-Hansa Atlantic). IMO 9112571. Container ship, 4306 teu. Length 292 m, 19,906 t. Deflagged from Germany to Sierra Leone for her last voyage as... *Antic*.



Classification society Germanischer Lloyd. Built in 1996 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Port-Louis (Mauritius). According to its habits (see below), the German shipowner Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG got rid of its container ship by selling her to the Indian Prayati Shipping just prior to her departure for demolition in India. 378 \$ per ton.

Hansa Atlantic June 26, 2012 Valencia, Spain © Agustin Alapont Castilla (Tino)

Hansa Bergen (ex-Colombus Bondi, ex-Hansa Bergen, ex-Maersk Windhoek, ex-Maersk Gothenburg, ex-Hansa Bergen). IMO 9128477. Container ship, 1550 teu. Length 170 m. German flag. Classification society Germanischer Lloyd. Built in 1998 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in China in Zhangjiagang.



Hansa Brandenburg (ex-Tiger Jade, ex-Maersk Auckland, ex-Hansa Brandenburg). IMO 9236236. Container ship, 1740 teu. Length 175 m. Liberian flag. Classification society Germanischer Lloyd. Built in 2003 in Guangzhou (China) by Guangzhou Wenchong. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). On 15th July, one of the container took fire for unknown reasons; the ship, in very bad condition, is towed to Mauritius. In September, *The Hansa Brandenburg* was sold for demolition but her final destination was not specified. The ship has not been cleaned up prior demolition: either pollutants or contaminated extinguishing waters have not been extracted. Considering the German shipowner's habits, one can expect the wreck should join her fleet mates *Hansa Atlantic* and *Hansa Pacific* in India. See the press release dated September 30th 2013 "[Hansa Brandenburg, another container ship riddled with problems](#)".



Keelung (Taiwan), November 2012 © Chun-Hsi



18 July 2013 Image: Leonhardt & Blumberg

Hansa Pacific (ex-Maersk Duisburg, ex-Dorthe Maersk, ex-Hansa Pacific). IMO 9105920. Container ship, 4306 teu. Length 292 m, 20,901 t. Deflagged from Germany to Sierra Leone for her last voyage as *Atlantic*. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India. 378 \$ per ton.



Heleconia (ex-Tropical Dawn). IMO 8300559. Container ship, 380 teu. Length 138 m, 4,423 t. Malaysian flag. Classification society Bureau Veritas. Built in 1983 in Chofu (Japan) by Kyokuyo. Owned by Hub Shipping (Malaysia). Detained in 2003 in Hong Kong. Sold for demolition in Bangladesh.



Hope (ex-YM Yantian, ex-Hope, ex-OOCL Hope). IMO 8718110. Container ship, 3918 teu. Length 276 m, 19,861 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Danaos Shipping (Greece). Detained in 2003 in Bremerhaven (Germany), in 2004 in Naples (Italy) and in 2012 in Melbourne (Australia). Sold for demolition in India. 408 \$ per ton including a 50 t working propeller.



January 26th 2013, Australia Day and air pollution in Port Adelaide (Australia): *Hope* along with the tugs *Tingari & Wan*. © Pete Turner

Kalamata (ex-California Dragon, ex-CMA CGM Kalamata, ex-Hanjin Singapore). IMO 8913679. Container ship. Length 243 m, 12,780 t. Greek flag. Classification society Det Norske Veritas. Built in 1991 in Busan (South Korea) by Hanjin HI Co. Owned by Danaos Shipping (Greece). Sold for demolition in India. 435 \$ per ton.



© V. Tonic

Kalamata in Yokohama (Japan), August 2012 © V. Tonic

Kawa Mas (ex-X-Press Manaslu, ex-Buxmoon, ex-Lila Bhum, ex-Allison Lykes, ex-TSL Gallant, ex-Nacional Vitoria, ex-Lloyd Itajai, ex-Athens, ex-Fast Eagle, ex-Heike). IMO 8410342. Container ship, 1002 teu. Length 146 m, 4,800 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Bremerhaven (Germany) by Rickmers. Owned by Temas Line (Indonesia). Detained in 2000 in Singapore. Sold for demolition in Xinhui (China). 330 \$ per ton.



Komodo (ex-Shenzen Dragon, ex-CMA CGM Komodo, ex-Hanjin Elizabeth). IMO 9001033. Container ship, 2917 teu. Length 243 m, 12,949 t. Greek flag. Classification society Det Norske Veritas. Built in 1991 in Pusan (South Korea) by Hanjin HI. Owned by Danaos Shipping Co Ltd (Greece). Detained in 2012 in Naples (Italy). Sold for demolition in India. 455 \$ per ton including 500 t of bunkers.



Lotus (ex-CMA CGM Lotus, ex-Victory I, ex-MOL Victory, ex-Alligator Victory). IMO 8705486. Container ship, 3102 teu. Length 253 m, 15,339 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Marugame (Japan) by Imabari. Owned by Danaos Shipping Co Ltd (Greece). Sold for demolition in India. 453 \$ per ton.



Sailing in the Atlantic, October 2012 © Anton Zamogylnyi

Madrid Express (ex-CP Hermosillo, ex-TMM Hermosillo, exMing Propitious). IMO 8406262. Container ship, 3266 teu. Length 270 m, 16,910 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hapag Lloyd (Germany). Detained in 2005 in Houston (Texas). Sold for demolition in India. 413 \$ per ton including sufficient bunkers for the voyage.



Madrid Express in Valencia (Spain), October 2009 © Agustin Alapont Castilla (Tino)

MSC Accra (ex-*Nautic*, ex-*Hellas Macedonia*, ex-*MSC Africa*, ex-*Hellas Macedonia*, ex-*MSC Recife*, ex-*P&O Nedlloyd Peru*, ex-*MSC Caracas*, ex-*Hellas Macedonia*, ex-*Canmar Fortune*, ex-*Canmar Pride*, ex-*Sea Macedonia*, ex-*Hellas Senator*, ex-*Bremen Senator*, ex-*Scandutch Honshu*, ex-*Modern Trader*, ex-*Alameda*, ex-*World Success*). IMO 8408844. Container ship, 1552 teu. Length 188 m, 9,278 t. Liberian flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2010 in Mersin (Turkey), in 2011 in Gioia Tauro (Italy) and in 2012 in Mersin again and Gioia Tauro again. Sold for demolition in India. 400 \$ per ton. With 18 renamings, the *MSC Accra* is setting a record in the Ship-breaking bulletin.



MSC Antwerp (ex-*Sophia Britannia*, ex-*Kirishima*). IMO 9030723. Container ship, 3808 teu. Length 288 m, 18,776 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mihara (Japan) by Koyo DY Co. Owned by Costamare Shipping (Greece). Detained in 2013 in Melbourne (Australia). Sold for demolition in India. 414 \$ per ton.



NYK Kai (ex-*Kai*). IMO 9030735. Container ship, 3808 teu. Length 288 m, 18,685 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mihara (Japan) by Koyo Dockyard. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2004 in Vancouver (Canada). Sold for demolition in Bangladesh. 444 \$ per ton.



November 2009 © Joe Becker

Pan He. IMO 9118109. Container ship, 725 teu. Length 148 m, 5,193 t. Chinese flag. Classification society China Classification Society. Built in 1995 in Guangzhou (China) by Guangzhou Wenchong. Owned by COSCO (China). Sold for demolition in China. 344 \$ per ton.

Pan He, Japan Sea, March 2008
© Ivan Meshkov



PDZ Masyhur (ex-*Gisiang*, ex-*Min Yuan 2*). IMO 9169720. Container ship, 384 teu. Length 108 m. Deflagged from Malaysia to St. Kitts & Nevis for her last voyage as *Shyam*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Chongqing (China) by Chuandong SY. Owned by Skips MarineServices Pte Ltd (Singapore). Detained in 2001 in Singapore, in 2004 in Haiphong (Vietnam) and in 2006 in Hong Kong (China). Sold for demolition in Kolkata (India).



Rong Feng (ex-*Perma Bridge*, ex-*Far East Bridge*). IMO 8211344. Container ship, 342 teu. Length 120 m, 3,371 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Salki (Japan) by Honda. Owned by Fujian Orient Shipping Co Ltd (China). Sold for demolition in China in Zhangjiagang. 340 \$ per ton.



Rong Feng leaving the port of Yokohama (Japan), August 2005 © Robby Norman

Seaboxer (ex-*Nantai Venus*). IMO 9056430. Container ship, 1552 teu. Length 183 m, 7,590 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft mbH (Germany). Detained in 2009 in Shanghai (China). Sold for demolition in India. 420 \$ per ton including 200 t of bunkers.



Sky Apollo (ex-*Nedlloyd Clement*, ex-*Clement*, ex-*Nedlloyd Clement*). IMO 8124929. Container ship, 2224 teu. Length 210 m, 14,998 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Unicus Ship Management Ltd (China). Sold for demolition in India and renamed *Sky 11*.



Sky Apollo departing Bluff (New Zealand), August 2010 © Chris Howell

Xiang Hu (ex-*Zhen Fen 12*). IMO 8415122. Container ship, 996 teu. Length 165 m, 8,900 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Tianjin (China) by Tianjin Xingang. Owned by China Shipping Container Line (China). Sold for demolition in China by CIC Digang en bloc with the *Xiang Kai*, 5,52 M \$ for the pair i.e. 310 \$ per ton.

Xiang Kai (ex-Zhen Fen 4). IMO 8415017. Container ship, 1020 teu. Length 165 m, 8,900 t. Chinese flag. Classification society classification China Classification Society. Built in 1985 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Container Line (China). Sold for demolition in China by CIC Digang. 310 \$ per ton.

Yellow Sea (ex-Jilfar, ex-Yellow Sea, ex-City of Edinburgh, ex-Humen Bridge, ex-Sea-Land Victory). IMO 9115729. Container ship, 3660 teu. Length 241 m, 14,868 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1996 in Okpo (South Korea) by Daewoo



Heavy Industries. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in India where she arrives as *Seam*.



In Abidjan (Ivory Coast), December 2012
© Capt.Turboboss / Viktor

YM Zenith (ex-Ming Zenith). IMO 9118317. Container ship, 3725 teu. Length 276 m, 19,426 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold for demolition in China. 375 \$ per ton.



July 2011 © Patrick Lawson

Ro Ro

Colossus (ex-Shuttle, ex-Shuttle Oita, ex-Ferry Cosmo, ex-Sun Flower Oarai, ex-Oarai Maru). IMO 8613073. Ro Ro. Length 178 m, 8,496 t. Maltese flag. Classification society RINA. Built in 1987à Shimonoseki (Japan) by Hayashikane. Owned by Jay Management Corp (Greece). Detained in 2010 in Ancona (Italy). Sold for demolition in Mumbai (India).



Independente. IMO 8708529. Ro Ro. Length 173 m. Brazilian flag. Classification society Bureau Veritas. Built in 1992 in Rio de Janeiro (Brazil) by Caneco. Owned by Alianca Navegacao (Brazil). Sold for demolition in Turkey where she arrives as *Pendant*.

Independente in Vitoria (Brazil), May 2007 © vovashap



Nikolay Konarev (ex-Fellow, ex-Finnfellow). IMO 7315143. Ro Ro. Length 137 m, 6,249 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping Built in 1973 in Turku (Finland) by Wartsila. As the Finnish *Finnfellow* the ship was first operated by the Finnlines group on its various Finland /Germany / United Kingdom or Sweden lines. In 2002, she became the simple *Fellow* for VV Line flying the Latvian flag and sailing mainly from Latvia to Sweden. After VV Line bankruptcy in 2003, she was chartered by Scandlines (Latvia/Sweden and Latvia/Germany services). In 2011, she became the *Nikolay Konarev* (St. Kitts & Nevis flag) for the Russian group AnRusTrans and she left for the Black Sea. Her ultimate duty was the Sevastopol (Ukraine)/Zonguldak (Turkey) service. Sold for demolition in Turkey, she was renamed *Rail Trader 1* for her last voyage.



Nikolay Konarev, July 2012 leaving Istanbul bound for Mersin (Turkey). © Cavit Ege Tulça

Ranine (ex-Flanders Way, ex-Gabriele Wehr, ex-Sari, ex-Tor Anglia, ex-Gabriele Wehr). IMO 7720477. Ro Ro. Length 141 m, 3,252 t. Belizean flag. Classification society Inter maritime Certification Services. Built in 1978 in Bremerhaven (Germany) by Rickmers; jumboized in 1982 and lengthened from 116 to 141 m. Owned by Asya Ro Ro Turizm Nakliyat ve Ticaret Ltd (Turkey). Sold for demolition in Bangladesh. 407 \$ per ton.



In Samsun (Turkey), October: 2011 © Sedat Akyuz

Rosa Delmas (ex-*Rosa Tucano*, ex-*Calapoggio*, ex-*Rosa Tucano*). IMO 8315205. Ro Ro. Length 185 m, 14,222 t. Deflagged from United Kingdom to St. Kitts & Nevis for her last voyage as *Ram*. Classification society Bureau Veritas. Built in 1985 in Tsu (Japan) by NKK. Owned by CMA CGM (France). The ship was initially said to be sold for demolition in Turkey at 327 \$ per ton. In fact she was deflagged, renamed and sailed down the Suez Canal in early October, bound for India. She was beached in Alang on October 15th.



Rosa Delmas in Ijmuiden (Netherlands), May 2009 © Th. F. Smits

Saudi Hofuf. IMO 8121769. Ro Ro. Length 249 m, 18,578 t. Deflagged from Saudi Arabia to Comoros for her last voyage. Classification society Det Norske Veritas. Built in 1983 in Malmö (Sweden) by Kockums MV. Owned by NSCA (Saudi Arabia). Said to be sold for demolition in India, the ship was finally beached in Bangladesh as *Hofuf*. 430 \$ per ton.



August 2010 © V. Cacciotti

Saudi Tabuk. IMO 8121771. Ro Ro. Length 249 m, 18,732 t. Deflagged from Saudi Arabia to Comoros for her last voyage as *Prism*. Classification society Det Norske Veritas. Built in Malmö (Sweden) by Kockums MV. Owned by NSCA – National Shipping Arabia (Saudi Arabia). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 435 \$ per ton including 250 t of bunkers.



Sulpicio Express Uno (ex-*Hokuto*). IMO 8005733. Ro Ro. Length 130 m, 4,327 t. Deflagged from Philippines to Comoros for her last voyage as *Bruno*. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kochi (Japan) by Shin Yamamoto. Sold by her Filipino owner Span Asia Carrier to Morrito Maritime, a St. Kitts & Nevis-based shell company, deflagged and renamed just prior to her departure for demolition in India.



Sulpicio Express Uno, at North Harbour in Manila (Philippines) in 1999. © Ray Smith

Sea Bright (ex-*Tiger Shark*, ex-*Sea Bright*, ex-*Med Kaohsiung*, ex-*Ming Bright*). IMO 9077290. Container ship, 1965 teu. Length 188 m, 8,897 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Incheon (South Korea) by Halla. Owned by MARTIME -Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2012 in Vishakhapatnam (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 453 \$ per ton.



Vibeke (ex-*Sochi*). IMO 9065182. Ro Ro. Length 166 m, 13,690 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Saint Petersburg (Russia) by Baltiyskiy Zavod. Owned by Norwegian Car Carriers ASA (Norway). Detained in 2001 in Novorossiysk (Russia) and in 2006 in Lianyungang (China). Sold for demolition in China. 340 \$ per ton including 2.865 t of cement.

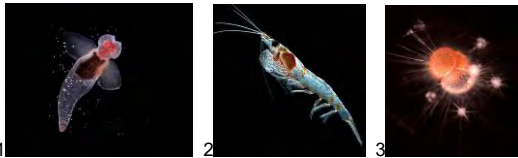


Car carrier

Terrier (ex-*Nosac Rover*, ex-*Nosac Barbro*, ex-*Nopal Barbro*). IMO 8018168. Car carrier. Length 194 m, 16,120 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1982 in Tamano (Japan) by Mitsui. Owned by Wilhelmsen Lines Car Carrier (Norway). Detained in 2004 in Fremantle (Australia). Sold for demolition in Xinhui (China). 360 \$ per ton.



Narragansett Bay (Rhodes Island, United States), August 2008 © PCE



Arctic plankton

The Ice Age



Arctic plankton



Polar fox



Narval



Arctic skua

More and more of them are sailing in the arctic or subarctic waters; among them are log carriers which are not even ice strengthened and also occasionally carry radioactive materials. Some of them leave for Africa where they will unload fir wood, one of the top nonsense in the world trade. All of these broken up ships, including the *Usuki Pioneer*, an ex-diesel and wind propelled log carrier, were to be considered a risk of oil spills, the nightmare for the arctic food chain, from plankton to fauna.



Kapitan Lus, Russia (p 51)

© Eugene Iron



Thepsupharat, ex-*Usuki Pioneer* (p 75)

© Igor Kurort



Gulf North, Estonia (p 52)

© OceanAnsi



Kiran Atlantic, Russia (p 66)

© Andac Ciftcioglu



Shatrova, Finland (p 55)

© Seregal 135



Alholmen, Finland (p 45)

© Fredrik Andersson

Photos :

1 C.Sardet/CNRS – 2 Hopcroft/UAF/CoML – 3 Johan Decelle – 4 Susan Farnham – 5 Oceanic Defense – 6 Luis Gutierrez Heredia
7 Larry Master – 8 Tierno Beauregard – 9 Ania Stonina.

General cargo

Al Amer (ex-*Seham*, ex-*Orient Sun*, ex-*Alpine Sun*). IMO 7500255. General cargo. Length 107 m. Cambodian flag. Classification society Turk Loydu. Built in 1976 in Imabari (Japan) by Nishi Zosen. Owned by Nejem Co Marine Services (Egypt). Detained in 2004 in Constanta (Romania), in 2006 in Bourgas (Bulgaria), in 2008 in Izmit (Turkey), in 2010 in Constanta and Izmit again then in Limassol (Cyprus), in 2011 in Mersin (Turkey) and in 2013 in Novorossiysk (Russia). Sold for demolition in Turkey.



Al Naser (ex-*Nicola D*, ex-*Clivia*, ex-*Olinda*, ex-*Clivia*). IMO 7508752. General cargo. Length 134 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Hakata (Japan) by Watanabe Zosen. Owned by Zahra Maritime Services (Lebanon). Detained in 1999 in Antwerp (Belgium), in 2000 in Saint Petersburg (Russia), in 2003 in Port-Cartier (Canada), in 2006 in Venice (Italy), in 2009 in Izmit and in Bartin (Turkey) and in 2011 in Jorf Lasfar (Morocco). Sold for demolition in India.



In Eleusis (Greece), April 2011 © T. Michalis.

Alaaddin Bey (ex-*Star I*, ex-*Caribbean Star*, ex-*Onego Breeze*, ex-*Northern Navigator*, ex-*Nesse*, ex-*Wila Buck*, ex-*FAS Colombo*, ex-*Wila Buck*). IMO 8702862. General cargo. Length 93 m. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Guangzhou (China) by Guangzhou Wenchong. Owned by Server Denizcilik (Turkey). Detained in 19989 in Rotterdam (Netherlands), in 2001 in Antwerp (Belgium) and Hull (United Kingdom), in 2003 in Rostock (Germany) and in 2012 in Aberdeen (United Kingdom). Sold for demolition in Turkey.



Istanbul, October 2012 © Zekai Genc

Alholmen (ex-*Ahloimen*, ex-*Mangen*). IMO 8309921. General cargo. Length 87 m. Finnish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Groningue (Netherlands) by Nieuw Noord Nederlandsche. Owned by Kraffline AB (Finland). Detained in 2004 in Goteborg (Sweden) and Uusikaupunki (Finland) and in 2006 in Tunadal (Sweden) and Sevilla (Spain) Sold for demolition in Grenaa (Denmark).



February 2012, the Finnish *Alholmen* northbound in the Bay of Bothnia © Fredrik Andersson

An Guang Jiang. IMO 8414960. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCOL (China). Detained in 2008 in Chiba (Japan). Sold for demolition in Jiangyin (China).



An Long Jiang. IMO 8400828. General cargo. Length 148 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by COSCOL (China). Sold for demolition in China.

An Qing Jiang. IMO 8414922. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCOL (China). Detained in 2002 in Rotterdam (Netherlands). Sold for demolition in Xinhui (China).



An Shun Jiang. IMO 8414972. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCOL (China). Detained in 2012 in Chennai (India). Sold for demolition in Jiangyin (China).



An Xin Jiang. IMO 8414934. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Guangzhou (China) by Guangzhou SY. Owned by COSCOL – COSCO Shipping Company Limited (China). Sold for demolition in Xinhui (China).



January 1992, *An Xin Jiang* at Hull's King George Dock (United Kingdom). She was to sail some more 21 years! © Patrick Hill

Anglia (ex-Ruby, ex-Anglia, ex-Lucy Borchard, ex-Baldur, ex-Contship Four, ex-Baldur). IMO 7601724. General cargo. Length 95 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1977 in Husum (Germany) by Husumer. Owned by Gloria Scott Operations Ltd (Romania). Detained in Turkey in 2005 in Canakkale and Aliaga and in 2008 in Izmir. Sold for demolition in Turkey.



In Sulina, Danub Delta (Romania), August: 2013 © Nostromelu / Viki Moro

Anik (ex-Fani, ex-Jaco Triumph, ex-Thor Triumph, ex-Anny DP, ex-Adamantios, ex-Adamantia, ex-Fremo Scorpis). IMO 8702082. General cargo. Length 177 m, 8,553 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Wismar (Germany) by Mathias Thesen. Owned by Eastward Shipping Co Ltd (China). Detained in 2003 in Walaroo (Australia), in 2006 in Houston (Texas), in 2009 in Hamburg (Germany) and in 2010 in Saigon (Vietnam). Sold for demolition in Jiangyin (China). 362 \$ per ton including 250 t of bunkers.



Archon G (ex-Ekim, ex-Marmorbulk, ex-Gefion Carrier, ex-Onego Carrier, ex-Markborg, ex-Meran, ex-Unit Sky, ex-Unit Link, ex-Germa Pride). IMO 7628875. General cargo. Length 81 m. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Singapore by Singapore Slipway. Owned by Royal Melody Ltd (Greece). Detained in 2001 in Lisbon (Portugal), in 2007 in Tuzla (Turkey), in 2011 in Ashdod (Israel), in 2012 in Cagliari (Italy) and Alexandria (Egypt) and in 2013 in Alicante (Spain). Sold for an unknown destination of demolition.



Archon G, in Alicante (Spain), February 2013
© Robalisa

Archon G, in Alicante (Spain), February 2013
© Robalisa

Athina A (ex-Chiro, ex-Birta, ex-Karin M, ex-Birta, ex-Regent's Park). IMO 7129180. General cargo. Length 87 m. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1972 in Westerbroek (Netherlands) by Smit EJ. Owned by Barhoum Maritime Co (Lebanon). Detained in 1997 in Aberdeen (United Kingdom), in 1999 in Tunadal (Sweden), in 2003 in Molfetta (Italy), in 2005 in Canakkale (Turkey), in 2007 in Iskenderun (Turkey), in 2009 in Damietta (Egypt), in 2011 in Kiato (Greece) and Pula (Croatia) and in 2012 in Nea Moudhania (Greece). Banned for multiple detentions from the European harbours in August 2012 under the directive on Port State Control. Sold for demolition in Turkey.



In Kiato (Greece), April 2012-
© Athanasiou Yiannis

Atlantic Dream (ex-Vladimir, ex-Salvador, ex-Continuo, ex-Vladimir). IMO 8811352. General cargo. Length 173 m, 8,920 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Atlantic Ship Management (Ukraine). Sold for demolition in India.



Baltic News (ex-Nornews Supplier, ex-Gold River). IMO 8808616. General cargo. Length 116 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1990 in Papenburg (Germany) by Sürken. Owned by Seatrans AS (Norway). Sold for demolition in Denmark.



Baltic News arriving at Fornaes Shipbreaking Ltd Grenaa / Denmark for scrapping, July 2013 © **Bendt Nielsen**

Breeze (ex-Vakh). IMO 8888812. General cargo. Length 82 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1978 in Rosslau (Germany) by Elbewerften. Owned by Asia Trans Sealine Co Ltd (Russia). Detained in 2000 in Rumoi, (Japan), in 2003 in Niiagata (Japan) and Vladivostock (Russia) and in 2004 and 2012 in Niiagata again. Sold for demolition in China in Zhangjiagang.



Captain Adam (ex-Dolce X, ex-Dulcinea, ex-Thalassa I, ex-Pearl I, ex-Pearl, ex-Lex Almendro, ex-Altamira). IMO 8216124. General cargo. Length 122 m, 3,281 t. Togolese flag. Classification society Bureau Veritas. Built in 1984 in Vigo (Spain) by J. Barreras. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2001 in Bremen (Germany), in 2003 in Rouen (France), in 2004 in Antwerp (Belgium), in 2005 in Taranto (Italy), in 2007 in Aveiro (Portugal) and Iskenderun (Turkey) and in 2009 in Castellon de la Plana (Spain), Canakkale (Turkey) and Damietta (Egypt). Sold for demolition in India.



Chopin. IMO 8513728. General cargo. Length 159 m, 7,455 t. Cyprus flag. Classification society Polish Register of Shipping. Built in 1988 in Shanghai (China) by Jiangnan Shipyard. Owned by POLBROK (Poland). Detained in 2004 in Antwerp (Belgium), in 2006 in Hamburg (Germany) and in 2012 in Antwerp again. Sold for demolition in India. 435 \$ per ton.



Chopin bound for Antwerp (Belgium), April 2013.© **Jopie/ Shipspotting**.

Delight (ex-Yusho V, ex-Yusho Maru). IMO 8017578. General cargo. Length 104 m, 2,099 t. Thai flag. No classification society according to her last Port State control. Built in 1980 in Imabari (Japan) by Higaki. Owned by Phulsawat Shipping Co Ltd (Thailand). Detained in 2008 in Saigon (Vietnam). Sold for demolition in Bangladesh.



Dream H (ex-Esra, ex-Daniel, ex-Pytheas, ex-Fullskies, ex-Ingeborg Rinde). IMO 6714665. General cargo. Length 115 m, 2,115 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1967 in Drammen (Norway) by Drammen Slip & Verksted. Owned by Ahmad Hamadeh & Partners (Syria). Sold for demolition in India.



At Tartous (Syria), August 2008 © **Bashar Dakkak**

Eastern Sapphire (ex-Qing Yang, ex-Wooyang Ivory, ex-Pearl Orient). IMO 8202501. General cargo. Length 106 m, 2,115 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1982 in Imabari (Japan) by Nishi Zosen. Owned by Phuc Toan Viet Co Ltd (Vietnam). Detained in 2000 in Ningbo (China), in 2002 and 2003 in Hong Kong (China) and in 2007 in Gunsan (South Korea). Sold for demolition in Bangladesh.



El Hoss (ex-Hoss A, ex-Strong Friendship, ex-Rhodian Carrier, ex-Sea Knightex-Sea Light, ex-Koho, ex-Koho Maru). IMO 6909753. General cargo. Length 102 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1969 in Nagasaki (Japan) by Hayashikane. Owned by Caferoglu Shipping & Trading Co Ltd (Turkey). Detained in 2012 in Aliaga (Turkey). Sold for demolition in Turkey.



Fu Kang Shan. IMO 8601367. General cargo. Length 162 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Tianjin (China) by Tianjin Xingang. Owned by COSCOL (China). Sold for demolition in Jiangyin (China).

Fu Qing Shan. IMO 8601355. General cargo. Length 162 m. Chinese flag. Classification society China Classification Society. Built in 1988 in Tianjin (China) by Tianjin Xingang. Owned by COSCOL (China). Sold for an unknown destination of demolition.

Fu Yang Shan. IMO 8601331. General cargo. Length 162 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Tianjin (China) by Tianjin Xingang. Owned by COSCOL (China). Sold for demolition in Ningde (China).

GB Aegean (ex-Maria 1, ex-Princess Aba, ex-Magica, ex-Lobeira). IMO 8212130. General cargo. Length 90 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1984 in Marin (Spain) by Marin Factoria. Owned by Interglobal Shipping 3001 Ltd (Israel). Detained in 2005 in Tarragona (Spain), in 2007 in Izmir (Turkey) and in 2010 in Porto Empedo (Italy). Sold for demolition in Turkey.



GB Aegean anchored in Valencia (Spain), July 2013
© **Antonio Alcaraz Arbelo**



Grand Star (ex- *Al Zahraa*, ex-*Gehan al Sadat*, ex-*Naxos Island*). IMO 7531591. General cargo. Length 127 m. Egyptian flag. Classification society Polish Register of Shipping. Built in 1980 in Porto Alegre (Brazil) by EBIN/So. Owned by National Shipping & Investment (Egypt). Detained in 1997, 2004 and twice in 2007 in Antwerp (Belgium), in 2007 also in Ceuta (Spain), in 2008 in Bourgas (Bulgaria) and in 2009 in Novorossiysk (Russia). Laid up since May 2010 in Alexandria after an engine failure. Sold for demolition in Turkey.



Grand Star, Bosphorus Strait, May 2010 © minthi

Gulf (ex-*Core*, ex-*Maya*, ex-*Fiona May*, ex-*Serenell*). IMO 7508740. General cargo. Length 61 m. Tanzanian flag. Unknown classification society. Built in 1977 in Cork (Ireland) by Verolme Cork. Owned by Pasifik Lojistik Grubu (Turkey). Detained in 2005 in Casablanca (Morocco), in 2006 in Gemlik (Turkey), in 2007 in Alicante (Spain) and Algier (Algeria), in 2009 in Savona (Italy), Izmir (Turkey) and Constanta (Romania), in 2010 in Novorossiysk (Russia) and in 2013 in Izmit (Turkey) and Trabzon (Turkey). Sold for demolition in Turkey.



Gulf North (ex-*Ronrix*, ex-*Killarney*, ex-*Anholt*, ex-*Neuwerk*). IMO 7530872. General cargo. Length 96 m. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1978 in Hikoshima (Japan) by Kyokuyo. Owned by Pasifik Lojistik Grubu (Turkey). Detained in 2012 in Temryuk (Russia) and in 2013 in Chioggia (Italy) and Gemlik (Turkey). Sold for demolition in Turkey.



Ronrix in the Baltic sea, off Estonia, February 2010 © OceanAnsi/ Shipspotting

Hai Ping (ex-*Hai Xing*, ex-*Koshu Maru*). IMO 8421652. General cargo. Length 71 m. Cambodian flag. No classification society according to her last Port State Control. Built in 1985 in Namikata (Japan) by Uno. Owned by Yantai Xiangrui International Ship Management Co Ltd (China). Detained in 2002 in Himeji (Japan) and Shimizu (Japan), in 2004 in Moji / Kitakyushu (Japan), in 2005 in Shanghai (China), in 2006 in Ningbo (China), in 2010 in Moji / Kitakyushu again, in 2011 in Sendaishiogama (Japan) and in 2013 in Tokyo (Japan). Sold for demolition in Jiangyin (China).



Jin Jiang (ex-*Fu Xiang Xing*, ex-*Sunjoo Kwangyang*, ex-*IT Express*, ex-*Ima Excel*, ex-*Luna Queen*, ex-*Yamakuni Maru*). IMO 8507585. General cargo. Length 108 m. Panamanian flag. Classification society International Register of Shipping. Built in 1985 in Saiki (Japan) by Honda. Owned by Befirst Enterprises Ltd (China). Detained in 2000 in Shanghai (China), in 2009 in Qingdao (China), in 2011 in Tangshan (China) and Taizhou (China) and in 2013 in Rizhao (China). Sold for demolition in China in Zhangjiagang. The *Jin Jiang* started her career as the Japanese *Yamakuni Maru*, one of the sail-assisted ship built in the Archipelago in the 80's in response to the oil crisis. See the captor "The END, Sails ... and Diesel" p 80.



Yamakuni Maru, with her opened sail, Singapore Strait, September 1988 © Nils Koch

Kapitan Kuroptev. IMO 9077599. General cargo. Length 98 m, 3,293 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1998 in Vyborg (Russia) by Vyborg Shipyard Jsc. Owned by Northern Shipping Co (Russia). Sold for demolition in Turkey.



Kapitan Kuroptev, in Antwerp (Belgium), September 2009
© Ron van de Velde



Kapitan Lus (ex-*Kapitan Lusy*). IMO 9077551. General cargo. Length 98 m, 3,293 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1994 in Vyborg (Russia) by Vyborg Shipyard JSC. Owned by Northern Shipping Co (Russia). The *Kapitan Lus* and *Kapitan Kuroptev*, mainly adapted to wood and grain cargoes, have been used by their Russian shipowner Northern Shipping as radioactive material carriers between Europe and Russia. In July 2009, the *Kapitan Lus*, carrying 9 containers of uranium, collided with the Norwegian chemical tanker *Sundstraum* in the Oresund Strait in Denmark. In October 2009, the *Kapitan Mironov*, another ship of the Northern Shipping fleet was at berth in Cherbourg. Robin des Bois asked for an expertise on the validity of the transport of radioactive material by non-specialized vessels. See on this subject the press releases (in French only) « [Disarray in Cherbourg](#) » and « [Depleted and enriched](#) ». Autumn 2013, the *Kapitan Lus* and *Kapitan Kuroptev* arrive for demolition in Aliaga (Turkey). Robin des Bois writes to the



Ambassador of Turkey to alert him on the type of transport operated by the two vessels and suggest a radiological diagnosis of the wrecks and scrap metal recycled from demolition.



Kapitan Lus, in Arkhangelsk (Russia), November 2012
© Eugene Iron

Klaipeda Spirit (ex-*Vytautas*). IMO 9133721. General cargo. Length 99 m, 2,467 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1995 in Klaipeda (Lithuania) by Baltijos LS. Owned by Balthellas Chartering SA (Greece). Detained in 2007 in Brest (France) and in 2013 in Rochefort (France). Sold for demolition in Turkey. 304 \$ per ton. The ship starred as *Vytautas*, perpetrator of an oil discharge off Britany in 2007. See the chapter "Justice too gives a discount p 6.



Klaipeda Spirit on the Weser in Vegesack (Germany), May 2012 © Klaus Brandyk

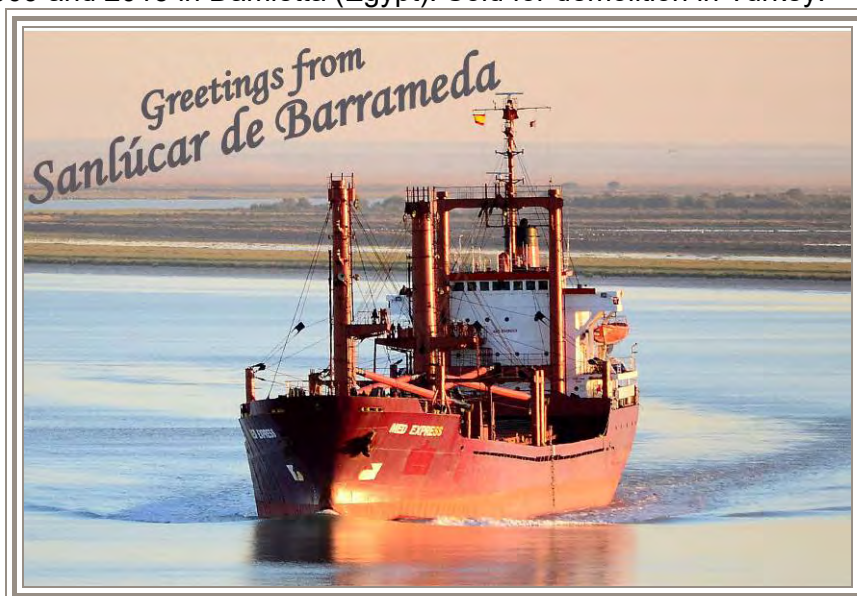
Kuber (ex-*Geo Milev*). IMO 8422412. General cargo. Length 159 m, 6,595 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov. Owned by Mystique Voyageur Shipping (Marshall Islands flag). Detained in 2010 in Kandla (India) and in 2013 in Mariupol (Ukraine). Sold for demolition in India.



Lily Noble (ex-*Windsor Star*, ex-*Safmarine Congo*, ex-*Jobst Oldendorff*, ex-*Nobility*, ex-*Alessandra*). IMO 7433282. General cargo. Length 141 m, 6,165 t. Maldives flag. Classification society Germanischer Lloyd. Built in 1983 in Niteroi (Brazil) by CCN Maua. Owned by Lily Shipping (Maldives). Detained in 1997 in Rotterdam (Netherlands), in 2000 in Antwerp (Belgium) and in 2008 in Oran (Algeria). Sold for demolition in India.



Med Express (ex-*TK Barcelona*, ex-*Able Helsman*, ex-*Balsa 36*). IMO 8508553. General cargo. Length 105 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Adriyatik Gemilsletmeciligi (Turkey). Detained in 1999 in Leghorn (Italy), in 2000 in Antwerp (Belgium), in 2001 in Barcelona (Spain) and Bremen (Germany), in 2004 in Castellamare di Stabia (Italy), in 2007 in Odessa (Ukraine) and in 2009 and 2013 in Damietta (Egypt). Sold for demolition in Turkey.



July 30th 2013 © juandofer

Meem (ex-*Sunrise V*, ex-*Sun*, ex-*Thor Sun*, ex-*Bureba*, ex-*Havik*, ex-*Bahia de la Habana*). IMO 8311429. General cargo. Length 149 m, 4,950 t. Panamanian flag. Classification society International Register of Shipping.



Built in 1986 in Sestao (Spain) by AESA. Owned by Marakeb SA (United Arab Emirates). Detained in 2006 in Singapore, in 2009 in Odessa (Ukraine) and in 2011 in Zhenjiang (China) and Saigon (Vietnam). Sold for demolition in India. On the arrival of the ship at Alang in late September, the crewmembers reportedly ransacked the ship, protesting against the captain over non payment of their wages.



May 2012, departing Berbera (Somalia) © jbrodersen

Navi Star (ex-*Yagmur T*, ex-*Yagmur*, ex-*Astra*, ex-*Agios Vissarion*, ex-*Ibiza*, ex-*Monac*, ex-*Monach*, ex-*Mornes*). IMO 7129233. General cargo. Length 80 m. Tanzanian flag. Classification society Turk Loydu. Built in 1972 in Mandal (Norway) by Baatservice. Owned by Mermaid International Shipping (Egypt). Detained in 1998 in Eleusis (Greece), in 2000 in Barcelona (Spain), in 2003 in Setubal (Portugal), in 2004 in Constanta (Romania), in 2005 in Tuzla (Turkey) and in 2012 in Volos (Greece). Sold for demolition in Turkey.



Olga (ex-*Traveberg*, ex-*Patria*, ex-*American Comanche*). IMO 7422051. General cargo. Length 81 m, 1,199 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Neuenfelde (Germany) by Sietas. Owned by



Universal Stevedoring (Russia). Detained in 1997 in Hamburg (Germany), in 2000 in Hamina (Finland) and in 2002 in Kotka (Finland). Sold for demolition in Zhangjiagang (China).



In Busan (South Korea), September 2012 © Sapr_Pavel

Palana (ex-*Tadorne*, ex-*Tadorne II*, ex-*Makkum*, ex-*Mentor*). IMO 7819838. General cargo. Length 83 m, 1,810 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Makkum (Netherlands) by Amels. Owned by Ardis Co Ltd (Russia). Detained in 2004 in Niiagata (Japan) and in 2006 in Misumi (Japan). Sold for demolition in Zhangjiagang (China).



Rasha Star (ex-*Master Davidov*, ex-*Good Seaman*, ex-*Chrysoni S*, ex-*Tulip*, ex-*Gabriela*). IMO 7516448. General cargo. Length 108 m, 2,026 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Niteroi (Brazil) by EBIN/So. Owned by MCD Shipping SA (Turkey). Detained in 2000 in Ceuta (Spain), in 2005 in Aveiro (Portugal) and in 2008 in Sfax (Tunisia). Sold for demolition in Turkey.



Roba Star (ex-Maris, ex-Evin, ex-Daysummer, ex-Bright Moon, ex-Yayasan Lapan). IMO 8211590. General cargo. Length 113 m, 2,650 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1984 in Labuan (Malaysia) by Sabah Shipyard. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2000 in Onomichi (Japan), in 2005 in Shimonoseki (Japan), Tuzla (Turkey) and Ambarli (Turkey), in 2007 in Bayonne (France) and Casablanca (Morocco), in 2008 in Ravenna (Italy) and Caen (France) and in 2013 in Chah Bahar (Iran). Sold for demolition in Pakistan.



Roba Star, August 2011, seen at Tuzla Bay shipyards area (Turkey) © Yubiblade



Roba Star, September 2013, beached for demolition in Gadani (Pakistan) © Shahid

Rukia (ex-Sireen, ex-Ege S, ex-Adventure, ex-Bonaire, ex-Lekhaven, ex-Slotergracht, ex-Westafcarrier). IMO 7725324. General cargo. Length 80 m, 1,834 t. Tanzanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Shimizu (Japan) by Miho. Owned by Rukia Shipping (Marshall Islands). Detained in 1999 in Ghent (Belgium), in 2001 in Dordrecht (Netherlands), in 2003 in Thessaloniki (Greece), in 2005 in Varna (Bulgaria) and in 2007 and 2009 in Iskenderun (Turkey). Sold for demolition in Pakistan.



Seaboard Reliance (ex-Karonga, ex-Delmas Kerguelen, ex-Nordana Advisor, ex-Prosperity). IMO 8908090. General cargo. Length 159 m, 7,340 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Rostock (Germany) by Neptun VEB. Owned by Seaboard Shipmanagement (United States). Detained in 2011 in Puerto Cabello (Venezuela). Sold as is in Colombia for an unknown destination of demolition. The *Seaboard Intrepid*, *Seaboard Star* and *Seaboard Victory* of the same shipowner have all been beached in India this year. 420 \$ per ton.



Seaboard Reliance arriving Willemstad (Netherlands Antilles), June 2011. © Cees Bustraan

Seyma (ex-Milet, ex-Elanta, ex-Southern King, ex-Latangan, ex-Mercante). IMO 8118683. General cargo. Length 96 m, 1,700 t. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Akitsu (Japan) by Taihei Kogyo. Owned by Pasabahce Denizcilik Turizm Veinsaat Ticaret Ltd (Turkey). Detained in 1999 in Bilbao (Spain), in 2008 in Leghorn (Italy), in 2010 in Tenes (Algeria), in 2012 in Las Palmas (Spain) and Iskenderun (Turkey) and in 2013 in Thessaloniki (Greece). Sold for an unknown destination of demolition.



Shatrova (ex-Fesco Shatrova, ex-Yelena Shatrova). IMO 8711265. General cargo. Length 133 m, 4,389 t. Vanuatuan flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Bilbao (Spain) by Ast Reunidos del Nervion.



Owned by Brouns Maritime Ltd (Ukraine). Detained in 2005 in Antwerp (Belgium) and in 2011 in Porto Empedo (Italy). Sold for demolition in Turkey.

February 2010, off Finland, bound for Africa © serega135

Silver Sand (ex-Kielder, ex-Bufjord, ex-Kvatrobulk, ex-Stalvang, ex-Marpol Oman, ex-Eide Rescue II, ex-Darss). IMO 8843850. General cargo. Length 90 m. Deflagged from Isle of Man to Saint Vincent and Grenadines for her ultimate months of operation. Classification society RINA. Built in 1982 in Rostock (Germany) by Neptun VEB. Owned by Domitia di Navigazione Srl (Italy). Detained in 2011 in Las Palmas (Spain) and in 2013 in Novorossiysk (Russia). Sold for demolition in Turkey.



Silver Sand seen from CEISA Cement Plant, El Pajar (Canary Islands), September 2009 ©Jose A. Martinez Rodeiro

Sirena (ex-Condor 1, ex-Jimmy A, ex-Rashid, ex-Captain Aboudi, ex-TMP Taurus, ex-Hipocampo, ex-Eco Lima, ex-Sea Maid). IMO 7026601. General cargo. Length 76 m. Togolese flag. Unknown classification society. Built in 1970 in Husum (Germany) by Husumer. Owned by Janamarine Co SA (Lebanon). Detained in 2000 in Lisbon (Portugal), in 2006 in Alexandria (Egypt), in 2007 twice in Novorossiysk (Russia), in 2010 in Beirut (Lebanon) and again twice in Novorossiysk, in 2011 in Tripoli (Lebanon) and in Alexandria again and in 2012 one more time in Alexandria and then in Port-Said (Egypt). **Bronze medal** in the substandard ship contest with 11 detentions. Sold for demolition in Turkey.



March 2012 © Yiannis Athanasiou

Susannah (ex-*Boushkin*, ex-*Iphigenia*, ex-*Lira*, ex-*Volgo-Don 5031*). IMO 8942929. General cargo. Length 138 m. Tanzanian flag. Classification society Det Norske Veritas. Built in 1971 in Oltenita (Romania) by Oltenita SN. Owned by Umar Denizcilik (Turkey). Detained in 2000 in Azov (Russia), in 2001 in Alicante (Spain), in 2002 in Rostov-on-Don (Russia), in 2003 in Trieste (Italy), in 2004 in Eysk (Russia), in 2006 in Rostov again and then in Taganrog (Russia) and Aliaga (Turkey), in 2007 in Tekirdag (Turkey), in 2008 in Rostov and Aliaga again, in 2010 in Trabzon (Turkey), in 2011 in Sochi (Russia), in 2012 in Canakkale (Turkey) and in 2013 one more time in Rostov. **Silver medal** in the substandard ship contest with 15 detentions. Sold for demolition in Turkey.



Susannah, Istanbul (Turkey), June 2013 © Frank Behrends

Tern Arrow. IMO 8316730. General cargo. Length 187 m, 13,177 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Koje (South Korea) by Samsung. Owned by Gearbulk Ltd (Norway). Detained in 2000 in Tomakomai (Japan), in 2006 in Lianyungang (China) and in 2012 in Qingdao (China). Sold for demolition in India. 355 \$ per ton.



Tern Arrow, in Koh Si Chang transshipment area, Thailand), October 2008. © Geir Vinnes

TK Valletta (ex-*Able General*, ex-*Balsa 35*). IMO 8508541. General cargo. Length 105 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Adriyatik Gemi Isletmeciligi (Turkey). Detained in 2002 in La Spezia (Italy) and in 2010 in Mersin (Turkey). Sold for demolition in Turkey.



TK Valletta visiting Kerch (Ukraine), July 2012 © Yefanov S.

TK Venice (ex-*Able Inspector*, ex-*Balsa 37*). IMO 8511794. General cargo. Length 105 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Hashihama (Japan) by Taihei Kogyo. Owned by Adriyatik Gemi Isletmeciligi (Turkey), also owner of the *TK Bremen*, which left Lorient (France) in spite of an imminent storm, ran aground on the beach in Erdeven in mid December and was eventually dismantled on the spot and in a state of emergency (Cf. [the TK Bremen special page](#) and the chapter « Demolition on the spot » p 5-6 dans [Ship-breaking #26](#)). Detained in 2000 in Leghorn (Italy), in 2006 in Vlissinguen (Netherlands) and in 2008 in Tenes (Algeria). Sold for demolition in Turkey. The *TK Bremen* shipowner is cleaning up its fleet.



TK Venice near Flushing (Netherlands), August.2004 © HenkR

Trans Agila (ex-*Agila*, ex-*Alessandra Lehmann*). IMO 9113707. General cargo. Length 97 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Neuenfelde (Germany) by Sietas. Owned by Reederei Speck (Germany). Detained in 2008 in Oskarshamn (Sweden). Sold for demolition in Frederikshavn (Denmark).



Trans Ocean 2 (ex-*Leikanger*, ex-*Star Leikanger*, ex-*Maritime Wisdom*, ex-*Wisteria Hill*, ex-*Gemar*). IMO 8322507. General cargo. Length 195 m, 12,542 t. Bangladeshi flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Trans Ocean Lines Ltd (Bangladesh). Detained in 2012 in Adabiya (Egypt) and in 2013 in Zhoushan (China). Sold for demolition in Bangladesh.



Tri Bay (ex-*Normannbay*, ex-*Joker*, ex-*Normannbrook*, ex-*Towerstream*, ex-*Londonbrook*). IMO 7406734. General cargo. Length 94 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1975 in Kootstertille (Netherlands) by Kramer & Booy. Owned by Arabella Enterprises Corp (Canary Islands, Spain). Detained in 2012 in Nea Moudhania (Greece) and in 2013 in Marina di Carrara (Italy). Sold for demolition in Turkey.



In Las Palmas (Canary Islands, Spain), July 2013 © Hans Hausmann

Win Grace (ex-*Alchiba*, ex-*Altanin*, ex-*Ocean King*, ex-*Cam Ebene*). IMO 8204858. General cargo. Length 152 m, 5,712 t. Deflagged from Malta to Tuvalu for her last voyage as *Grace*. Classification society Bureau Veritas.

Built in 1984 in Saint-Nazaire (France) by Chantiers de l'Atlantique as the Cameroonian *Cam Ebene* for the Cameroon Shipping Lines, Cameroon State-owned shipping company, this general cargo carrier has been operated all of her first career on the Europe / African West Coast service. Acquired in 1997 by the Monaco-based group V. Ships, she sailed successively as *Ocean King*, *Altanin* (in 1999) and *Alchiba* (in 2001), flying the Bahamian flag, for various charterers. Detained in 2003 in Leixoes (Portugal). Sold in 2003 to Master Well Ship, a Dalian-based Chinese shipowner, she became the Maltese *Win Grace*. She was beached for demolition in Chittagong (Bangladesh) on August 6th. She was the last survivor among the 8 vessels ever owned by the Cameroon Shipping Lines. 403 \$ per ton.



In Singapore Strait, bound for Jakarta, October 2012-© Neil McLean Johnston

Win Hope (ex-*Sinar Sukim*). IMO 8606422. General cargo. Length 107 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Imabari (Japan) by Higaki. Owned by Master Well Shipmanagement (China). Detained in 2002 in Busan (South Korea). Sold for demolition in China by Xiasha Scrapyard.



Yavuz N (ex-*Birthe Boye*). IMO 8116142. General cargo. Length 72 m, 815 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1983 in Ringkobing (Denmark) by Nordsovaerftet. Owned by Server Denizcilik (Turkey). Detained in 2003 in Sochi (Russia) and in 2013 in Novorossiysk (Russia). Sold for demolition in Bangladesh.



Yuan Da (ex-*Aizu*, ex-*Montauk Maiden*, ex-*ALS Montauk Maiden*, ex-*ALS Mary*, ex-*ZimBrasil*, ex-*Mary*, ex-*Hoegh Mary*, ex-*Mary*). IMO 8214607. General cargo. Length 155 m, 5,671 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Hongyuan Marine Co Ltd (China). Detained in 2002 in Wakayama (Japan), in 2005 in Yokohama (Japan) and in 2010 in Qingdao (China). Sold for demolition in India. 385 \$ per ton.



Zehra VIII (ex-*Sider Genova*, ex-*Donnington*). IMO 7403548. General cargo. Length 138 m, 3,124 t. Panamanian flag. Classification society Global Shipping Bureau. Built in 1975 in Heusden (Netherlands) by Verolme. Owned by Zeb Denizcilik Tasimaciligi Sanayi ve Ticaret Lt (Turkey). Detained in 1998 in Lisbon (Portugal). Sold for demolition in Turkey.



Ziad Star (ex-*Noren*, ex-*Scol Carrier*, ex-*Nordland*). IMO 8131348. General cargo. Length 106 m. Moldovan flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shanghai (China) by Zhonghua Shipyard. Owned by El Reedy Shipping Agency (Egypt). Detained in 2013 in Rijeka (Croatia). Sold for demolition in Turkey.



Bulk carrier

Abdoul Star (ex-*African Begonia*). IMO 7812464. Bulk carrier. Length 135 m, 3,315 t. Moldovan flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Shimoda (Japan) by Shimoda DY Co. Owned by El Reedy Shipping Agency (Egypt). Detained in 2006 in Casablanca (Morocco). Sold for demolition in India. 350 \$ per ton.



ABM Pioneer (ex-*Venus*, ex-*Harstad*, ex-*Millenium Condor*, ex-*Holck Larsen*, ex-*Eggarlock*). IMO 8005472. Bulk carrier. Length 191 m, 6,862 t. Domenica flag. Classification society Turk Loydu. Built in 1981 in Toyama (Japan) by Nipponkai. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2004 in Vancouver (Canada), in 2009 in Mersin (Turkey) and in 2011 in Nantong (China). Sold for demolition in India. 415 \$ per ton.



Acacia N (ex-*Acacia*, ex-*Princess Betty*, ex-*Countess Sky*, ex-*Box Hill*, ex-*Young Sky*). IMO 7713838. Bulk carrier. Length 160 m, 6,119 t. Tanzanian flag. Classification society Intertek Maritime Bureau. Built in 1978 in Marugame (Japan) by Imabari Zosen. Owned by Aden Shipping LLC (United Arab Emirates). Detained twice in 2004 in Talcahuano (Chile) and in 2009 in Coronel (Chile). Sold for demolition in India. 382 \$ per ton.



Acacia N, anchored in Gamboa, Panama canal, October 2009. © Craig Feierabend

Adventist (ex-*Iran Madani*). IMO 8309622. Bulk carrier. Length 190 m, 9,240 t. Deflagged from Togo to Comoros for her last voyage as *SPM*. Classification society Korean Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Detained in 2001 in Hay Point (Australia). Sold for demolition in India.



Agatis (ex-*New Baroness*). IMO 9117844. Bulk carrier. Length 167 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hanjin HI Co. Owned by STX Pan Ocean CoLtd (South Korea). Sold for demolition in Bangladesh.



Agatis leaving Inner Harbour, Port Adelaide (Australia), August 2012 © Trevor Raymond Powell

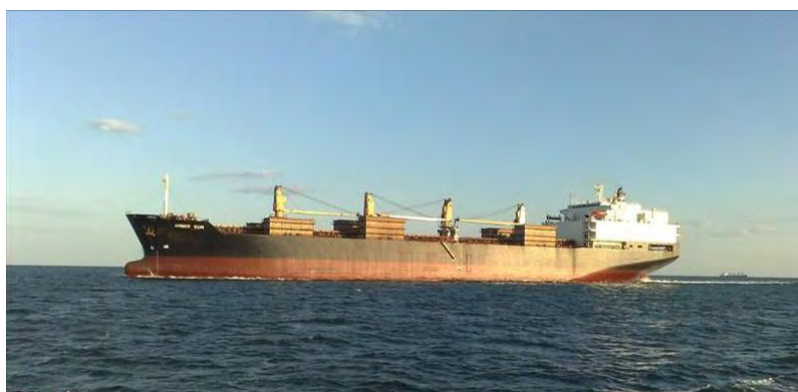
Ajax (ex-Dynasty, ex-Iran Ghazi). IMO 8309672. Bulk carrier. Length 190 m, 9,112 t. Comorian flag for her last voyage. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Owned by Rahbaran Omid Darya Shipmanagement (Iran). Detained in 2001 in Gdansk (Poland), in 2007 in Aqaba (Jordan) and in 2008 in Tianjin (China). This Iranian vessel is suspected for overriding the Iran Sanctions and is listed by the Office of Foreign Assets Control (OFAC) – US Department of the Treasury as a vessel banned from trading. To escape the ban, she tries to be discreet thanks to frequent renamings and reflaggings. In January 2013, *Ajax* flying the Hong Kong flag became the Iranian *Mehrafarin* then in September the Comorian *Ocean 3* and was beached for demolition in India under this latter name.



Alexander Dimitrov. IMO 8417766. Bulk carrier. Length 199 m, 9,675 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov. Owned by Navibulgar (Bulgaria). Detained in 2001 in Szczecin (Poland) and in 2003 in Bassens (France). Sold for demolition in Bangladesh. 419 \$ per ton.



Amber Sun (ex-Trust Fortune, ex-Jubilee, ex-Jubilant, ex-Shinyu Maru). IMO 8414348. Bulk carrier. Length 215 m, 16,353 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Doriko Ltd (South Korea). Detained in 2001 in Tacona (United States) and in 2012 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



Amber Sun, off Odessa (Ukraine), March 2013 © N.Bykov

Amitees (ex-Iran Jomhuri, ex-Oinoussian Leadership). IMO 7632826. Bulk carrier. Length 180 m, 8,074 t. Comorian flag for her last voyage as *Antic*. Classification society Lloyd's Register of Shipping. Built in 1978 in Setoda (Japan) by Naikai. Detained in 2010 in Kandla (India). Ex Iranian ship owned by Iran Shipping Lines, sold to the United Arab Emirates-based Best Oasis Ltd, renamed and deflagged just prior to be beached for demolition in India.



Asean Victory (ex-Seitaku Maru). IMO 8126056. Bulk lumber carrier. Length 153 m, 5,278 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Kochi (Japan) by Shin Yamamoto. Owned by Glory Ship Management (Singapore). Detained in 2011 in Kandla (India). Sold for demolition in India.



February 1996, inward bound for Port Chalmers to load logs, Otago (New Zealand) © Wayne A'Court

B. Camlica I (ex-Ocean Unity, ex-Artemon, ex-Golden Hawk). IMO 8303795. Bulk carrier. Length 186 m, 8,337 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kudamatsu (Japan) by Kasado Dockyard. Owned by Varda Denizcilik (Turkey). Detained in 2005 in Savona (Italy) and in 2013 in Tianjin (China). Sold for demolition in India. 405 \$ per ton including a spare propeller.



Bana K (ex-Celmera 1, ex-Sinjar, ex-Celmera 1, ex-Sabina, ex-Tirgu Secuiesc). IMO 7806893. Bulk carrier. Length 145 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Galati (Romania) by Galati SN. Owned by Metkar Shipping & Trading Co Srl (Romania). Detained in 2003 in Santander (Spain), in 2006 in Saint Petersburg (Russia) and in 2010 and 2013 in Novorossiysk (Russia). Sold for demolition in Turkey.



Belde (ex-Diler 4, ex-Neo Hibiscus, ex-Sanko Hibiscus). IMO 8308903. Bulk carrier. Length 185 m, 7,480 t. Deflagged from Panama to Cook Islands for her last months of trading as *Furkan*. Classification society Nippon Kaiji Kyokai. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by Negmar Denizcilik (Turkey). Detained in 2012 in Alexandria (Egypt). Sold for demolition in Bangladesh.



Bucclench. IMO 9040508. Bulk carrier. Length 284 m, 22,494 t. Deflagged from Bermuda to Domenica for her last voyage as *Elounda Bay*. Classification society Lloyd's Register of Shipping. Built in 1993 in Tadotsu (Japan) by Hashihama Zosen. Owned by Tech Project LLC



(Ukraine). Detained in 2005 in Ningbo (China). Sold for demolition in China. 377 \$ per ton.



Bucclench, East China Sea, June 2008
© Ivan Meshkov

Captain Ismael (ex-Golden, ex-Erato, ex-Ceti, ex-Aquario, ex-Krateos, ex-Kratilaos, ex-Golden Breeze). IMO 7607742. Bulk carrier. Length 130 m, 3,367 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Hiroshima (Japan) by Ujina Zosenho. Owned by MTM United Co (Lebanon). Detained in 2009 in Aliaga (Turkey) and in 2010 in Varna (Bulgaria). Sold for demolition in Mumbai (India).



Captain Ismael grounded in Novorossiysk (Russia), November 2007 © Rasheed S

Captain Wael (ex-Pawitra Naree, ex-Nusantara, ex-Kakushima, ex-Kakushima Maru). IMO 8503682. Bulk carrier. Length 151 m, 4,694 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1985 in Kochi (Japan) by Shin Yamamoto. Owned by GMZ Ship Management (Lebanon). Detained in 2004 in Incheon (South Korea), in 2007 in Rotterdam (Netherlands), in 2010 in Kandla (India) and in 2012 in Bandar Khomeini (Iran). Sold for demolition in India.



Chesapeake Belle (ex-Anangel Success, ex-Sun Crest, ex-Sanko Deneb). IMO 8307612. Bulk carrier. Length 183 m, 7,371 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Roymar Ship Management Inc (United States). Detained in 2010 in Limassol (Cyprus) and in 2012 in Paradip (India). Sold for demolition in India. 420 \$ per ton including 150 t of bunkers.



Clio (ex-Samsun Arahon, ex-Anangel Progress, ex-Channel Express). IMO 8715003. Bulk carrier. Length 225 m, 9,535 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Tsu (Japan) by NKK. Owned by Samsun Logix Corp (South Korea). Sold as is in South Korea for demolition in China. 360 \$ per ton including 530 t of bunkers.



Clio, in Vanino (Russia), August 2013 © **Andy Ru/Marinetraffic**

Dia Yuan (ex-Yick Shun, ex-Yick Sing). IMO 8025537. Bulk carrier. Length 187 m, 8,020 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Shimonoseki (Japan) by Hayashikane. Owned by Harmony Growing Ship (China). Detained in 2002 in Genoa (Italy). Sold for demolition in Bangladesh.



Diamond Moon (ex-African Camellia). IMO 8005719. Bulk carrier. Length 135 m, 3,253 t. Togolese flag. Classification society American Bureau of Shipping. Built in 1980 in Shimoda (Japan) by Shimoda Dockyard Co. Owned by GMZ Ship Management Co (Lebanon). Detained in 2010 in Las Palmas (Spain). Sold for demolition in India. 350 \$ per ton.



Eltem (ex-Meltem G, ex-Villach, ex-Akranes, ex-Fossnes, ex-Midiboy, ex-Brinknes). IMO 7009988. Bulk carrier. Length 123 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1970 in Vegesack (Germany) by Lurssen ; jumboized in 1974 and lengthened from 111 to 123 m. Owned by Yoska Management (Romania). Detained in 2003 in Lisbon (Portugal), in 2005 and 2006 in Izmit (Turkey), in 2008 in Iskenderun (Turkey) and in 2008 in Aliaga (Turkey). Sold for demolition in Turkey.



Eunice (ex-Poseidon V, ex-SLH Venus, ex-Amanda C, ex-Pacific Splendor, ex-Montgomery, ex-Orly). IMO 8217518. Bulk carrier. Length 188 m, 9,075 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Toyama (Japan) by Nipponkai. Owned by Fortune Ocean Ship Management Co (China). Detained in 2005 in Tokuyama (Japan), in 2006 in Antwerp (Belgium), in 2007 in Torre Annunziata (Italy) and in 2010 and 2013 in Lianyungang (China). Sold for demolition in China. 318 \$ per ton.



Fatahur Rahman (ex-Savannah Belle, ex-Atlantis Charm, ex-Eurasian Charm, ex-Castano, ex-Sunstars, ex-Azurite). IMO 8105753. Bulk carrier. Length 164 m, 5,781 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Silvia Shipmanagement (Singapore). Detained in 2009 in New Orleans (United States), in 2010 in Mumbai (India) and in 2012 in Vishakhapatnam (India). Sold for demolition in India.



Fatema Jahan (ex-*F Jahan*, ex-*Free Champion*, ex-*Eastern Glory*, ex-*Canon Trader*, ex-*Marco Star*, ex-*Al Mujeeb*). IMO 8128688. Bulk carrier. Length 191 m, 8,900 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1985 in Jacuacanga (Brazil) by Verolme do Brasil. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2003 in Liverpool (United Kingdom), in 2011 in Quangninh, (Vietnam) and in 2012 in Novorossiysk (Russia). Sold for demolition in Bangladesh.



Fatema Jahan in Istanbul (Turkey), August 2013 © Frank Behrends



Fu Sheng Hai (ex-*Okyalos*, ex-*Thia Matina*). IMO 9071703. Bulk carrier. Length 216 m. Panamanian flag. Classification society RINA. Built in 1993 in Nikolayev (Ukraine) by Okean. Owned by Wanfu Shipmanagement (China). Detained in 2004 in Baton Rouge (United States) and in 2012 in Xiamen (China). On July 1st 2013, the ship was en route from Lianyungang (China) bound for Busan (South Korea) with a cargo of plywood and steel. She ran aground on Saeng-do Island, a few miles off the Korean coast. The crew was safe. The Busan Port Authorities sent rescue vessels to re-float the ship but on July 6th, the bulker broke in two. The forepart sank at a depth of 30 m. The aft part was towed to Busan at Orient Shipyard: it is being dismantled.



Saeng-do Island, South Korea © V Tonic



August 27th 2013 © Lappino



September 29th 2013 © Lappino

Getwin (ex-Bulk *Seahawk*, ex-*Militos*). IMO 8025135. Bulk carrier. Length 225 m, 11,459 t. Deflagged from Panama to Saint-Kitts for her last voyage as *Win*. Classification society Panama Maritime Documentation Services. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Global Growing Navigation SA (Taiwan). Sold for demolition in Bangladesh. 412 \$ per ton.



Getwin completed loading coal at Adang bay, Indonesia, July 2012 © nasution



Glorious Rena (ex-Far Eastern Grain). IMO 8509428. Bulk carrier. Length 224 m, 10,400 t. Bahamian flag. Classification society Bureau Veritas. Built in 1987 in Mihara (Japan) by Koyo Dockyard. Owned by Trojan Maritime (Greece). Detained in 2003 in Port Adelaide (Australia). Sold for demolition in Bangladesh. 420 \$ per ton.



Glorious Rena in Antwerp (Belgium), June 2006, © Stan Muller

Golden Star (ex-Ocean Wave, ex-Silver Arrow, ex-Yuhoh, ex-Houyu). IMO 8323848. Bulk carrier. Length 160 m, 5,540 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1980 in Usuki (Japan) by Minami-Nippon. Owned by VOSCO (China). Sold for demolition in Vietnam.



Grand Way. IMO 9077264. Bulk carrier. Length 190 m. Hong Kong flag (China). Classification society Det Norske Veritas. Built in 1994 in Okpo (South Korea) by Daewoo SB & HM. Owned by COSCO (China). Detained in 2012 in Vishakhapatnam (India). Sold for demolition in Xinhui (China).



Green Forest (ex-Gyn Yoh). IMO 8812693. Wood chips carrier. Length 199 m, 8,624 t. Tuvaluan flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Oshima (Japan) by Oshima Shipbuilding. Owned by Asia Pacific Management (Singapore). Detained in 2003 in Whangarei (New Zealand) and Bell Bay (Australia). Sold for demolition in India. 407 \$ per ton.



H Pioneer (ex-Dora, ex-Hope, ex-Hope I, ex-Bella Dan, ex-Nosira Madeleine). IMO 8024076. Bulk carrier. Length 188 m, 6,807 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 1998 in Thunder Bay (Canada), in 2000 in Singapore, in 2002 in Montreal (Canada) and Iquique (Chile), in 2003 in Rotterdam (Netherlands), in 2011 in Lirquen (Chile) and in 2012 in Castellon de la Plana (Spain). Sold for demolition in Pakistan. 400 \$ per ton including a working spare bronze propeller.



Hong Xin Angel (ex-Yick Luck). IMO 8029430. Bulk carrier. Length 190 m, 8,127 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by Zhong Xin Marine Co Ltd (China). Sold for demolition in Bangladesh.



Hong Xin Angel, Puerto de La Luz y Las Palmas, Las Palmas, (Canary Islands), July 2010 © Charran

Huikanghai (ex-Samarinda). IMO 9039042. Bulk carrier. Length 270 m, 22,532 t. Panamanian flag. Classification society China Classification Society. Built in 1994 in Dalian (China) by Dalian New SB. Owned by Qingdao Huiquan Shipping Co (China). Detained in 2002 in Qinhuangdao (China). Sold for demolition in China. 375 \$ per ton.



Huzur 1 (ex-Sinem S, ex-Epi, ex-Epic, ex-Aepia, ex-Korean Jade). IMO 7720702. Bulk carrier. Length 151 m, 5,291 t. Deflagged from Turkey to Cook Islands. Classification society Bulgarski Koraben Registar. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Emiroglu Deniz Nakliyatı (Turkey). Detained in 2001 in Harwich (United Kingdom), in 2007 in Novorossiysk (Russia), in 2008 in Koper (Slovenia), in 2010 in Yuzhny (Ukraine) and in 2013 in Novorossiysk again. Sold for demolition in India. 395 \$ per ton.



HW Peace (ex-Swift, ex-Jedi Knight, ex-Pink Sands, ex-Sanko South). IMO 8307064. Bulk carrier. Length 188 m, 7,329 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Xiamen Lianghui (China). Detained in 2000 in Vancouver (United States), in 2007 in Fredrikstad (Denmark) and in 2009 in Bandar Abbas (Iran) and Guangzhou (China). Sold for demolition in Bangladesh. 375 \$ per ton.



Shanghai, August 2011 © Marine Traffic

Infinite Power (ex-Fair Wind, ex-Panamax Power, ex-Sotiras, ex-Co-Op Express I). IMO 8115289. Bulk carrier. Length 210 m, 11,018 t. Panamanian flag. Classification society RINA. Built in 1982 in Maizuru (Japan) by Hitachi. Owned by Glory Ships Co (China). Detained in 2000 in Newcastle (Australia), in 2003 in Beihai (China) and in 2011 in Tianjin (China). Sold for demolition in Bangladesh.



Intercrown (ex-Duck Fortune, ex-Hua Hui, ex-Hua Dong, ex-Sylvia, ex-China Power, ex-Bergen Pride, ex-Chimo). IMO 7929334. Bulk carrier. Length 164 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1981 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Akoa Ltd (China). Detained in 2004 in Baie Comeau (Canada), in 2005 in Ambarli (Turkey), in 2010 in Durban (South Africa) and in 2011 in Shanghai (China). Sold for demolition in Jiangyin (China).



J. Friend (ex-Maratha Prudence). IMO 8110291. Bulk carrier. Length 177 m, 7,523 t. Hong Kong flag. Classification society China Classification Society. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Jiangsu Ocean Shipping Co Ltd (China). Detained in 2011 in Ashdod (Israel). Sold for demolition in China by Zhangjiagang Scrapyard. 360 \$ per ton.



Kiran Atlantic (ex-David Agmashenebeli, ex-Skarland, ex-Nacional Funchal). IMO 7713137. Bulk carrier. Length 193 m, 8,737 t. Turkish flag. Classification society Bureau Veritas. Built in 1985 in Setubal (Portugal) by Setenave. Owned by Pasifik Gemi Isletmeciligi ve Ticaret AS (Turkey). Detained in 1999 in Valencia (Spain), in 2000 in Antwerp (Belgium) and in 2012 in Novorossiysk (Russia). Sold for demolition in India. 395 \$ per ton.



At Ust Luga, gulf of Finland, Russia, February 2011
© Andac Ciftcioglu©



Kiran Atlantic in Montoir, Nantes-St Nazaire (France), July 2012 © Christian Plagué

Kiran Pacific (ex-A Tsereteli, ex-Akaki Tsereteli, ex-Kingland, ex-Nacional Figueira). IMO 7713149. Bulk carrier. Length 193 m, 8,748 t. Turkish flag. Classification society Bureau Veritas. Built in 1986 in Setubal (Portugal) by Setenave. Owned by Pasifik Gemi Isletmeciligi ve Ticaret AS (Turkey). Detained in 2003 in London (United Kingdom) and in 2008 in Nikolayev (Ukraine). Sold for demolition in India. 395 \$ per ton.



Korni (ex-Bremer Uranus, ex-Argus, ex-Tor Humber, ex-Ronan). IMO 7012571. Bulk carrier. Length 76 m. Norwegian flag. Classification society Bureau Veritas. Built in 1978 in Husum (Germany) by Husumer Dock und Reparatur GmbH & Co Kg;



general cargo converted to bulker in 1991. Owned by West-Trans Shipping AS (Norway). *Korni* has been laid up since 2010 and was used as a floating storage in Haugesund (Norway); in September 2013, she was towed to Grenaa, Denmark to be demolished by Fornæs Shipbreaking.

Korni arriving Grenaa, September 29th 2013
© Bendt Nielsen

Lindesay Clark. IMO 8407424. Bulk carrier. Length 184 m, 6,726 t. Australian flag. Classification society American Bureau of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai HI. Owned by Alcoa of Australia (Australia). Sold for demolition in China. 365 \$ per ton.

Lok Pratap. IMO 8126783. Bulk carrier. Length 185 m, 7,411 t. Deflagged from India to St. Kitts & Nevis for her last voyage as *Om Pratham*. Classification society Indian Register of Shipping. Built in 1993 in Visakhapatnam (India) by Hindustan. Detained in 2000 in Kwinana (Australia). Owned by SCI – Shipping Corporation of India (India). Sold for demolition in India.

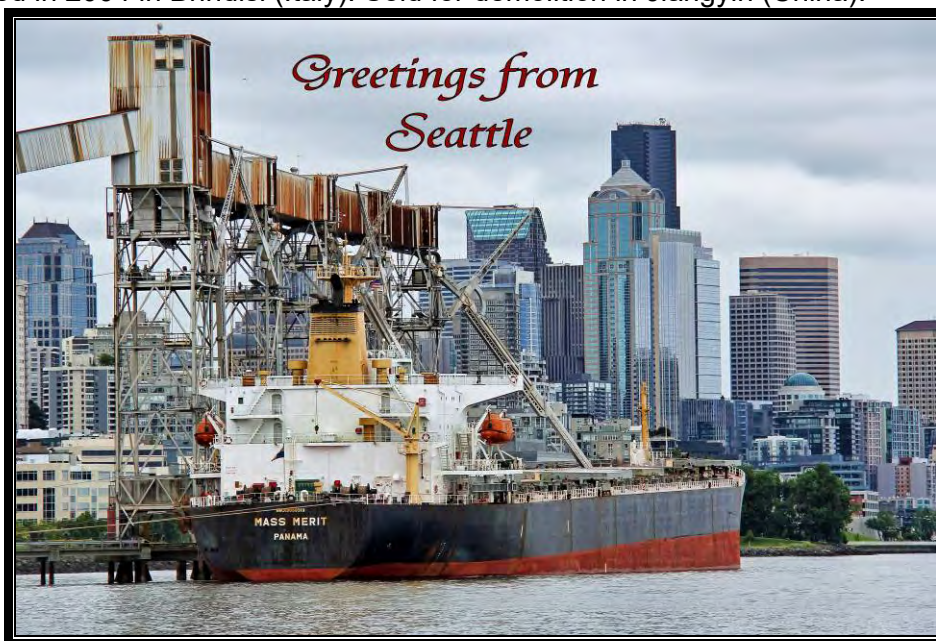


Lok Pratap, September 2012 © Lakhtikov Dmitriy

Lucky Mineral (ex-*Aviona*, ex-*Qui Gon Jinn*, ex-*Ma Shan Hai*). IMO 8322935. Bulk carrier. Length 189 m, 9,291 t. Deflagged from Indonesia to Tuvalu for her last voyage as *Moon*. Classification society International Ship Classification. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Detained in 2001 in Quebec (Canada), in 2006 in Bandar Khomeini (Iran), in 2009 in Tianjin (China) in 2010 in Haikou (China) and Quanzhou (China) and in 2011 in Quangninh (Vietnam) and Guangzhou (China). Sold by her Indonesian owner to the Singapore-based Asia Pacific Management prior to her departure for demolition in India.



Mass Merit. IMO 9050319. Bulk carrier. Length 225 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (China). Detained in 2004 in Brindisi (Italy). Sold for demolition in Jiangyin (China).



July 2012 © Kyle Stubbs

Maxi Brazil (ex-*Glory Brazil*, ex-*Waterman N*, ex-*Hyundai Giant*). IMO 8404147. Bulk carrier VLOC. Length 329 m, 31,984 t. Domenica flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Tech Project LLC (Ukraine). Sold as is in Singapore for demolition in Pakistan. 403 \$ per ton including a spare propeller and sufficient bunkers for the voyage.



Waterman N, Guanabara Bay in Rio de Janeiro (Brazil), May 2005 © Edson de Lima Lucas



Maxi Brazil, September 12th 2013, Gadani © Shahid

May Jasmine (ex-*Shen Ming Hong 7*, ex-*Lastos*, ex-*Marine GR*, ex-*Lider*, ex-*Ozgun Aksoy*, ex-*Milos*, ex-*Golden Mizushima*, ex-*Fofoa*). IMO 8117122. Bulk carrier. Length 190 m, 8,426 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Junhan Marine Co (China). Detained in 2011 in Guangzhou (China) and in 2012 in Xiamen (China). Sold for demolition in Bangladesh. 364 \$ per ton.



Mevlana (ex-*Lady Hind*, ex-*Aikaterini L*, ex-*Tropeoforos*, ex-*Ulonian Sailor*, ex-*Keiyo Maru*). IMO 7610749. Bulk carrier. Length 150 m, 4,812 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Onishi (Japan) by Kurushima. Owned by Emiroglu Deniz Nakliyatı (Turkey). Detained in 1998 in Ravenna (Italy), in 2005 in Novorossiysk (Russia) and in 2010 in Damietta (Egypt). Sold for demolition in India. 395 \$ per ton.



Mevlana, southbound in the Bosphorus, June 2010 © Wil Weijsters

Murat Kiran (ex-Oriental Ferm, ex-Sanko Leo). IMO 8314988. Bulk carrier. Length 180 m, 7,135 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Pasifik Gemi (Turkey). Detained in 2004 in Vlissingen (Netherlands) and Gladstone (Australia) and in 2009 in Yuzhny (Ukraine). Sold for demolition in Bangladesh. 405 \$ per ton.



April 2012, *Murat Kiran* outbound from Tilbury Dock (United Kingdom) with scrap for India. October 2013, the ship is being scrapped in Bangladesh. © Ken Smith

Mytheas (ex-*Leader 1*, ex-*Leader*, ex-*Arcadia*, ex-*Ocean Wind*). IMO 8026672. Bulk carrier. Length 198 m, 6,921 t. Maltese flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga Spain) by AESA. Owned by Seatrans Management Enterprises (Greece). Detained in 1999 in Hull (United Kingdom) and Antwerp (Belgium), in 2011 in San Lorenzo (Argentina), in 2012 in Isthmia (Greece) and in 2013 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 387 \$ per ton.



Mytheas, in Piraeus (Greece), June 2012 © Dennis Mortimer

Navigator M (ex-*Pontokratis*). IMO 8000252. Bulk carrier. Length 180 m, 6,559 t. Panamanian flag. Classification society Turk Loydu. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by Mallah Ship Management (Greece). Detained in 2012 in Dumai (Indonesia). Sold for demolition in India. 400 \$ per ton.



Nirmal Priti (ex-*Noa*, ex-*Soarer Adonis*). IMO 8317461. Bulk carrier. Length 186 m, 8,090 t. Panamanian flag. Classification society RINA. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Binny Ship Management Ltd (India). Detained in 2004 in Velsen (Netherlands). Sold for demolition in India. 380 \$ per ton.



Ocean Sound (ex-Prince of Ocean). IMO 9008720. Wood chips carrier. Length 195 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2003 in Brake (Germany) and in 2013 in Zhanjiang (China). Sold for demolition in Xinhui (China).



Pacific Banghu (ex-Salinthip Naree, ex-Plover, ex-Cosmos). IMO 8202551. Bulk carrier. Length 153 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Kochi (China) by Shin Yamamoto. Owned by Pacific King Shipmanagement Pte Ltd (Singapore). Detained in 1999 in Baie Comeau (Canada), in 2007 in Cardiff (United Kingdom), in 2009 in Bandar Abbas (Iran) and Guangzhou (China), in 2010 in Bandar Abbas again, in 2012 in Guangzhou again and in 2013 in Zhangjiagang (China). Sold for demolition in Zhangjiagang (China).



Palaemon (ex-Vitafaith, ex-Kowulka). IMO 8311091. Bulk carrier. Length 168 m, 7,440 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Mackem Management SA (Greece). Sold for demolition in India.



Palaemon at Perama shipyards, Piraeus (Greece), January 2012
© Dennis Mortimer

Panos Creation (ex-Great Creation). IMO 9175456. Bulk carrier. Length 175 m. Marshall Islands flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Hudong Shipyard. Owned by Quantum Shipping Ltd (Greece). Detained in 2009 in Saint Petersburg (Russia). Sold for an unknown destination of demolition.



Pelagos (ex-Ariston, ex-Liberty Victory ex-Bluebell). IMO 8300509. Bulk carrier. Length 190 m, 8,117 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Mihara (Japan) by Koyo DY Co. Owned by Mackem Management SA (Greece). Detained in 1999 in Long Beach (United States), in 2004 in Port Lincoln (Australia), in 2008 in Cartagena and Algeciras (Spain) and in 2013 in Novorossiysk (Russia). Sold for demolition in Jiangyin (China).



Peng Fa (ex-Yick Fat). IMO 8029416. Bulk carrier. Length 190 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by COSCO (China). Detained in 2005 in Holy Point (Australia). Sold for demolition in Jiangyin (China).



Peng He (ex-Richway). IMO 8103444. Bulk carrier. Length 193 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Sasebo (Japan) by Sasebo H.I.. Owned by COSCO (China). Sold for demolition in Jiangyin (China).

Peng Xiang (ex-Yick Hing). IMO 8028620. Bulk carrier. Length 187 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Shimonoseki (Japan) by Hayashikane. Owned by COSCO (China). Sold for demolition in China by Xiasha Scrapyard.

Princess Lioness (ex-*Chios Star*, ex-*Sea Crown*, ex-*Western Shield*, ex-*Southern Jay*). IMO 8309452. Bulk carrier. Length 186 m, 8,376 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Hermes Maritime Services Pvt Ltd (India). Sold for demolition in Pakistan.

Princess Lioness



October 2012, anchored in Mina Saqr, United Arab Emirates © Snip

Beached in Gadani (Pakistan), September 12th 2013 © Shahid

Qing Ping Hai (ex-*Qing Ping*, ex-*Vinca*, ex-*Tristar Venture*, ex-*Neo Honeysuckle*, ex-*Sanko Honeysuckle*). IMO 8308915. Bulk carrier. Length 185 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by COSCO (China). Sold for demolition in Jiangyin (China).

In Shakhtersk (Sakhalin, Russia), June 2013 © Osipov Igor



Quan Zhou Hai. IMO 8023955. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Tianjin Tianhui Shipping (China). Sold for demolition in Jiangyin (China).



Richelieu (ex-*Lake Erie*, ex-*Federal Ottawa*). IMO 7901150. Bulk carrier. Length 222 m, 7,304 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Hoboken (Belgium) by Cockerill. Owned by CSL Group (Canada). Sold for demolition in Turkey. 320 \$ per ton.



The bulker *Richelieu* at the south end of the Welland Canal (Canada / United States), April 2011 © www.Shipphotos.com

Rodlo. IMO 8219334. Bulk carrier. Length 195 m, 8,888 t. Deflagged from Malta to Cook Islands for the end of her career. No classification society according to her last Port State Control. Built in 1985 in Szczecin (Poland) by A.Warskiego Szczecinska. Detained in 2005 in Hamburg (Germany). Sold in April 2013 by her Polish owner Polsteam to the Turkish Bergen Denizcilik Ltd Sti, the ex *Rodlo* renamed *Minelkar* was finally beached for demolition in Bangladesh in September 2013. 392 \$ per ton.



In Istanbul, just before being renamed, April 2nd 2013 © Ahmet Serhat Yazici

Sea Eagle (ex-*Vinashin Eagle*, ex-*Flecha*, ex-*Clipper Star*, ex-*Microba*, ex-*Hutland Venture*). IMO 8022456. Bulk carrier. Length 228 m, 11,990 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Vinashin (Vietnam). Detained in 2001 in Melbourne (Australia) and in 2003 in Port Lincoln (Australia). Sold for demolition in China. 338 \$ per ton including 500 t of bunkers. Immobilized for the last two years in Zoushan shipyards for unpaid bills.



Sea Way (ex-*Pomorze Zachodnie*, ex-*Ziemia Tarnowska*). IMO .8207783. Bulk carrier. Length 180 m, 6,622 t. Belizean flag. Classification society Det Norske Veritas. Built in 1985 in Avellaneda (Argentina) by Alianza. Owned by Sadent Shipping Ltd (Ukraine). Detained in 2003 in Ghent (Belgium) and in 2013 in Castellon de la Plana (Spain). Released from the latter detention subject to repair works, the *Sea Way* failed to call at the indicated repair yard and was therefore banned from European harbours under the European Union directive on Port State Control. In the wake, she was sold for demolition in Pakistan.



Arriving Odessa (Ukraine), November 2011 © P.Polosa



beached in Gadani, August 28th 2013 © Shahid

Shou Chang Hai. IMO 8316508. Bulk carrier. Length 189 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Imari (Japan) by Namura. Owned by COSCO Bulk (China). Sold for demolition in China in Taizhou.

Sider Faioch (ex-*Aristeos*, ex-*John G Lemos*, ex-*Tropic Confidence*, ex-*Centa Dan*, ex-*Cinchona*). IMO 8602555. Bulk carrier. Length 144 m. Italian flag. Classification society Bureau Veritas. Built in 1986 in Osaka (Japan) by Osaka Zosensho. Owned by Sider Navi SpA (Italy). Detained in 2006 in Koper (Slovenia). Sold for demolition in Turkey.



In Split (Croatia), October 2009 © Siniša Aljinović

Sierra Guardian. IMO 9140346. Wood chips carrier. Length 209 m, 9,164 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Oshima (Japan) by Oshima SB. Owned by Ocean Woodland Shipping Co Ltd (Japan). Sold for demolition in China. 358 \$ per ton.



Sierra Guardian in Mari (Spain), January 2010 © Angel Luis Godar Moreira

St. Iakov (ex-*Borzna*, ex-*Berezovka*, ex-*Georgiy Bernachuk*, ex-*Anita*). IMO 8320377. Bulk carrier. Length 179 m, 7,530 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Unimor Shipping Agency (Ukraine). Detained in 2003 in Hong Kong (China), in 2006 in Bilbao (Spain), in 2008 in Fredrikstad (Norway), in 2011 in Mumbai (India) and in 2013 in Alexandria (Egypt). Sold for demolition in Pakistan.



St. Iakov in Zhangjiagang, China, September 2011 © Vitaliy Kharchenko



In Gadani, 2013 © Shahid



Stellar Wind (ex-Bravo, ex-Moon Sea, ex-Farland, ex-Midas, ex-New Sophia, ex-New Sovereign, ex-Sanko Sovereign). IMO 8307143. Bulk carrier. Length 179 m, 6,616 t. Liberian flag. Classification society Nippon Kaiji Kyoka. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Cleopatra Shipping Agency Ltd (Greece). Detained in 2011 in New Orleans (United States). Sold for demolition in Bangladesh. 356 \$ per ton.



Stellar Wind, July 2011 in Perama (Greece) © Dimitrios

Sun Pacific (ex-Alamo, ex-Peonia, ex-Sun Pacific II, ex-Sun Pacific). IMO 8202032. Bulk carrier. Length 161 m, 6,878 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Hermes Maritime Services Pvt Ltd (India). Sold for demolition in Pakistan.



Panama Canal, April 2005 © foggy



Gadani beach, August 28th 2013 © Shahid

Sunrise1 (ex-Serenity, ex-Maizuru Maru). IMO 7352335. Ore carrier. Length 224 m, 12,675 t. Deflagged from India to Comoros for her last voyage. Classification society Indian Register of Shipping. Built in 1974 in Maizuru (Japan) by Hitachi. Owned by Salgaocar Mining Industries (India). Iron ore mining is the core business of the company which also operates a fleet of vessels for its iron ore exportation. The *Swatirani*, another ship of the Salgaocar group, used as a transshipping vessel, was broken up in 2012: she was the eldest ship in [Ship-breaking # 28](#) p 50. Sold for demolition in India.



Sunrise 1 anchored off Colombo (Sri Lanka), August 2011 © Tykemariner

Tai Cang Hai. IMO 8318283. Bulk carrier. Length 186 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin (China).

Taunton (ex-*Marine Crusader*). IMO 8500525. Bulk carrier. Length 300 m, 24,005 t. Deflagged from Bermuda to Liberia for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1986 in Oppama (Japan) by Sumitomo HI. Sold by her British owner Zodiac Maritime to a Liberia-based shell company prior to her departure for demolition in China. 381 \$ per ton including 500 t of bunkers.



Taunton, seen at East China Sea, July 2007 © Ivan Meshkov

Thepsupharat (ex-*Thepparat*, ex-*S1 Moon*, ex-*Ocean Duke*, ex-*Cebu*, ex-*Zambesi*, ex-*Irazu*, ex-*Swift Wings*, ex-*Usuki Pioneer*). IMO 8304373. Bulk carrier. Length 162 m, 6,336 t. Deflagged from Thailand to Tuvalu for her last voyage as *Thepsu*. No classification society according to her last Port State Control. Built in 1984 in Saiki (Japan) by Usuki Tekkosho. Owned by Top Siam Marine Co Ltd (Thailand). Detained in 1999 in Long View (United States) and Szczecin (Poland), in 2011 in Kandla (India), in 2012 in Nantong (China) and in 2013 in Ulsan (South Korea). Sold for demolition in Bangladesh.

For the first ten years of her career, the ship has been sailing with a combined propulsion, diesel oil and wind. See the chapter "The END: Sails... and Diesel" p 80.



Swift Wings departing Hobart (Tasmania, Australia) November 1990, with her sails opened © Keith Edney



S1 Moon © Igor Kurort

Tong Shan Hai. IMO 8025551. Bulk carrier. Length 176 m, 7,623 t. Chinese flag. Classification society China Classification Society. Built in 1983 in Shiogama (Japan) by Tohoku SB Co. Owned by COSCO (China). Detained in 1997 in Fredericia (Denmark). Sold for demolition in Xinhui (China).



Tong Shan Hai, in Singapore, February 2008 © Franck Först

Tor (ex-*Kotor*, ex-*Ocean Steelhead*). IMO 8118621. Bulk carrier. Length 175 m, 6,342 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Gamma Denizcilik Nakliyat (Turkey). Detained in 2004 in Naples (Italy). Sold for demolition in Pakistan.



Kotor, on May 17th 2012 in Hook of Holland, (Netherlands)
© Michael Neidig



Tor in Gadani on September 4th 2013 © Shahid

Trinidad. IMO 7525504. Bulk carrier. Length 156 m, 5,107 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Mukaishima (Japan) by Hitachi. Owned by International Shipping Group & Trading Ltd (Turkey). Detained in 2003 in Vasto (Italy). Sold for demolition in India.



Tropical Searoad. IMO 8818790. Wood chips carrier. Length 130 m, 4,884 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Onishi (Japan) by Shin Kurushima. Owned by Kawasaki Kinkai Kisen KK (Japan). Sold for demolition in China. 315 \$ per ton.

Uco XXX (ex-*Carissa Star*, ex-*Grand Zodiac*). IMO 7374060. Wood chips carrier. Length 183 m, 9,095 t.



Bahrain flag. Classification society Bureau Veritas. Built in 1975 in Osaka (Japan) by Mitsui. Owned by Uco Marine Contracting Wll (Bahrain). Detained in 2006 in Bandar Khomeini. Sold as is in Bahrain for demolition in India where she arrived as *Loop*. 346 \$ per ton.



Uco XXX, anchored in Manama, Bahrain. October 2010
© Knut Helge Schistad

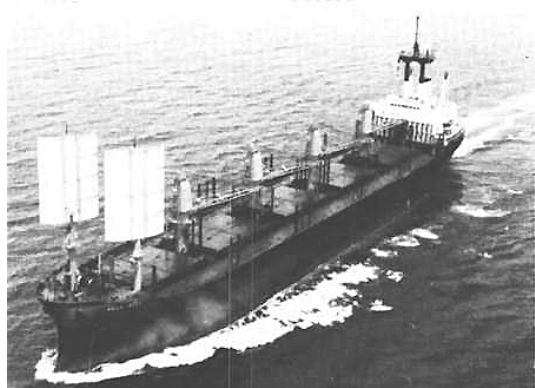
Vasos (ex-*Orient Alliance*, ex-*Partagas*, ex-*Polycarp*). IMO 8902802. Bulk carrier. Length 270 m, 18,800 t. Deflagged from Malta to Liberia for her last voyage. Classification society Det Norske Veritas. Built in 1990 in Chiba (Japan) by Mitsui. Owned by Goldenport Shipmanagement (Greece). Detained in 2011 in Gladstone (Australia). Sold for demolition in Bangladesh. 407 \$ per ton.



Vasos in Piraeus (Greece), September 2008
© Dennis Mortimer



Wan Tai (ex-*Merida*, ex-*Galvanic*, ex-*Hua Tu*, ex-*Aqua City*). IMO 8313037. Bulk carrier. Length 180 m, 6,931 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Tsurumi (Japan) by Nippon Kokan. Launched as a sail-assisted ship: see the chapter « The END: Sails... and Diesel» p 80. Owned by Wan Jia International Shipping & Trading (China). Sold for demolition in Bangladesh. 355 \$ per ton.



Aqua City, in the 80s ©



June 2011, *Merida* in Vungtau (Vietnam) © Andreas Spörri

Welly II (ex-*Enforcer*, ex-*Western Trust*, ex-*Western Traveller*, ex-*Norbella*). IMO 8029703. Bulk carrier. Length 193 m, 10,308 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Way-East Shipping Agency Co Ltd (Taiwan). Detained in 2000 in Tokuyama (Japan) and Port Adelaide (Australia), in 2002 in Port Lincoln (Australia), in 2003 in Lisbon (Portugal) and in 2009 in Rizhao (China). Sold for demolition in Xinhui (China). 365 \$ per ton.



Wen Zhou Hai. IMO 8023943. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1982 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Tianjin Tianhui Shipping (China). Sold for demolition in Jiangyin (China).



West Lake (ex-*Tourlotti*, ex-*BMS Tourlotti*, ex-*Sea Conqueror*, ex-*Verner*, ex-*Sanko Cedar*). IMO 8316259. Bulk carrier. Length 188 m, 7,354 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Toyohashi (Japan) by Kanasashi Zosen. Owned by COSCO (China). Sold for demolition in Bangladesh. 380 \$ per ton.



West Sky (ex-*Solway*, ex-*Dixie*, ex-*Solway Firth*, ex-*Solway Fisher*). IMO 6810201. Bulk carrier. Length 90 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1968 in Deest (Netherlands) by Van der Werf. Owned by Arabella Enterprise (Canary Islands, Spain). Detained in 2000 in Haugesund (Norway), in 2004 in Les Sables d'Olonne (France), in 2005 in Setubal (Portugal) and in 2013 in Las Palmas (Spain). Sold for demolition in Turkey.



West Sky arriving Figueira (Portugal), September 2011. © Joao Viana

Xiang An (ex-*Levantes A*, ex-*Korean Pigeon*). IMO 7712688. Bulk carrier. Length 170 m, 7,469 t. Deflagged from Panama to Comoros for her last voyage as *Tango*. Classification society Inter maritime Certification Services. Built in 1979 in Pusan (South Korea) by Korea SB & E Corp. Detained in 2001 in Port Kelang (Malaysia), in 2008 in Tianjin and Fuzhou (China) and in 2012 in Onomichi (Japan). In June 2013, she was sold as is in Singapore by her Chinese owner Lianghui Shipmanagement to Ullib Shipping Inc, a St. Kitts & Nevis-based shell company just prior to her departure for demolition in India. 370 \$ per ton including 150 t of bunkers.



Xiang An in Kawasaki (Japan), January 2013-© T.K.S

Xinyuan Hai (ex-*Lowlands Sunrise*). IMO 8511990. Bulk carrier. Length 290 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Sakaide (Japan) by Kawasaki. Owned by COSCO Bulk (China). Sold for demolition in Xinhui (China).



Loading coal at Newcastle terminal (Australia), December 2010 © Rick Banyard

Zhong De (ex-*Naxos*, ex-*Visayan Glory*, ex-*Balder Fortuna*). IMO 8118360. Bulk carrier. Length 160 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Onishi (Japan) by Kurushima. Owned by IMU Ship Management Pte Ltd (Singapore). Detained in 2007 in Belfast (United Kingdom) and in 2009 twice in Kandla (India). Sold for demolition in Jiangyin (China).



Zhong De on the river Yangtze, January 2012 © Vladimir Knyaz

Cement carrier

Cementina (ex-Cemking, ex-Kabedi, ex-Curlew, ex-Halliburton, ex-Cementine). IMO 5067077. Cement carrier. Length 76 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1960 in Langesunds (Norway) by Langesunds MV A/S; jumboized in 2004 and lengthened from 64 to 76 m. Owned by Dudman Group Ltd (United Kingdom). Detained in 1999 in Hull (United Kingdom), in 2000 in Goteborg (Sweden), in 2003 in Truro (United Kingdom), in 2004 in Sheerness (United Kingdom) and in 2007 in Chatham (United Kingdom). The *Cementina* was blacklisted among the 66 ships banned from the European harbours by the European Commission in December 2002 after the *Prestige* disaster; by then she was flying the Hondurian flag and ranked "very high risk". Banned from the European waters but still operated there until her demolition in Belgium.



Cementina, October 2011, inward on the Humber bound for Howdendyke (United Kingdom)
© Patrick Hill

at the Galloo Ghent Recycling facility formerly Van Heyghen Recycling (Belgium), on September 5th 2013 © MJHearn ©

Silo II (ex-Mara A, ex-Maria Dolores, ex-Sober, ex-Sorolla, ex-Baroja). IMO 7625043. Cement carrier. Length 187 m, 8,319 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1979 in Puerto Real (Spain) by Ast Espanoles (AESAs). Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2008 in Northfleet (United Kingdom) and in 2013 in Bandar Khomeini (Iran) and Asaluyeb (Iran). Sold for demolition in India.



The END Sails ...



The *Aqua City* made her first crossing of the Pacific Ocean in July 1984. When the bulk carrier's polypropylene sails are under good winds, the main Sumitomo- Sulzer engine is slowed down reducing fuel consumption of 30%. The *Aqua City* was the first and only sail-assisted cargo to fly the Panama flag.



Aqua City



Her Canadian charterer said he was « surprised by the spectacular results of the sails-diesel mixt propulsion ». Spectacular results but just as unpredictable as the winds. For the *Aqua City's* maiden voyage between Japan and Canada, the two sets of canvas sails held by steel rods at the front of the ship were opened for 3 days in one direction and 2 on the way back. During the second voyage they were used 11 out of the 13 days of the Japan-Canada crossing and the estimated amount of unspent fuel was worth 15 000\$.



The *Aqua City* was- since one must now accept to speak of her in past tense- one a series of 17 test ships, designed and built by Japanese engineers and shipyards in response to the 1973 oil crisis when the part spent for fuel in the global cost of maritime transportation became unbearable. To ensure its energy autonomy, Japan turned to nuclear on land and to wind sources on board its ships. The Land of the Rising Sun can be proud to have launched between 1980 and 1987 wind-driven chemical tankers, sailing tankers but also a ferry, bulk carriers, log bulk carriers, general cargo carriers and two fishing trawlers.



Usuki Pioneer, 1987 © Dennis J. Dubinsky



Shin Aitoku Maru

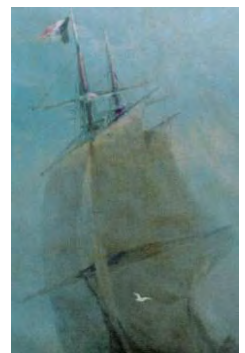


The sail area was on the *Aqua City* of 352 m² for a 173m length, on the small ferry *Hamanasu* of 54 m² for a 38.5m length, on the log bulk carrier *Usuki Pioneer* of 640 m² for a 152m length. The chemical tanker *Aitoku Maru* (66m long) had a 85m² sail area, the fishing trawler *Seiryō Maru n°1*, last of the series, launched in 1987, had 53m² for a length of 37m and the pioneer of the series, the tanker *Shin Aitoku Maru* 194 m² for a length of 66m.

... and Diesel

Out of these 17 ships at the same time revolutionary and a step back into the era of wind-powered ships, a computer on board commanded the use and orientation of the sails while adapting the engine's propulsion seeking a balance so as the ship remains at a steady speed.

After about ten years of service, all these innovations were countered by forces of inertia much more powerful than those of the wind and by the volatility of oil prices. Slowly but surely, the masts were taken down, the computers that drove them went next, and when they got to China and Bangladesh, the *Thepsupharat*, *Wan Tai* and *Jing Jiang*, ex *Usuki Pioneer*, *Aqua City* and *Yamakuni Maru* arrived without any distinctive marks, lost in the masses of sad cargo ships heading for demolition. 8 ships from this lost generation are still sailing, among which the *Shin Co-Op Maru*, that remained loyal to her name and owner, a 90m long tanker who initially had a 176m² sail area.

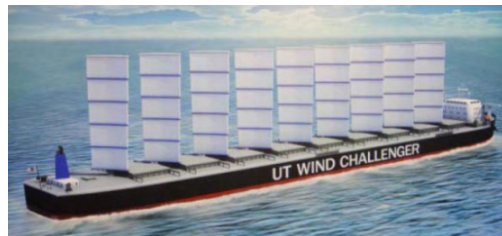


Shin Co-Op Maru in Calao (Peru),
Wind-sailing age © Artman

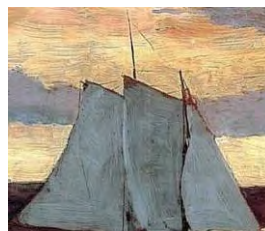


and in Balboa (Panama),
Diesel-sailing age © Foggy

Now, in symposiums, on Minister's desks and even at sea, grand and « revolutionary » projects are flourishing and would see come forth sail-assisted vessels provided they were subsidized and would be put in long term service if prices of a barrel of oil or a m³ of gas were to rise consistently.



Project by the University of Tokyo



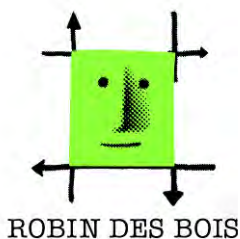
Illustrations

Winlow Homer, poète des flots - Musée d'Art Américain – Giverny
Aïvazovski, la poésie de la mer – Edition Thalia
La Planète Mer – Elisabeth Mann Borgese, Edition Seuil

Sources

A Semana; American Bureau of Shipping; Binnenschifferforum; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Central Commission for the Navigation of Rhine; Det Norske Veritas; EMSA-European Maritime Security Agency; European Parliament; Equasis; Fairplay; Falmouth Lifeboat; Germanischer Lloyd; Global Marketing Systems; Guardian (the); IANS-Indo-Asian News Service ; Ideal Gallego (EI); Indian Express (the); Indian Ocean Memorandum of Understanding; Interfax Ukraine; ITF – International Transport Worker Federation; Japan Daily Press (the); Japan Times (the); Kirai Net; Larvik Shipping AS; Lloyd's List; Lion Shipbrokers; Lloyd's Register of Ships; Maidencombe.net; Marin (le); Malaga Maritima; Marine Log; Marine Traffic; Marine-Marchande.net; Maritime Bulletin; Maritime-Executive (the); Maritime University of Szczecin (the); Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Mumbai Port Trust (the) ; Nacion (la); NAIJ; Nippon Kaiji Kyokai; Optima Shipbrokers; Philippine Daily Inquirer (the); Préfecture Maritime de l'Atlantique; Register-Guard (the); Reporters 365; Robin des Bois, peronnal sources and archives; Russian Maritime Register of Shipping; Salgaocar Mining Industries ; Shipspotting; Shipwrecklog ; Spokane Chronicle (the); Strait Times (the); Swiss-Ships; Tatano H. & Winoto SH. "On Sail-Assisted Ships in Japan"; Télégramme (le); Times of India (the); Tokyo Memorandum of Understanding ; Trade Winds; Tsavliris Salvage Group; Tug Boat Information; Tug Towing & Offshore Newsletter; United States Coast Guard; Vessel Tracker; Vietnam Register of Shipping; Voz de Lanzarote (la).

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ROBIN DES BOIS

November / December 2013
171 ships to be broken up. In a single file, they would form a **31 km** long convoy

34

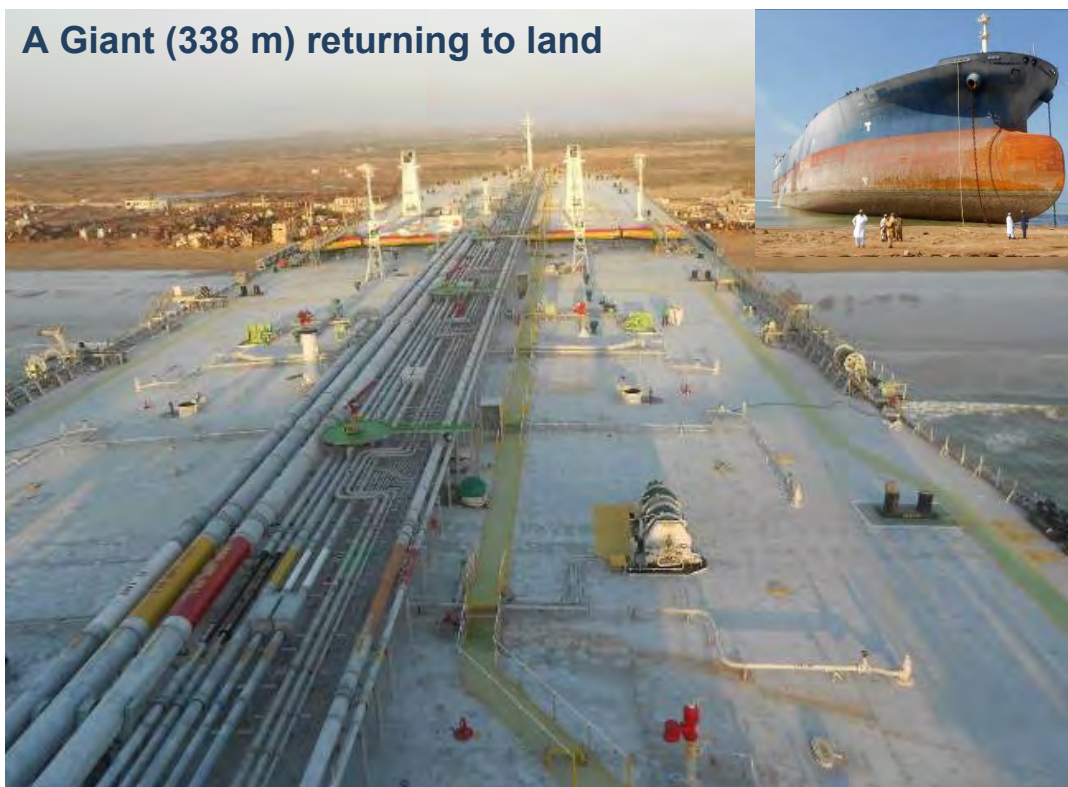
from November 1st to 31 December 31st 2013

Ship-breaking

Content :

Sentenced to breaking	1	Nuclear is not dead	12	General cargo	21
Demolition on the spot: <i>Edoil, Luno</i>	2	Overview: November 1 st to December 31 st	13	Container ship	32
Scrapping or sea-dumping	5	From <i>Matthias Claudius</i> to <i>Trader 2</i>	21	Reefer	37
Military vessels	5	The Black Page	31	Ro Ro	37
Letters to the Editor : <i>Ice Maiden I, Buccleuch, Willamette, Storis</i>	6	The END: the ex future Flotel <i>Ice Maiden I</i>	53	Cement carrier - bulker	39
US National Defense Reserve Fleet	9	(Fish) Factory ship	14	Offshore - tug	48
Alang, Bay of refuge for the German gas tankers	12	Chemical tanker	15	Car carrier	49
		Gas tanker	16	Heavy load carrier	50
		Oil tanker	17	Passenger ship	50

Sources 56



A Giant (338 m) returning to land

NASA *Unity* hits the beach in Gadani (Pakistan), November 5th, 2013 © **Shahid**

Sentenced to breaking

The *Abou Karim IV* (IMO 7711866) sails under Lebanese flag. When she boarded cows in Philadelphia mid-December 2013, American inspectors omitted noting certain deficiencies on the cattle carrier. Two weeks later, dead Holstein cows, their stomachs ripped open and their ears mutilated, beached on the Zealand Island in Denmark and in South Sweden in Ystadt. The cut stomachs and partial ear mutilation aim to sink the carcasses and, in case they still reached land or were caught by fishermen, to prevent identification. Some cows had their legs tied to make easier throwing them into the water. Others were killed by gun shot.



© Associated Press

First elements of the investigation point the finger towards the *Abou Karim IV* heading toward a port in Lithuania. During the second half of the trip, the cattle carrier was tossed and turned by winter storms and several cows died. Their bodies were thrown overboard, some of them landed on the shore. The *Abou Karim IV* is now sailing in the Mediterranean Sea heading for Beirut.

Built in 1978 as the *Oulmes*, a general cargo carrier, the ship was converted to a cattle carrier in 2011.



During her career she was notably operated under Cambodian, Georgian, Tanzanian flags before joining the Lebanese flag. Between 2012 and 2013, she has changed classification companies three times, the last since February 2013 being the marginal International Naval Surveys Bureau based in Greece, Bulgaria and Romania that specializes in accompanying commercial ships under the flags of Comoros, Togo, Sierra Leone and the Cook Islands. The International Naval Surveys is a specialist of last voyages.

It is forbidden to throw animal carcasses into sensitive maritime zones, particularly into the Baltic Sea but the ship-owner Khalifeh Shipping Line cannot be bothered with such details. Dead cows thrown into the sea while risking to infect maritime food chains causes less hassle than veterinarian controls at the port of arrival. With a full toll of more than 300 technical deficiencies over her inspections in ports of Europe and the United States, 4 non-conformities with regards to life on board and crew qualifications and 6 detentions in ports, the ex- *Oulmes*, *Leftallah*, *Atherton 1* should have been sent to demolition years ago. But when one cannot carry much, one can still carry animals.

Demolition on the spot (sequel):

Edoil



Edoil, December 2007 © Régis Zaia



Let us hope that ship breaking in Sète will take place with more care and evaluation of impact on marine environment than the silos demolition © Patoch 85

[Video of the silos demolition](#), March 27th, 2013 © Patoch 85

The *Edoil*, a chemical tanker sailing under the Tonga Isles flag, built in 1975 and re-affected to the transport of edible wet cargo, arrived in the port of Sète (France) in February 2003 to unload 1,000t of colza oil. Already signaled by the European Commission as a high risk ship and listed among the 66

ships banned from European waters for multiple detentions (5 in 5 years), she was once again immobilized by the Sète Security Center for about 30 deficiencies including failure of the electrical generator. The Greek ship-owner has vanished into the scenery, abandoning the crew of 3 Greek and 5 Pakistani sailors; they will be repatriated in June 2003 after surviving 5 months thanks to the solidarity from the seafaring community. The cargo was be retrieved by the buyer in Sète. A complaint filed by the International Human Rights Federation was shelved without pursuit.

End of December 2003, the ship was bought by another Greek ship-owner and re-named *Manolis I* but she will never be repaired and will continue to take up space in former oil basin. Over the years, several attempts to auction her off failed. At the last one in November 2013, the starting price was 30,000 euros. With no buyer, the *Edoil* was definitively bound for demolition, in situ and afloat in the port of Sète. Residue of hydrocarbons and bilge water were pumped; asbestos will be removed on site. Petrofer, a branch of Veolia, is in charge of the final cutting operations.

Except for a few tuna fishing vessels broken up on land in precarious conditions, this is a first for the Port of Sète but maybe not a last for other ships, orphans unable to navigate, are cluttering and polluting the basin waters. In any case, the crews were released only after long months of waiting. If the Port of Sète obtains termination of ownership rights for the ships, it would be able to attempt to sell them or scrap for metal on site or elsewhere.

The *Bni Nsar*, 42 years old, and the *Marrakech*, 28 years old, two ferry boats owned by the bankrupt Moroccan Comarit-Comanav, have been immobilized since January 2012. In July of this year, the *Biladi* belonging to the same ship-owner was sent to Aliaga (Turkey) for demolition. (See [Ship-breaking # 33](#), p 30).



Marrakech (December 2012) and *Bni Nsar* (December 2013) in Sète © Roland Delhaxhe

The chemical tanker *Rio Tagus* arrived in November 2010 with a cargo of urea; the ship-owner was based in Panama. The ship was detained for structural deficiencies and hull damage that caused ingress of water. The 12 sailors from Ghana, Egypt and Ukraine have remained on board for 4 months; one still is, in charge of surveillance. 3 years later the auctioning failed, despite a starting price set at a very low 195,000€. *The Rio Tagus* is 35 years old.



Rio Tagus in Sète (December 2012) © Roland Delhaxhe

Luno, the TK Bremen the other way round

It can reveal dangerous to let go a freighter when weather forecasts are very bad, when the ship holds deficiencies known of specialized databases, when navigation in the exit channel is declared difficult and finally when salvage and towing means immediately available are insufficient with regards to the present and to come state of the sea. The example of [the TK Bremen stranded on a beach in Erdeven](#) (Brittany) on December 16, 2011 after having drifted a whole night and left Lorient in the afternoon of the 15th is evidence of this.

It can also be dangerous to have entered, under bad sea conditions and into a harbour with the reputation of being difficult to access, a ship such as the *Luno* that also has been signaled for repeated deficiencies. Deficiencies concerning vital organs such as main and auxiliary propulsion engines had been reported in several European ports, notably Bayonne (March 2010, August 2012, and October 2012).

After pumping part of the fuel and after the other part was dispersed into the sea, remains to put in action the legal and technical means for ship demolition that necessarily will take place on site while avoiding dispersion of plastics, on board waste, neon lights and other toxic accessories.

A Prefectural order establishing guidelines for the demolition is expected. This should take in account feedback from the experience of the demolition of the *TK Bremen* on the site where she ran aground and ensure that metal scraps from cutting or metallic micro-residue left on the hull bottom will not be spread into the sea or the surrounding beaches.

Two years after the scrapping of *TK Bremen* and despite some screening operations, the grounding beach still hides metal pieces that surface from the hassled sand and become safety hazards for people. At the beginning of January 2014, a cut piece of metal over a meter long was uncovered. In the case of the *Luno*, a metal and steel carrier, surfers and bathers will be exposed to risks such as cuts and other wounds.



A resurgence of the *TK Bremen* in Erdeven, January 2nd, 2014, © Le Télégramme

Just as it had been planned to follow up the demolition of the *TK Bremen*, there must be a vigilance agreement, jointly signed by State, the town of Anglet, the agglomeration of Côte Basque-Adour (former agglomeration of communities Bayonne-Anglet-Biarritz) and the *Luno* ship-owner for the coming period aiming to gather the technical and financial means to recover all waste. Concerning the *TK Bremen*, such agreement never came into effect.



On the morning of February 5th, 2014, the *Luno* was heading to the entrance channel of the port of Bayonne (France). The storm Petra was raging. Before a tow line could be secured, the ship suffered a total electrical failure, went adrift and broke against the south dyke into two, then three pieces.

© Marine Nationale

Scrapping or sea-dumping, bis repetita placent

In January 2014, the Greek ocean salvage tug *Christos XXII* was not able to reach the French Harbour of Saint Malo (Brittany) with the towed vessel *Victoriaborg* which had a mechanic breakdown after storm Dick (See the press release "[Christos XXII, the rescue tug which brings bad luck](#)", January 14th, 2014). One year earlier, the same tug had failed to tow the German *Emsstrom*, an ex Coast Guard patrol ship devoted to the fishery survey and converted since 1977 to training ship. Following the closing down of Leer Training School, the *Emsstrom* had been sold to be beached and demolished in Aliaga, Turkey. The German State ships and German Navy ships show indeed a marked preference for Turkish breakers. While she was under tow and heading towards Turkey, the *Emsstrom* was the property of the Turkish demolition yard and it was a Turkey-flagged ship which sunk in 27 m of water off Torquay on the British shoreline. After a few months of monitoring, the wreck site was allowed to divers and the Lyme Bay Diving Club is running submarine tours there.



© Royal Navy



© Rodge Musselwhite



© Teign Diving Center

In spite of these repetitive failures in the exercise of her duty, *Christos XXII* was allowed to leave Saint Malo on January 16th, 2014, bound for the Mediterranean Sea. The name of her next victim is yet unknown. *Christos XXII* exemplifies the risk of towing towards remote demolition areas.

Military vessels

There is no European rule with regard to the fate of end-of-life military vessels and the practises of the different National Navies range from recycling in a European ship-dismantling yard to sea-dumping, to say nothing of the exportation to non European yards.

France

On December 11th, 2013 the French Navy announced to have awarded the contract for the dismantling of 6 vessels decommissioned in the 90s to the Belgian ship-breaking yard Galloo. It is estimated that on the whole, 13,000 tons of metal will be scrapped. The deliveries – the ships will be towed – are scheduled by the second part of 2014 and will be in accordance with the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal.

Considering the end-of-life saga of its aircraft carrier, the French Navy has since then been applying the Clemenceau Policy to its laid-up vessels: decommissioning and securing, inventory and cartography of hazardous substance and call for tenders only open to European petitioners. The ex-*Clemenceau* was dismantled in Hartlepool (United Kingdom), *Bouvet* in Ghent (Belgium) and *Saône*, *Argens*, and *Dives* in Toulon (France). The contract for the dismantlings of the helicopter carrier, training ship and Embassy of the French Navy *Jeanne d'Arc* and of the cruiser *Bouvet* should be awarded in the coming months. A coalition gathering multiple interests is wishing the *Jeanne* be sunken off Reunion Island for use as an artificial reef.

The trial of seven protagonists involved in the removal of asbestos from the ex aircraft carrier *Clemenceau* has been held in early February at the Marseille Trial Chamber. The 9 million € worth contract had been awarded by the French State to Ship Decommissioning Industry Corp (SDIC), subsidiary of the German conglomerate Thyssen Krupp. Which did not prevent the streams of subcontracts and irregularities regarding the asbestos management and the invoicing. The Panama-based SDIC had subcontracted the removal of asbestos to the Marseille-based Technopure. The tonnage of asbestos officially removed from the ex *Clemenceau* was higher than the tonnage actually landfilled: it appeared that 30 tons were missing. The seven defendants were charged with falsified invoices and misuse of public funds. A 4-year unconditional imprisonment and a 150.000 € fine were requested against the Technopure boss, a 3-year imprisonment, of which two years with suspension, against Briac Beilvert, then director of the SDIC, today ship broker/advisor and lecturer at the University of Nantes. The judgment will be delivered on March 24th.

Portugal

In Portugal, ship-breaking is going wrong (see [Ship-breaking # 33](#), p 4) or ships are sea-dumped. The Portuguese Navy has “given off” four ships to an association promoting tourism on the Algarve shorelines. The recreational submarine theme park off Portimao in southern Portugal is gathering four elder ships. They have been scuttled under the eyes of TV cameras and a grand display of fireworks. Experts of CARC (Canadian Artificial Reef trading Consultant) took the preliminary steps for the dumping according to the usual practice in Canada. The last of the four ships has been sunk in Fall 2013. Asbestos, wiring, PCB paints, toxic coatings, brominated plastics are remaining on board the four surface ships turned into underwater ones.



Blowing up the ex corvette *Oliveira e Carmo* F 489 © Ocean Revival

Other National Navies decide in favour of Turkis breakers, in spite of the dubious working conditions in some yards (see fatal accidents while [demolishing the ex “Love Boat”](#) cruise liner in August 2013 and [the video of the Ostend Spirit ex-Pride of Calais](#) hitting the beach). In 2013, the British aircraft carrier *Ark Royal* and some type 22 frigates of the Royal Navy have been towed to Aliaga yards to be broken up. The Hartlepool try with the ex French aircraft carrier *Clemenceau* dismantling has not been converted. What will be the fate of the 5 type 42 British destroyers, as the last of them, *HMS Edinburgh* “The Fortress of the Sea”, has just been decommissioned?

Letters to the Editor

Received from Edward, Nova Scotia, Canada, December 21st, 2013

In 2010, ([Ship-breaking # 20](#)) you announced *the Ice Maiden I* was to be scrapped. This is now confirmed.

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.



Ice Maiden I, being broken up in Wallsend (United Kingdom),
November 1st 2013 © Steve Ellwood

Robin des Bois’ answer

We thank you for your watchful awareness. It is correct that in April 2010 the *Ice Maiden I* was declared sold for demolition and her official status in the Equasis database was changed to « to be broken up », hence her presence in the listed 290 ships compiled in [Ship-breaking # 20](#) (p 21).

The *Ice Maiden I* died hard for it’s only towards the end of 2013 that the demolition effectively began in the ex Neptune shipyard in Wallsend (United Kingdom). Such endurance in time compels to again cover her remarkable career. The chapter The END (p 53) is dedicated to this ship.

Received from Dmitriy, January 27th, 2014

Just one correction for your demolition bulletin.

M/V Buccleuch was not scrapped. Her new name is *Elounda Bay*.

Robin des Bois’ answer

Thank you for your vigilance. From information published by specialized sources and according to the status of the ship in the Equasis database become “to be broken up”, [Ship-breaking # 33](#) announced the demolition of *Buccleuch* (IMO **9040508**), though noting she had been renamed *Elounda Bay* and

deflagged to Dominica. Equasis updated the status of the ship on January 14th, 2014 and had the *Elounda Bay* classified as "in service" again, her flag being until further notice that of the Marshall Islands. Those practices very often precede demolition. Thus, the ship deserves a close eye to be kept on her. There may be a few months from the announcement of a sale until the effective demolition.

Ship info **September 24th, 2013**

IMO number :	9040508	
Name of ship :	ELOUNDA BAY	(since 01/09/2013)
Call Sign :	J7CI3	
MMSI :	325584000	
Gross tonnage :	90820	(during 1993)
DWT :	182675	
Type of ship :	Bulk Carrier	(during 1993)
Year of build :	1993	
Flag :	Dominica	(since 01/09/2013)
Status of ship :	To Be Broken Up	(since 13/09/2013)
Last update :	24/09/2013	

Ship info **January 14th, 2014**

IMO number :	9040508	
Name of ship :	ELOUNDA BAY	(since 01/09/2013)
Call Sign :	UNKNOWN	
MMSI :	538005395	
Gross tonnage :	90820	(during 1993)
DWT :	182675	
Type of ship :	Bulk Carrier	(during 1993)
Year of build :	1993	
Flag :	Marshall Islands	(since 01/12/2013)
Status of ship :	In Service/Commission	(since 31/08/1993)
Last update :	14/01/2014	

Received from Giorgio, Florida, United States, January 13th, 2014

I would appreciate your help in identifying the ship shown in the attached photographs (the quality of which is lamentably poor: they were shot soon after sunset).

The photos were taken on January 3, 2014 near the Panama exit of the Panama Canal. The ship seems to be a former USN oiler of the Henry J. Kaiser class ... but which one?

All ships of that class are reported to be still in service, except Benjamin Isherwood and Henry Eckford, which were never completed. The unfinished hulls were kept in the Reserve Fleet and then, according to press releases, sent to Brownsville for demolition in 2011. But... one of them (which one?) is still in Panama, if my partial identification is correct. Neither of the oilers was ever in naval service and so the law that a US naval ship can only be scrapped in an American yard probably does not apply.

I have been in my younger years an active naval photographer (I had a large number of photos published in Jane's Fighting Ships in the 80's and 90's, mainly in the USA section) and I would like to know the name of my latest subject, if possible: my own research stops with the two ships headed for Brownsville.



Panama Canal, January 2014 © Giorgio Arra

Robin des Bois' answer

As you said the *Henry J Kaiser* oilers are all still in service (except the 2 vessels you mentioned).

NDRF vessels are usually broken up in American Ship-breaking yards even though they are not exactly Navy vessels (an attempt to export ships to the UK in 2003 -2004 encountered hostility from the local population so ever since these vessels have been dismantled in Texas, in Louisiana or in Mare Island, California).

So we also checked the vessels from the National Defense Reserve Fleet in Suisun Bay recently sold for demolition as they are usually towed to Texas via the Panama Canal. And precisely, just around the date you took your photo, one of them was anchored at Balboa waiting to leave for Brownsville. From the photos I'm pretty sure this is the one, not a *Henry J Kaiser* class but *Cimarron* Class, actually slightly longer.

The name of the vessel is *Willamette* AO-180 built at Avondale Shipyard - New Orleans in 1980. Jumboized in 1991 and lengthened by 33 m. Her capacity was increased from 150,000 to 180,000 barrels of oil. She was decommissioned in 1999 and has been laid up in Suisun Bay since then.

She left the Bay on November 26th to be cleaned up in San Francisco. She left San Francisco on December 6th. Her ETA in Brownsville is January 19th. The scraping of the hull aims at avoiding the transfer of invasive marine species from the Pacific Ocean to the Atlantic.



Willamette leaving San Francisco in December 2013 © Marsha Coates

Received from Denise, United States, January 13th, 2014

I thought you might be interested in a recent case involving a US Coast Guard cutter that was allowed to leave the US and be scrapped in Mexico.

The US govt allowed the vessel to leave even though there is a strong possibility that the vessel still contains PCBs (she was built in 1942). The Mexican govt tested the vessel for PCBs in December and we are currently waiting for the results (...)

Robin des Bois traces the career of *Storis*

The vessel in question is the *Storis*, an old Coast Guard servant built 71 years ago in Toledo (Ohio) as a salvage and supply ship with moderate ice-breaking capability. She was to be named *Eskimo*, but was in the end commissioned as *Storis* (after Norwegian words "Stor Is" meaning "Great Ice"). She opened up her career during World War II. Boston was then her homeport. Her mission was to escort the ship convoys heading to the Canadian Arctic territories and Greenland and to assist ships or crews in troubles. After the war, she kept up this part, still homing Boston. In 1957, The *Storis* was chosen along with the *Bramble* and the *Spar*, two other Coast Guard vessels, to clear the Arctic Northwest Passage. This expedition was crowned with success, after 8,300 km (5,200 ml) and 64 days of navigation with the only help of uncomplete nautical charts.



1944, camouflage-dressed

© US Coast Guard



September 12th, 1957, Northwest Passage

Back from the Arctic Ocean, the *Storis* left Boston and was reassigned to Kodiak, Alaska, committed to patrol and salvage duties, and until 1959 to supply the DEW Line stations (Distant Early Warning), the US air surveillance radar network in charge of locating possible raids of USSR bombers. The *Storis* went to the rescue of a number of fishing boats and caught others red-handed in the act of illegal fishing.

In 1972, she was refitted and her ice-breaking capability reinforced. In 1975, she led the way to merchant ships carrying heavy equipments to build the pipe line connecting Prudhoe Bay in the Northern Alaska and Valdez in the South.



October 1st, 1975, on the way to Prudhoe Bay

© US Coast Guard

Storis was decommissioned in February 2007. She was then handed over to the US MARAD and laid up in Suisun Bay with other vessels of the National Defense Reserve Fleet waiting for demolition.



In November 2013, the *Vila Queen* arrived at the Amaya Curiel Group ship-breaking yard in Ensenada, Mexico; the arrival of the so-called *Vila Queen* made a stir in town. The ship was suspected to conceal radioactive materials and was inspected by representatives of the Public Security Department, the Navy, and the federal prosecutor in charge of environmental issues. No radiological hotspot was located on board; meanwhile the shipyard could not provide the authorities in time with the import certificates giving proof the tanks and the hull were gas and hazardous substances free.

Vila Queen, at berth in Ensenada, November 2013 © Ensenada.net

In the United States, shiplovers understood that *Vila Queen* was actually the *Storis*. They alerted the Mexican authorities on the remaining on board of persistent pollutants as PCBs and asbestos likely to be harmful to the demolishing workers. According to *Storis* oldhands, the early electrical wiring coated with PCBs and asbestos was not removed to avoid blowing away toxic fibres and dust when a new one was fitted. Further testimonies questioned a report dated more than 10 years to make easier the exportation of the *Storis*. For instance, the PCB cartography would be far from comprehensive.

The *Vila Queen ex Storis* might have been sold by the US MARAD to the Mexican yard for 70,000 US \$, i.e. around 35 \$ \$ per ton. Pollutants are for free.

Will the *ex-Storis* come back to the United States, as maritime historians are calling out on account of her merits, hand in hand with jurists and environmentalists worried for their part about a crack in the US MARAD rules regarding the dismantling of her laid up ships in US yards?

United States NDRF (National Defense Reserve Fleet) vessels

The aforementioned *Willamette AO 180* and *Storis* were both laid up in the US Defense Reserve Fleet (NDRF National Defense Reserve Fleet).

Since 1946, the NDRF has been devoted to serve as a reserve of ships likely to be activated for the replenishment of the US Navy in case of war or for the supply of emergency aid in case of disaster, natural or not

The RFF (Ready Reserve Fleet, later Ready Reserve Force), was established in 1976 as a subset of the NDRF to provide ships for a rapid deployment. It is typically the case of the *Ro Ro Cape Ray*, appointed for the destruction at sea of the Syrian chemical weapons. NDRF ships are mostly cargo ships, oilers and military auxiliary vessels. The ships said to be "in retention" are maintained and ready to be deployed; the others are waiting for disposal in compliance with the 4 methods set up since 2001 by the US MARAD in charge of the Navy end-of-life ships: dismantling in a US ship-breaking yard, scuttling as artificial reef, donation and sea-dumping after use as floating targets. The NDRF laid up vessels are waiting for disposal on three sites throughout the United State: in Beaumont (Texas), Fort Eustis (Virginia) and Suisun Bay, (California). Numbers of these ships have been disposed of but the Suisun Bay Reserve Fleet still holds a few dozens of them due to the lack of yards on the West Coast likely to operate with the best environmental standards at reasonable economic conditions; in year 2009, an agreement was reached with the State of Texas, bordering the Gulf of Mexico. The deadline for the disposal of the so-called mothball fleet is set by September 30th, 2017 at the latest.

Holland AS-32. US Navy *Hunley*-class submarine tender. Apart from servicing all the submarine bases in the Atlantic and in the Pacific, *Holland* also helped in the clean up and rebuilding operation after cyclon Hugo in 1989; she was awarded the Humanitarian Service Medal. Length 183 m, 12,652 t. United States flag. Built in 1962 in Pascagoula (Massachusetts, United States) by Ingalls Shipbuilding Corp. Owned by the US MARAD (United States). Decommissioned in 1996, struck from the naval register in May 2000 and laid up since then in the Suisun Bay Reserve Fleet. In Fall 2013, *Holland* was towed to demolition to Brownsville (Texas, United States).

The-USS *Holland* (AS-32) in tow in the Panama Canal © David Walker



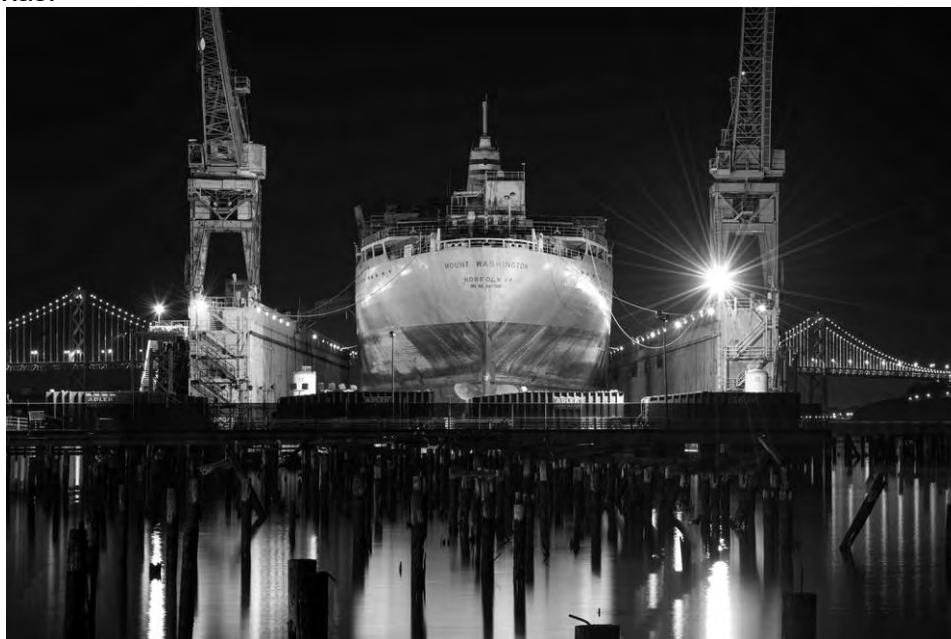
Kansas City AOR-3. US Navy *Wichita*-class replenishment oiler. Length 201 m, 14,048 t. United States flag. Built in 1968 in Quincy (Massachusetts, United States) by General Dynamics Corp. Decommissioned in 1994, struck from the naval register in 1997 and laid up in the Suisun Bay Reserve Fleet. Owned by the US MARAD (United States). *Kansas City* is being broken up in Brownsville, Texas by All Star Metals.

Mount Hood AE-29. US Navy *Kilauea*-class ammunition ship. Length 172 m, 9,340 t. United States flag. Built in 1967 in Sparrows Point (United States) by Bethlehem Steel Corp. Decommissioned and struck from the naval register in August 1999, laid up in Bremerton (Washington State) and then in Suisun Bay (California). Owned by the US MARAD (United States). *Mount Hood* is being broken up in Brownsville, (Texas, United States) by International Shipbreaking.



Mount Hood (AE-29), off Philippines, September 22nd, 1981. © Fred Weis

Mount Washington T-AOT-5076. IMO 6407585. US Navy replenishment oiler. Length 224 m, 17,859 t. United States flag. Built in 1963 à Quincy (United States) by Bethlehem Steel for Victory Carriers of New York, the Greek Aristote Onassis' company operating under United States flag. She was also occasionally chartered by the US Military Sealift Command to supply the US troops in Vietnam with oil. In 1965, *Mount Washington* and her sistership *Mount Vernon* transported grain to India, Pakistan and the Soviet Union, hit by drought and grain shortage. Acquired by the US MARAD in 1987. In 1993 she was equipped with an offshore Petroleum Distribution System (OPDS) designed to transfer petroleum products directly to storage facilities ashore. *Mount Washington* was kept in active service until struck from the naval register in April 2005 and laid up in the Suisun Bay Reserve Fleet in California. Late November, she left her anchorage and was towed to San Francisco before heading for demolition in Brownsville, Texas.



In dry dock at BAE System in San Francisco, being cleaned up prior to the towage towards Texas
© Freeside 510

Shasta AE-33. US Navy *Kilauea*-class ammunition ship. Length 172 m, 9,340 t. United States flag. Built in 1969 in Pascagoula (United States) by Ingalls Litton Shipbuilding. Decommissioned and struck from the naval register in April 2011. Vessel title transferred from the US Navy to the US MARAD and then immediately to International Shipbreaking for demolition. In Fall 2013, *Shasta* was towed from Hawaii bound for demolition in Brownsville (Texas, United States).

Storis. US Coast Guard cutter. Length 70 m. Built in 1942 in Toledo (United States) by Toledo Shipbuilding Co. Decommissioned in February 2007 and laid up at the care and custody of the US MARAD with the NDRF vessels in Suisun Bay. In late 2013, she left to be demolished in Mexico. See also « Letters to the Editor”, Denise (p 8-9).



© Marine Exchange of Alaska

Willamette AO-180. IMO 7816563. US Navy *Cimarron*-class oiler. Length 216 m, 11,645 t. United States flag. Built in 1980 in New Orleans (United States) by Avondale Shipyard. Decommissioned and struck from the naval register in April 1999. Owned by the US MARAD (United States). Sold for demolition by All Star Metals in Brownsville, Texas. On November 26th, *Willamette* left Suisun Bay, then on December 6th proceeded still in tow for her last voyage through the Panama Canal. She was expected in Texas on January 19th. See also « Letters to the Editor”, Giorgio (p 7-8).



Launching in New Orleans
© Tommy Trampp

Other NDRF auxiliary vessels have left for demolition in American ship-breaking yards during the first semester of 2013. Considering the delayed updates of the US MARAD website, they have not been mentioned in the previous Ship-breaking bulletins

Gulf Banker AK-5044. IMO 6407872. US Navy cargo supply vessel. Length 144 m, 5,843 t. United States flag. Built in 1964 in New Orleans (United States) by Avondale Shipyard for Gulf & South American Steamship Co, a cooperative commercial service of Grace Line and Lykes Brothers (United States). Transferred to the US MARAD in 1984 after Lykes started developing its container ship fleet. *Gulf Banker* was assigned to the Ready Reserve Fleet and was activated by the Military Sealift Command as a logistical support vessel, notably for the Desert Shield / Desert Storm operation in Iraq in 1990. Downgraded and laid up since 2001 in the NDRF in Beaumont, Texas ; in March 2013, she left and was towed for demolition to Brownsville, still in Texas.

Gulf Trader AK-2036. IMO 6407884. US Navy cargo supply vessel Length 144 m, 5,442 t. United States flag. Decommissioned and struck from the naval register in 2001. Built in 1963 in New Orleans (United States) by Avondale Shipyard. Sistership of the *Gulf Banker* (see above) as well as *Gulf Merchant*, *Gulf Shipper* and *Gulf Farmer*. Acquired by the US MARAD in 1984 and also assigned to the Ready Reserve Fleet and activated during the first Gulf War. Laid up since October 2001 in the NDRF in Beaumont, Texas ; in June 2013, she left and was towed for demolition to Brownsville, still in Texas.



Gulf Trader, Rotterdam (Netherlands), July 1980 © Dulko

Kiska T-AE-35. US Navy ammunition ship, the last one of the *Kilauea*-class. Length 172 m, 9,340 t. United States flag. Built in 1971 in Pascagoula (United States) by Ingalls Shipbuilding. Vessel title transferred to the Military Sealift Command in 1996 then to the US MARAD. Struck from the naval register and laid up in Pearl Harbor, Hawaii, since 2011. She was planned to be sunk in 2012, but in May 2013, *Siska* was finally towed for demolition by ESCO Marine in Brownsville, Texas.

Mount Vernon (ex-*Mount Vernon Victory*). N° ID 284178. US Navy replenishment oiler. Length 224 m, 12,929 t. United States flag. Built in 1961 in Quincy (United States) by Bethlehem Steel Co for Aristote Onassis' Victory Carriers of New York. Acquired by the US Navy in 1988, she was assigned to the Ready Reserve Force but was never activated. Part of her equipment was transferred to *Mount Washington* which was kept active. From 2007 on, she was laid up in the NDRF in Beaumont, Texas ; she will not leave the state and in March 2013 was towed for demolition in Brownsville.



Mount Vernon Victory, around year 1981-1982
© Ship Nostalgia-Gulf Solar

Merrimack AO-179. US Navy *Cimarron*-class replenishment oiler. Length 216 m, 11,645 t. United States flag. Built in 1979 in New Orleans (United States) by Avondale Shipyards. Owned by the US MARAD (United States). Decommissioned and struck from the naval register in December 1998 and laid up since in the James River Reserve Fleet, Virginia. Sold for demolition to Southern Recycling and towed to Amelia (Louisiana, United States) in May 2013.

Wichita AOR-1. US Navy replenishment oiler. Length 201 m, 14,048 t. United States flag. Built in 1966 in Quincy (Massachusetts, United States) by General Dynamics Corp. Decommissioned in March 1993 and laid up since then in the Suisun Bay Reserve Fleet, California. Struck from the naval register in February 1995. Owned by the US MARAD (United States). Sold for demolition to International Shipbreaking and towed to Brownsville, Texas in March 2013.

Alang, Bay of refuge for the German gas tankers

In [Ship-breaking # 33](#), Robin des Bois was wondering about the final destination of *Isabella* and *Annabella*, two gas tankers pre-retired in the Spanish Port of Algeciras. Their departure for demolition could not be doubted, in spite of the German ship-owner's denials, especially as the *Isabella* had been renamed *Marisa* flying the flag of Saint Kitts and Nevis. The mystery is being lifted. On December 11th, the ex-*Isabella* arrived for demolition in Alang in tow of the *Global Destiny*.

The tug *Global Destiny*, remained anchored off Alang for a while, suggesting an imminent beaching for demolition as this veteran, built in 1975 and launched as *Smit Rotterdam*, had been acquired in January 2013 and renamed *Global Destiny* by Global Marketing System (GMS), specialized in the purchase of ships to be scrapped; her sistership *Smit London* renamed *Global Change* was part of the same deal and has already been beached for demolition (Cf. [Ship-breaking # 32](#)). Meanwhile in late December, *Global Destiny* left her anchorage and headed for Colombo (Sri Lanka) where she, to date, would still be hanging around. In remission or waiting for an ultimate mission ?

Nuclear is not dead ...

In [Ship-breaking # 31](#), Robin des Bois announced the *Sevmorput*, the last of the 4 nuclear-powered merchant vessel ever built, was to be dismantled in Russia without a scheduled deadline though.

New development after an outcast life, an aborted conversion to oil drilling ship and a withdrawal from the Russian Register in July 2012! On December 26th, 2013, *Sevmorput* entered dry dock in Roslyakovo, near Murmansk to go through extensive repairs before entering service again in 2016. Rosatom, her owner since 2009 has planned to employ her in both commercial and military operations. Her huge cargo capacity would make it possible to transport one year's requirements of supplies to all settlements along

the Northern Coast of Russia on one single journey and would give a massive support to Russia's enhanced presence in the Arctic and to the eventual re-opening of cold war-era airbases.

Overview, from November 1st to December 31st 2013

171 ships left for demolition during the last two months of the year. The cumulative demolition will recycle more than **1,6 million tons** of metal. **51** (30%) were built in Europe, **49** (29%) belonged to European ship-owners, **152** (89%) went to Asia.

The pace of vessels set out for demolition has slightly slowed down by the end of 2013 (**19** ships per week compared to **21** for the previous trimester and 22 for the whole year).

At least 26 of the scrapped ships have been deflagged just prior to their departure for a ship-breaking yard. With 13 new citizens, **Saint Kitts and Nevis** proves to be the favourite one among the last voyage flags, ahead of Comoros. Deflaggings are going along with renamings, more or less imaginative and shortened. Our preference this time goes to the fruit juice tanker *Southern Juice* turned to *Ice* prior to sailing down the Suez Canal and to be beached for demolition in Bangladesh (Cf. p 20). The ex-*President Kennedy*, lately *Ken*, deserves a special mention though (p 32).



by tonnage of recycled metal

- 1 Bangladesh, 483,000 t (30%)
- 2 India, 454,000 t (28%)
- 3 China, 302,000 t (19%)
- 4 Pakistan, 194,000 t (12%)
- 5 Turkey, 47,000 t (3%)

by unit

- 1 India, **56** (33%)
- 2 Bangladesh, **38** (22%)
- 3 China, **32** (19%)
- 4 Pakistan, **13** (8%)
- 5 Turkey, **13** (8%)

by category

- 1 : bulker, 49 (29%)
- 2 : general cargo, 40 (23%).
- 3 : tanker, 32 (19%)
- 4 : container ship, 28 (16%)

India maintains the lead with regard to the number of ships broken up, 56 (33%) ahead of Bangladesh and China, but in terms of tonnage of metal recycled, gets overpassed, this time by Bangladesh.

After the bars, demolition

38 (22%) of vessels sent to demolition were controlled by a classification society not belonging to the IACS (International Association of Classification Societies) or without any classification. Substandard ships are still the first ones to leave: at least **97** (57%) have been previously detained in ports worldwide with a detention rate of 75% for general cargo carriers and bulk carriers, 67% for chemical tankers and 50% for container ships.

The gold medal of substandard ships goes to the Moldovan *Ghada D* with 10 detentions (p 26), the silver medallist is the Maltese *Rio Gold* (9 detentions, p 45)) and the two bronze medallists are the Panamanian *Faola* and the Tanzanian *Tarhuna A* (8 detentions, p 25 and 29). The Moldovan *Energy 3* is a remarkable vessel with regard to the frenzy in her renamings: 16 different names in 33 years, a performance overtaken by *Trader 2*, 17 different names in 35 years (see also p 21).

Merzario Saudia, 1984 © Brian Fisher



Energy 3 (ex-*Ya Kareem*, ex-*Star Carrier*, ex-*Destiny Carrier*, ex-*Haydee*, ex-*Luso*, ex-*Monte Verde*, ex-*Luso*, ex-*Medipas Sun*, ex-*Ea Princess*, ex-*Tauria*, ex-*Independent Pursuit*, ex-*Tauria*, ex-*Holcan Maas*, ex-*Tauria*, ex-*BCR King*, ex-*Tauria*, ex-*Merzario Saudia*, ex-*Louisiane*, ex-*Tauria*, ex-*Arabian Eagle*, ex-*Tauria*).

Fadl M 2010 © Bengt-Rune Inberg



Trader 2 (ex-*Fadl-M*, ex-*King A*, ex-*Timber Carrier*, ex-*Elisabeth S*, ex-*Saipan Pioneer*, ex-*Alexio*, ex-*Ville De Shanghai*, ex-*Alexio*, ex-*Rijnmond*, ex-*Tiger Stream*, ex-*Manaslu*, ex-*Sentosa*, ex-*Vira Bhum*, ex-*Lhotse*, ex-*Matthias Claudius*, ex-*Lak Muthu*, ex-*Matthias Claudius*, ex-*Karthago*, ex-*Matthias Claudius*).

Years and meters

The age of ships leaving the merchant fleet ranges from **13 years** for the small general cargo carrier *Coastal Success* broken up in Mumbai, India and **71 years** for the ex US Coast Guard vessel, *Storis*, pioneer of the Northwest Passage and exported to a Mexican ship-breaking yard (Cf. p 8-9). The average age is **29 years**. It is **25** for tankers and **22** for container ships. 55 ships have a length less than 150 m, 53 are between 150 and 199 m and 63 over 200 m. The largest ship is the ex tanker *NASA Unity*, 338 m, beached in Gadani, Pakistan (Cf. p 18).

In a single file, the 171 scrapped ships would form a **31 km** long convoy



Le doyen © US Coast Guard



Le plus grand © Shahid



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



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



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



Ship and crew detained in a port for deficiencies.



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

(Fish) Factory ship

General Radzievskiy IMO 7941174. Factory ship. Length 111 m, 4,843 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Nikolayev (Ukraine) by Okean. Owned by Robinzon Co Ltd (Russia). Sold for demolition in Turkey.

General Radziyevskiy, Kola Bay. Murmansk, Russia August 16, 2013 © *Gilmiyarov Evgeny*



Sodruzhestvo. IMO 8610253. Factory ship able to process, freeze or can 300 t of fish or 120 t of crab per 22 hours (i.e. respectively 400,000 and 50,000 cans of a standard 1/6 size). Length 179 m, 16,434 t. Reflagged to Sierra Leone for her last voyage as *Hokuyo*. Classification society Russian Maritime Register of Shipping. Built in 1988 in Rauma (Finland) by Rauma-Repola. Owned by Morskoy Sud Tekch Garant Co Ltd (Russia). Sold for demolition in China by Zhangjiang Scrapyard.



Sodruzhestvo at anchor, Sea of Okhotsk near Sakhalin Island. August 2001 © Gena Anfimov



Sodruzhestvo, Vladivostok, Russia August 2012 © Gena Anfimov

Chemical tanker

Comanche (ex-*Saribay*, ex-*Comanche*). IMO 7928639. Chemical tanker. Length 98 m. Turkish flag. Classification society Germanischer Lloyd. Built in 1980 in Kiel (Germany) by Lindenau. Owned by AK-Yakit Akaryakitnakliyat (Turkey). Detained in 2002 in Lisbon (Portugal) and in 2011 in Constanta (Romania). Sold for demolition in Turkey.



Concord I (ex-*New Concord*, ex-*Jo Rowan*, ex-*North Sea*, ex-*Torator*, ex-*Orator*). IMO 7901485. Chemical tanker. Length 174 m, 10,299 t. Panamanian flag. Classification society RINA. Built in 1980 in Forde (Norway) by Ankerlokken. Owned

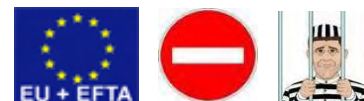


by Sea World Management (Monaco). Sold for demolition in Pakistan.



Concord I, Port of Rio Grande – Brazil, November 2006 © Marcelo Vieira

Edoil (ex-*Dynamic Oil*, ex-*Kapa Lion*, ex-*Thita Lion*, ex-*Bisho Maru*). IMO 7501429. Chemical tanker. Length 60 m, 600 t. Tonga Isles flag. Classification society Hellenic Register of Shipping until May 2003. Built in 1975 in Mihara (Japan) by Kyoei. Detained in 1998 in Heraklion (Greece), in 1999 in Sevilla (Spain), in 2001 in Messina and Pescara (Italy) and in 2003 in Genoa (Italy) and Sète (France). Ship banned from European harbours by the EU directive on Port State Control. In December she was sold by her Greek owner Carnival Enterprises to another Greek ghost company, the Panama-based Newton Shipping, and renamed *Manolis I* flying the Panamanian flag. See the chapter « Demolition on the spot (p 2) ». She would actually never leave Sète and is being dismantled afloat.



Kaliopé (ex-Fjordnes, ex-Drawa). IMO 8908856. Molten sulphur tanker. Length 149 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska ; general cargo carrier converted to molten sulphur tanker in 1997. Owned by Polska Zegluga Morska PP - POLSTEAM (Poland). Sold as is in Tampa (United States) for an unknown destination of demolition.



Simple I (ex-Avana I, ex-Arabian Wind, ex-Gali, ex-Vekua, ex-Akademik Vekua). IMO 8517011. Chemical tanker. Length 151 m, 6,137 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1987 in Split (Croatia) by Brodosplit. Owned by Fujian Huarong Marine Shipping Group (China). Detained in 1997 in Rotterdam (Netherlands) and in 2007 in Brindisi (Italy). Sold and towed for demolition in Bangladesh. 285 US \$ per ton.



Theresa Atlantic (ex-Nordic Hanne, ex-Difko Hanne, ex-Sitalene, ex-Burwain Nordic, ex-Nordkap). IMO 8420622. Chemical tanker. Length 229 m, 14,910 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1987 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2002 in Daesan (South Korea), in 2010 in Zhangjiagang (China) and in 2012 in Davao (Philippines), New Orleans (United States) and Zhangjiagang again. Sold for demolition in India.



Theresa Atlantic, Rozenburg (Germany), January 2010
© Hannes van Rijn

Theresa Pacific (ex-Princess Marina, ex-Kantan Jaya Express, ex-Norita, ex-Protank Norita, ex-Norita). IMO 8400012. Chemical tanker. Length 229 m, 14,910 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1986 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2008 in Hong Kong and Tianjin (China), in 2009 in Zhangjiagang, (China) and in 2011 in Rotterdam (Netherlands). Sold for demolition in India.



Wisdom (ex-Biscaglia, ex-Cielo di Biscaglia, ex-Maersk Biscay, ex-Ras Maersk). IMO 8406339. Chemical tanker. Length 170 m, 7,790 t. Liberian flag. Classification society Bureau Veritas. Built in 1986 in Lindo (Denmark) by Odense Stalskibs. Owned by Zigana Gemi Isletmeleri AS (Turkey). Detained in 2011 in Chalkis (Greece) and in 2012 in Illichivsk (Ukraine). Sold for demolition in India.



Gas tanker.

Norgas Challenger (ex-San Francisco). IMO 8121458. Gas tanker. Length 115 m, 3,400 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in Ulsteinvik (Norway) by Kleven Mek Versted AS. Owned by Norgas Carriers Pte Ltd (Singapore). Sold as is in Fujairah for demolition in India.



Norgas Challenger inbound to Singapore, August 2008 © Knut Helge Schistad

Tanker

Barawati (ex-Seamaster). IMO 8902814. Tanker. Length 242 m, 14,567 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Imari (Japan) by Namura. Owned by Berlian Laju Tankers (Indonesia). Sold for demolition in Pakistan.



F Elephant (ex-World Prospect). IMO 8618841. Ex tanker converted to ore carrier in 2008. Length 322 m, 40,300 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1989 in Okpo (South Korea) by Daewoo SB. Sold by her Taiwanese owner TMT Taiwan Maritime Transport to a Saint Kitts and Nevis-based shell company, renamed *Elephant* in July 2013 and beached for demolition in Bangladesh as *Rayna*.



Falcon Carrier (ex-United Will). IMO 9007776. Tanker. Length 226 m, 14,157 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage as *Alcon*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Shanghai (China) by Hudong Shipyard. Owned by J Bekkers Co (Netherlands). Sold for demolition in Bangladesh. 412 US \$ per ton.



Front Champion. IMO 9166687. Tanker. Length 334 m, 41,144 t. Deflagged from Bahamas to Comoros for her last voyage as *Champ*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Sold as is in Singapore to Trinidad Shipping Inc, a Saint Kitts and Nevis-based shell company, prior to her departure for demolition in Pakistan. 420 US \$ per ton.



© Frontline Management AS



Champ arrived in Gadani (Pakistan), December 15, 2013 © Shahid

Golden Victory. IMO 9153537. Tanker. Length 333 m, 38,953 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage as *Victory*. Classification society Det Norske Veritas. Double hull ship built in 1999 in Ariake (Japan) by Hitachi. Sold as is in Singapore by her Norwegian owner Frontline Management AS to a Bahamas-based shell company and beached for demolition in Bangladesh. 420 US \$ per ton.



Groton. IMO 7901928. Integrated Tug Barge (ITB), pusher tug and barge. Length 41 m for the tug and 170 m for the barge, 11,621 t. Nigerian flag. Unknown classification society. Pusher tug built in 1982 in Mobile (United States) by Halter Marine and double bottom single sided barge in Sparrows Point by Bethlehem Steel. Like her sistership *Jacksonville* (see [Ship-breaking # 33](#)), she was utilized at the end of her American carrier to transport grain cargoes to Africa for humanitarian organizations; she was sold in 2009 to J Marine Logistics Ltd (Nigeria). She was the last one of the sisters *Baltimore*, *Jacksonville*, *Mobile*, *New York* and *Philadelphia*. Sold for demolition in India.



Guadalupe Victoria II. IMO 8024569. Tanker. Length 202 m, 10,890 t. Mexican flag. Classification society American Bureau of Shipping. Built in 1983 in Sestao (Spain) by AESA. Owned by PEMEX (Mexico). Detained in 2004 in Setubal (Portugal). Sold as is on the Mexican West Coast for an unknown destination of demolition. 114 US \$ per ton.



Halifax (ex-Stardust, ex-Hawk, ex-Maritime Prudence). IMO 8810932. Tanker. Length 164 m, 7,077 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Guangzhou (China) by Guangzhou Shipyard. Owned by Ancora Investment Trust Inc (Greece). Detained in 1999 in Novorossiysk (Russia). Sold as is Western Africa and beached for demolition in Bangladesh. 300 US \$ per ton.



Jin Hai Hu (ex-Jian She 34). IMO 9109677. Tanker. Length 115 m. Hong Kong Flag. Classification society China Classification Society. Built in 1995 in Pusan (South Korea) by Daedong SB Co. Owned by Shanghai Jinhai Shipping & Trading Co (China). Detained in 2001 in Incheon (South Korea). Sold for demolition in Xinhui, China.



Lazaro Cardenas II. IMO 8024557. Tanker. Length 202 m, 10,890 t. Mexican flag. Classification society American Bureau of Shipping. Built in 1982 in Sestao (Spain) by AESA. Owned by PEMEX (Mexico). Sold as is on the Mexican West Coast for an unknown destination of demolition. 90US \$ per ton.



Lazaro Cardenas II Taken at Mazatlan, Mexico, May 2008. Ship is owned by Pemex, the Mexican national oil company. She is named after the former president of Mexico, 1934-1940. © William Freeman

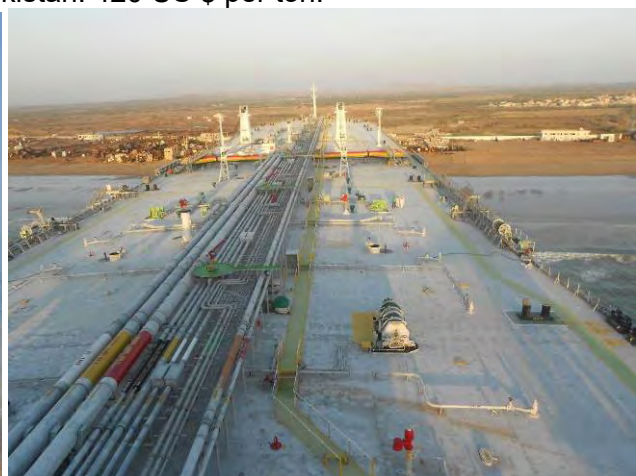
Motilal Nehru. IMO 8503113. Tanker. Length 238 m, 17,037 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Cochin (India) by Cochin SY. Owned by SCI – Shipping Corporation of India (India). Detained in 2009 in Khark Island (Iran). Sold for demolition in India. 440 US \$ per ton.



NASA Unity (ex-Pacific Superior, ex-Apollo Akama). IMO 9058634. Tanker converted to floating storage unit in 2011. Length 338 m, 33,483 t. Deflagged to Saint Kitts and Nevis for her last voyage as *Unity*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Sakaide (Japan) by Kawasaki. Owned by Nathalin Co Ltd (Thailand). Sold for demolition in Pakistan. 420 US \$ per ton.



NASA Unity November 05, 2013 This is just moment before beaching © Shahid



NASA Unity November 05, 2013 Complete View of Ship DeckLength of the Vessel is 338 meters.....Massive Structure © Shahid.

North Star. IMO 9114593. Tanker. Length 269 m, 22,676 t. Greek flag. Classification society American Bureau of Shipping. Built in 1996 in Chiba (Japan) by Mitsui. Owned by Nereus Shipping SA (Greece). Sold for demolition in Bangladesh. 451 US \$ per ton.



Nuevo Pemex I. IMO 8126886. Tanker. Length 202 m, 10,890 t. Mexican flag. Classification society American Bureau of Shipping. Built in 1987 in Veracruz (Mexico) by Astilleros Unidos Veracruz. Owned by PEMEX (Mexico). Sold as is on the Mexican East Coast for an unknown destination of demolition. 114 US \$ per ton.

Orion Voyager (ex-Chevron Employee Pride). IMO 9051600. Tanker. Length 274 m. Bahamian flag. Classification society American Bureau of Shipping. Double hull ship built in 1994 in Rio de Janeiro (Brazil) by Ishibras. Owned by Chevron Shipping Co Llc (United States). Sold for demolition in China.



Chevron Employee Pride, April, 1997, Philadelphia, United States in from Nigeria. Discharged and sailing for bunkers at Marcus Hook before moving back to sea. Delaware River. © **Shipjohn / Shipspotting**

Pergiwo. IMO 9044396. Tanker. Length 177 m, 7,415 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Tokyo (Japan) by Ishikawajima-Harima. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Pakistan.

Salix (ex-Sali, ex-Bravery, ex-Seabravery II, ex-Unisina). IMO 8919075. Tanker. Length 247 m, 19,718 t. Togolese flag. Classification society Croatian Register of Shipping. Double hull ship built in 1984 in Rijeka (Croatia) by 3 Maj. Owned by Tomini Ship Management (Pakistan). Detained in 1999 in Philadelphia (United States), in 2000 and twice in 2002 in Trieste (Italy). Sold for demolition in Pakistan. 425 US \$ per ton.



Sali spotted in the Port of Valletta (Malta), May 2007 © **Marius Esman**

Shanghai (ex-Prima Maersk). IMO 7924475. Tanker FSU. Length 183 m, 10,229 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Kure (Japan) by Ishikawajima-Harima. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Sold for demolition in Bangladesh. 440 US \$ per ton.

Shinyo Navigator (ex-Majestic Unity). IMO 9081186. Tanker. Length 330 m, 42,448 t. Deflagged from Hong Kong to Comoros for her last voyage as **Senorita**. Classification society Lloyd's Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Artena Transportation Corp (Hong Kong). Sold to DTA Ship Agency LLC (United Arab Emirates) just prior to be beached for demolition in Pakistan. 441 US \$ per ton.

Southern Juice (ex-Southern Dawn, ex-Trade Rich, ex-FMG Lima, ex-Trade Rich, ex-CTE Mari Conscience, ex-Lanka Amila, ex-Isar Express, ex-Conscience). IMO 8208024. Ex general cargo carrier converted to refrigerated fruit juice tanker in 1997. Length 169 m, 8,017 t. Deflagged from Bahamas to Saint Kitts and Nevis for her last voyage as **Ice**. Classification society Det Norske Veritas. Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Detained in 1997 in Antwerp (Belgium). Sold by her Norwegian owner Northern Navigation AS to North Star Ship Management SA, United Arab Emirates-based shell company just prior to her departure for demolition in Bangladesh.



November 16, 2013 fruit juice tanker *Ice* most likely heading for an Asian beach.

Pictured by Piero Corona from his hotel room whilst the vessel is passing the Suez Canal in the Southbound convoy. Published with his explicit consent. Robert Smith

Vigdis Knutsen. IMO 9052989. Tanker. Length 264 m. Isle of Man flag. Classification society Det Norske Veritas. Double bottom ship built in 1993 in Sestao (Spain) by AESA. Owned by Knutsen OAS Shipping AS (Norway). Sold for demolition in China by Jiaojiang scrapyard.



In Rotterdam (Netherlands), August 2013 © T Sobianski

General Cargo

From *Matthias Claudius* to *Trader 2*

Trader 2, IMO 7711751, built in 1978 by Husum shipyards on the Western coast of the Land of Schleswig-Holstein (Germany), sets a record with regard to renamings. Delivered as *Matthias Claudius*, named after the German poet (1740-1815) author of «Der Tod und das Mädchen», (Death and the Maiden), she was designed as a container ship, 300 teus and thus bearing the name chosen for commercial reasons by her charterers, even if it was only for a couple of months. She was renamed no less than twenty times all along the 35 years of her lifetime (bearing three times her initial name). Owned by the German ship-owner Schluter, she switched charterers and names, successively *Matthias Claudius*, *Karthago*, *Matthias Claudius* again, *Lak Muthu*, *Matthias Claudius* still, *Lhotse*, *Vira Bhum*, *Sentosa*, *Manaslu*, *Tiger Stream*, *Rijnmond*, *Alexio*, *Ville De Shanghai*, *Alexio* again. In February 1997, she was acquired by the Singapore-based Hub Continental Shipping Sendirian Berhad and stabilized as the Malaysian *Saipan Pioneer*, notably operated on a feeder service between Singapore, Malaysia and Burma; she has been sailing under this name until September 2005. For her last 8 years of duty, her owner, name and flag have changed several times: first *Elisabeth S* in 2005, *Timber Carrier* in 2006, and *King A* in 2007, all under Georgian flag, then still *King A* but deflagged to Moldova in 2008, *Fadl M* under Sierra Leone flag in 2010 and ultimately as the Tanzanian *Trader 2* in February 2013. On December 19th, 2013, she was beached for demolition in India.



© Bangsbo Museum

Karthago, 1979



© Gerarld Sorger

Alexio, January 1997



© Waterweg

Saipan Pioneer (1997-2005)



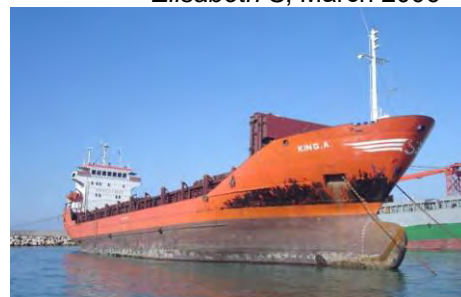
© Ilhan Kermen

Elisabeth S, March 2006



© Wil Weijsters

Timber Carrier, March 2007



© Mahmoud Shd

King A, February 2008



© Edi Gjata

King A, January 2010,



© Valeriy Balalaev

Fadl M, May 2011

An Kang Jiang. IMO 8400816. General cargo. Length 149 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by COSCOL (China). Sold for demolition in China.

Banglar Gourab. IMO 8020032. General cargo. Length 145 m, 4,680 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1983 in Le Havre (France) by Société Nouvelle des Ateliers et Chantiers du Havre (ACH). This ship was not the last one to be built in Le Havre. After her and until 1999, the ACH have delivered about 15 vessels, among which the wind sail passenger liners *Wind Star*, *Wind Song*, *Wind Spirit*, *Club Med 1* and *Club Med 2*, the cable layer *Léon Thévenin* and the research vessel *Marion Dufresne*. However, *Banglar Gourab* has been the only large classical merchant ship built in Le Havre since the 50s, as the ACH mostly constructed passenger ships, ro ros or specialized vessels. Owned by Bangladesh Shipping Corp (Bangladesh); the Bangladeshi State-owned company had its ships built in different countries. The 9 remaining ones of the fleet were built in Japan (3), China (3), Denmark (2) and Germany (1). *Banglar Gourab* was the only one ever built in France. Detained in 2006 in Cochin (India). Sold for demolition in Bangladesh.



Banglar Gourab, port of Santos, in São Paulo (Brasil) September 2005 © Marcelo Lopes

Banglar Mookh. IMO 8710039. General cargo. Length 159 m, 6,768 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1989 in Guangzhou (China) by Guangzhou SY. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Szczecin (Poland), in 2003 in Pohang (South Korea), in 2010 in Lumut (Malaysia) and in 2012 in Cochin (India). Sold for demolition in Bangladesh.



Banglar Mookh September 01, 1999 moored in Antwerp, Belgium © bs1mrc / Shipspotting

Banglar Robi (ex-Merkur Island, ex-Hoegh Apapa, ex-Merkur Island). IMO 8131594. General cargo. Length 150 m, 6,050 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1981 in Rostock (Germany) by Neptun VEB. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2000 in Singapore, in 2003 in Lisbon (Portugal) and in 2004 in Singapore again. Sold for demolition in Bangladesh.



Banglar Urm (ex-Chandan Star). IMO 8121599. General cargo. Length 144 m, 4,395 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 1998 in Leith (United Kingdom), in 2007 in Banglar Khomeini (Iran) and in 2012 in Mangalore (India). Sold for demolition in Bangladesh. The Bangladesh Shipping Corp is destocking; another ship of its fleet, *Banglar Maya*, has just been beached for demolition on February 5th.



Banglar Urm September 2010, in Chittagong, Bangladesh © Ivan Meshkov

Barentszee (ex-*Gersom*, ex-*Realta*). IMO 7349467. General cargo. Length 71 m. Dutch flag. Classification society Germanischer Lloyd. Built in 1973 in Emden (Germany) by Cassens. Owned by Hartman Shipping BV (Netherlands). Detained in 1999 in Faskse Ladep (Denmark) and in 2003 in Szczecin (Poland). Sold for demolition in Grenaa (Denmark).



Barentszee arrived under her own power on November 23, 2013 to Fornaes Shipbreaking Ltd. Grenaa / Denmark for scrapping. © **Bendt Nielsen**



Charlotte (ex-*Thutmose*). IMO 7721378. General cargo. Length 130 m, 3,578 t. Togolese flag. Classification society RINA. Built in 1981 in Alexandria (Egypt) by Alexandria Shipyards. Owned by GMZ Ship Management Co (Lebanon). Detained in 2000 in Antwerp (Belgium), in 2002 in Naples (Italy), in 2011 in Mariupol ((Romania) and Novorossiysk (Russia) and in 2012 in Pula (Croatia). Sold for demolition in Mumbai (India).



Charlotte, then *Thutmose*, on Pilotstation Westereems (Netherlands), May 1998. © **Frits Olinga**

Coastal Success (ex-*Maratha Coral*). IMO 8635265. General cargo. Length 85 m, 1,259 t. Indian flag. Classification society Indian Register of Shipping. Built in 2000 in Sirigao (India) by Chowgule. Owned by Coast Line Shipping India Pvt (India). Sold for demolition in Mumbai (India).

Condor (ex-*Cihan*, ex-*Orlan*, ex-*Torland*, ex-*Malling*). IMO 7004251. General cargo. Length 86 m. Cook Islands flag. Classification society Hellenic Register of Shipping. Built in 1970 in Aberdeen (United Kingdom) by Hall Russell. Owned by Maksimum Denizcilik Nakliyat (Turkey).



Maltese flag general cargo vessel *Condor*, southbound in the Bosphorus on June, 2006. © **Gerolf Drebes**



January, 2012 *Condor* chained in the docks of Brugge (Belgium). © **Noel Goegebuer**

Detained in 2008 in Bari (Italy). 47 deficiencies were reported by inspectors in April 2010 during a stopover in Zeebrugge (Belgium) while the *Condor* was enroute from the Caribbean to Poland with a cargo of 1200 t rice, and the ship has since then been detained; provisional repairs were carried out but were not sufficient to prove seaworthiness. The crew members, considered as illegal migrants, were expelled in 2010 except a Burmese sailor who had escaped from this maritime jail. In the summer 2011, the Port Authorities pumped off the remaining bunker fuel. In 2013, the abandoned ship started taking on water and was at risk of sinking. The leaks were fixed to enable her to be towed to Galloo dismantling yards in Ghent.

January 2014 *Condor* at Van Heyghen recycling (Galloo), Ghent, Belgium © **bs1mrc / Shipspotting**



Diamond Way (ex-*Vinashin Express 2*, ex-*Lauriergracht*). IMO 8611128. General cargo. Length 113 m, 3,655 t. Deflagged from Panama to Comoros for her last voyage in tow as ***Diamond***. Classification society Vietnam Register of Shipping. Built in 1988 in Shimizu (Japan) by Miho. Detained in 2005 in Vladivostok (Russia), in 2007 in Fremantle (Australia), in 2009 in Guangzhou (China) and in 2011 in Lianyungang (China). Sold by her Vietnamese owner Vinashin Ocean Shipping Co Ltd to Monteros Maritime Inc, a Saint Kitts and Nevis-based shell company prior to her departure for demolition in India.



In Singapore, November 2010 © **A Mackinnon. www.aquamanships.com**

Energy 3 (ex-*Ya Kareem*, ex-*Star Carrier*, ex-*Destiny Carrier*, ex-*Haydee*, ex-*Luso*, ex-*Monte Verde*, ex-*Luso*, ex-*Medipas Sun*, ex-*Ea Princess*, ex-*Tauria*, ex-*Indiependent Pursuit*, ex-*Tauria*, ex-*Holcan Maas*, ex-*Tauria*, ex-*BCR King*, ex-*Tauria*, ex-*Merzario Saudia*, ex-*Louisiane*, ex-*Tauria*, ex-*Arabian Eagle*, ex-*Tauria*). IMO 7920429. General cargo. Length 126 m, 3,200 t. Moldovan flag. Classification society Maritime Lloyd. Built in 1980 in Bremerhaven (Germany) by Rickmers as container ship, 580 teu. Owned by the German ship-owner Harms from 1980 to 1989, just like *Trader 2* (see introduction of the chapter "General cargo" p 21), she switched frequently names according to her charterers' will. After her sale in 1989, renamings were much less frequent. Owned by Unifleet Management Co SA (Lebanon). Detained in 1997 in Rotterdam (Netherlands), in 2011 in Aliaga (Turkey) and in 2012 and 2013 in Novorossiysk (Russia). Sold for demolition in India.



Tauria in 1981 shortly before she was renamed *Arabian Eagle* under same owner. © **Oliver Henkel**



Dubai (United Arab Emirates), June 2013 © **Mohammed Yehya**

Esraa (ex-Soyana, ex-Sider Star, ex-Ekhabi, ex-Mekong Quest, ex-Ekhabi). IMO 8912819. General cargo. Length 98 m, 2,555 t. Cook Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Al Rafedain Marine Services (United Arab Emirates). Detained in 2000 in Aveiro (Portugal), in 2005 in Nantes (France) and in 2006 in Bremerhaven (Germany). Sold for demolition in India.



Evanthia M (ex-AP Sky, ex-Morjan K, ex-Atlas S, ex-Atlas, ex-Francois Villon, ex-Germa Forest). IMO 7702580. General cargo. Length 81 m, 1,922 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1979 in Singapore by Singapore Slipway. Owned by Aquajoy Shipping Co (Greece). Detained in 2003 in Algeciras (Spain), in 2004 in Savona (Italy), in 2007 in Aveiro (Portugal) Lisbon (Portugal) and Ceuta (Spain) and in 2011 in La Spezia (Italy). Sold for demolition in Turkey. 315 US \$ per ton.



Faola (ex-Vassi, ex-D/X Coninent, ex-Elgiznur, ex-TK Geneva, ex-Kayseri). IMO 7500566. General cargo. Length 109 m, 2,815 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Camialti (Turkey) by Denizcilik Bankasi. Owned by Soumar Agency Shipping Co Ltd (Greece). Detained in 1998 in Bremen (Germany), in 2000 in Antwerp (Belgium), in 2001 in Liverpool (United Kingdom), in 2007 in Sheerness (United Kingdom), in 2008 in Ghent (Belgium), Lisbon (Portugal) and La Rochelle (France) and in 2011 in Oristano (Italy). Bronze medallist on the substandard ships podium with **8 detentions**. Sold for an unknown destination of demolition.



Faola, September 2013 at Perama, Piraeus, Greece
© Dennis Mortimer-

Fortress 7 (ex-Sem Jong, ex-Chang Ping, ex-Chian Wave, ex-Petra Wave, ex-Pal Bay, ex-Atlantic IV, ex-United Drive). IMO 8102103. General cargo. Length 144 m. Togolese flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by K&H Shipping Ltd (Hong Kong, China). Detained in 2009 in Kandla (India), in 2011 in Weihai (China) and in 2012 in Ho Chi Minh Ville (Vietnam). Sold for demolition in China.



Fortress 7, July 2010 in Koh Si Chang Transhipment Area, Thailand (SD 14's) © Geir Vinnes

Ghada D (ex-*Tina F*, ex-*Ina*, ex-*Tina S*, ex-*Maina DF*, ex-*Schippersgracht*). IMO 7715989. General cargo. Length 80 m. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Shimizu (Japan) by Miho. Owned by Barhoum MaritimeCo (Lebanon). Detained in 2000 in Alicante (Spain), in 2001 in Alicante again then in Setubal (Portugal), in 2006 in Manfredonia (Italy) and Nikolayev (Ukraine), in 2007 in Setubal again and then in Monfalcone (Italy), in 2009 in Koper (Slovenia), in 2010 in Constanta (Romania) and in 2012 in Volos (Greece). Gold medallist on the substandard ships podium with **10 detentions**. Sold for demolition in Turkey.



Ghada D, berthing at Tartous port in September 2010
© Mahmoud Shd



In Volos, Greece, August 2010 © Anthony Vrailas

Inaya (ex-*Ikhnaton*). IMO 7715367. General cargo. Length 130 m, 3,578 t. Togolese flag. Classification society RINA. Built in 1981 in Alexandria (Egypt) by Alexandria Shipyards. Owned by Egyptian Navigation Co (Egypt). Detained in 1998 in Sète (France) and in 2008 in Trieste (Italy). Sold for demolition in Mumbai (India).



India Express (ex-*Oel Express*, ex-*Khaleej Express*, ex-*Iron D*, ex-*CMA CGM Babylon*, ex-*CMA CGM Baghdad*, ex-*Iron D*, ex-*Iron Flinders*, ex-*Marlinda*, ex-*Multitrader*, ex-*Atinuke Abiola*). IMO 8407199. General cargo. Length 158 m, 7,140 t. Panamanian flag. Classification society RINA. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Orient Express Lines Inc (India). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 445 US \$ per ton.



Jalal (ex-*Julia*, ex-*Lilly*, ex-*Voyager*, ex-*Baron*, ex-*Barok*, ex-*Audrey Johanna*). IMO 7413842. General cargo. Length 78 m. North Korean flag. Classification society Korea Classification Society. Built in 1975 in Kampen (Netherlands) by Peters'. Detained in 2006 in Oristano (Italy), in 2008 in Monfalcone (Italy), in 2011 in Ortona (Italy) and Koper (Slovenia) and in 2012 in Mersin (Turkey). Sold for demolition in Turkey.



Greece, March 2011 © Samios Giorgios

Kalkaal (ex-*Union Anna*, ex-*Jin Chuan Men*, ex-*Amrta Jaya II*). IMO 8401834. General cargo. Length 98 m, 2,346 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imabari (Japan) by Nishi Zosen. Owned by Costalina General Trading (United Arab Emirates). Detained in 2000 in Hong Kong (China), in 2001 in Guangzhou (China) and in 2011 in Mumbai (India). Sold for demolition in India.



Maranjos (ex-*Florinda*, ex-*Valerios*, ex-*Tore Hund*). IMO 7638363. General cargo. Length 87 m, 1,773 t. Namibian flag. Classification society International Register of Shipping. Built in 1978 in Kristiansund N (Norway) by Sterkoder ; jumboized in 1982 and lengthened from 71 to 87 m. Detained in 2002 in Reykjavik (Iceland) and in 2008 in Lisbon (Portugal). Acquired by Auden Trading Inc, a Panama-based shell company just prior to her departure for demolition in India.



In Cape Town (South Africa), February 2009 © Ian Shiffman

Marina Bay (ex-*Marina Star*, ex-*Georgio B*). IMO 7522239. General cargo. Length 119 m, 2,640 t. Panamanian flag. Classification society RINA. Built in 1990 in Perama (Greece) by United Sg Yard. Owned by Breadbox Shipping Lines BV (Netherlands). Detained in 2007 in Barcelona (Spain). Sold for demolition in Bangladesh.



Noble Star (ex-*Concordia Star*, ex-*Hoegh Star*, ex-*Concordia Star*, ex-*Costa Atlantica*, ex-*Costa Mediterranea*, ex-*Concordia Star*). IMO 7529914. General cargo. Length 171 m, 12,702 t. United States flag. Classification society American Bureau of Shipping. Built in 1977 in Tonsberg (Norway) by Kaldnes MV as the Norwegian *Concordia Star* for Christian Haaland, operator of the Concordia Line between the United States and the Middle East. Her renaming were linked to chartering to other companies: in 1982-1983, *Costa Atlantica* for the Italian Costa (Gulf of Mexico/Mediterranean service), then in 1983-1984, *Höegh Star* for Höegh Lines (Transpacific service). She was acquired in 1985 by the American private-owned Sealift Inc which renamed her *Noble Star* flying the United States flag.



Sealift Inc is specialized in the transport of cargo on account of the United States Federal government, notably within the framework of its food aid programs. *Noble Star* achieved many voyages of this kind and this was her main duty. She was also chartered on some periods (particularly in the 90s) by the Military Sealift Command, in charge of the logistics for the US Army. In August 1990, during the « Desert Shield, Desert Storm » operations of the 1st war of Iraq, she delivered to Jubail (Saudi Arabia) the equipment of a 500-bed fleet hospital carried in 360 containers. After leaving Houston (Texas, United States), the vessel came across Suez Canal in late November 2013 but her final destination of demolition remains to date unknown.



Noble Star (T-AK-9653) underway, MSC Chartered.
© Sealift Inc web site



Noble Star, March 2013, arrival in Berbera (Somalia)
© J Brodersen

Noor 1 (ex-*Nada I*, ex-*Princess Oula*, ex-*Havelt*, ex-*Rodsher*, ex-*Havang*, ex-*Cimbris*, ex-*Simbris*, ex-*Mokstein*, ex-*Fenix*). IMO 7523312. General cargo. Length 80 m, 1,428 t. Sierra Leone flag. Unknown classification society. Built in 1977 in Kristiansund N (Norway) by Sterkoder. Owned by Alfamarine Shipping Co Ltd (Lebanon). Detained in 2011 in Vasteras (Sweden) and Cadiz (Spain). Sold for demolition in Pakistan.



Ocean Gulfirst (ex-*Rahma*, ex-*El Saleh*, ex-*Ambia*, ex-*Gihock*, ex-*Thea S*, ex-*FMG Atlas*, ex-*Thea S*, ex-*Euro Louisiana*, ex-*Thea S*, ex-*Bretagne*, ex-*Thea S*). IMO 8120856. General cargo. Length 124 m, 3,690 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Oldenburg (Germany) by Brand. Detained in 2002 and 2004 in Singapore and in 2013 in Suez (Egypt). Sold for demolition in India.



Pioner Kholmska. IMO 7507112. General cargo. Length 130 m, 3,940 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Vyborg (Russia) by Vyborgskiy. Owned by Sakhalin Shipping Co (Russia). Detained in 2001 in Busan (South Korea) and in 2006 in Hachinohe (Japan). Sold for demolition in China. 320 US \$ per ton.



Berthed in Vanino (Russia), January 2008 © Boris / Marine Traffic

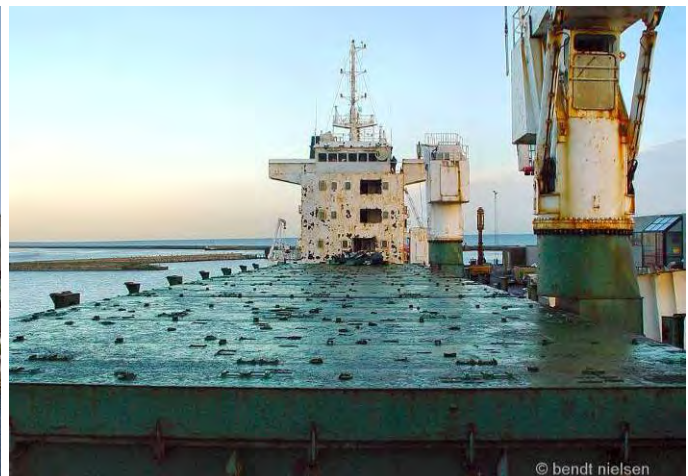
Pioner Sakhalina. IMO 7420572. General cargo. Length 130 m, 3,930 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Sakhalin Shipping Co - SASCO (Russia). Detained in 2000 in Tomakomai (Japan) and in 2012 in Fushiki (Japan). Sold for demolition in China.



Rubin (ex-*Baltimar Venus*, ex-*Venus Scan*, ex-*Baltimar Venus*, ex-*Lae Chief*, ex-*Mekong Venus*, ex-*Baltimar Venus*, ex-*Superten*). IMO 8807375. General cargo. Length 91 m. Antigua & Barbuda flag. Unknown classification society. Built in 1990 in Shanghai (China) by Zhonghua Shipyard. Detained in 2001 in Genoa (Italy), in 2005 in Yokohama (Japan) and in 2007 in Port Adelaide (Australia). Laid up since November 2009, the ship has been visited by intruders who left her in poor condition. Finally towed for demolition in Grenaa (Denmark) by Fornaes Shipbreaking.



Rubin laid up in Nakskov, Denmark, June, 2013 © Lars Staal



Rubin at Fornaes Shipbreaking Ltd. Grenaa / Denmark. December 2013. © Bendt Nielsen

Star Prince (ex-Petr Strelkov). IMO 7625706. General cargo. Length 152 m, 5,571 t. Tanzanian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Gdansk (Poland) by Gdanska Lenina. Owned by IMS Hellenic Co (Greece). Detained in 2000 in Loviisa (Finland). Sold for demolition in India. 414 US \$ per ton.

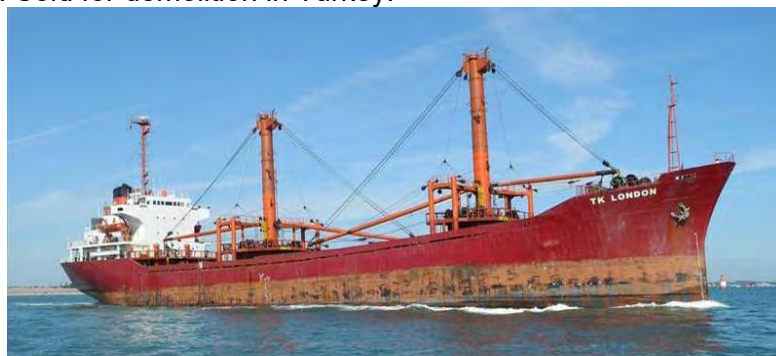


February 2006 ©Capt Jamal / Traffic

Tarhuna A (ex-Murad M, ex-French Bay, ex-Chios, ex-Blue Bay, ex-Merry Med, ex-Seagull IV, ex-Good Seaman, ex-Sun Bird). IMO 7371525. General cargo. Length 106 m. Tanzanian flag. Unknown classification society. Built in 1975 in Imabari (Japan) by Asakawa. Detained in 1999 in Rouen (France), in 2000 in Ploce (Croatia) and Novorossiysk (Russia), in 2003 in Naples (Italy), in 2004 in Bassens (France), in 2005 in Reggio di Calabria (Italy), in 2006 in Chioggia (Italy) and in 2011 in Antalya (Turkey). Bronze medallist on the substandard ships podium with **8 detentions** Sold for demolition in Turkey.



TK London (ex-Melina Tigau, ex-Samudera Indah, ex-OK N°1, ex-Luzon Ma, ex-La Mancha). IMO 8125466. General cargo. Length 119 m. Maltese flag. Classification society Bureau Veritas. Built in 1982 in Imabari (Japan) by Asakawa. Owned by Adriyatik Gemi Isletmeciligi ve Ticaret AS (Turkey), also owner of the [TK Bremen](#), grounded in Brittany in December 2011. Detained in 2000 in Cadiz (Spain). Sold for demolition in Turkey.



August 2012, the *TK London* in Lorient (France) touches the wound caused by the *TK Bremen* in 2011 © GM Simon

Toboi Trader (ex-Rosslyn Bay, ex-Madang Coast). IMO 8518089. General cargo. Length 77 m. Papua-New Guinea flag. Classification society American Bureau of Shipping. Built in 1986 in Shanghai (China) by Donghai. Owned by Coconut Products Ltd Co (Papua-New Guinea). Detained in 2003 in Townsville (Australia). Sold for demolition in Jiangyin, China.



In Cairns, Australia, January 2011 © John Regan

Trader 2 (ex-*Fadl-M*, ex-*King A*, ex-*Timber Carrier*, ex-*Elisabeth S*, ex-*Saipan Pioneer*, ex-*Alexio*, ex-*Ville De Shanghai*, ex-*Alexio*, ex-*Rijnmond*, ex-*Tiger Stream*, ex-*Manaslu*, ex-*Sentosa*, ex-*Vira Bhum*, ex-*Lhotse*, ex-*Matthias Claudius*, ex-*Lak Muthu*, ex-*Matthias Claudius*, ex-*Karthago*, ex-*Matthias Claudius*). IMO 7711751. General cargo. Length 104 m, 1,965 t. Tanzanian flag for her last voyage. Classification society Dromon Bureau of Shipping. Built in 1978 in Husum (Germany) by Husumer Schiffswerft. Owned by Manzali Management Co Ltd (Syrie). Detained in 2012 in Bandar Khomeini (Iran) and in 2013 in Bushire (Iran). Sold for demolition in India. See also the introduction of the chapter "General cargo" p 21.



Union Hellen (ex-*Heian*, ex-*Glorious Ocean*, ex-*CC Portland*). IMO 8307856. General cargo. Length 166 m, 7,318 t. Saint Vincent and Grenadines flag. Classification society Bureau Veritas. Built in 1984 in Mizushima (Japan) by Sanoyasu. Owned by Tranglory Shipping Co Ltd (China). Detained in 2002 in Antwerp (Belgium) and Vlissingen (Netherlands), in 2003 in Hamburg (Germany), in 2006 in Masan (South Korea), in 2008 in Civitavecchia (Italy) and in 2012 in Bandar Abbas (Iran). Sold for demolition in India. 425 US \$ per ton.



Vasily Burkhanov. IMO 8406717. General cargo. Length 177 m, 11,034 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Vuosaari (Finland) by Valmet. Owned by FESCO (Russia). Detained in 2003 in Hong Kong (China), in 2005 in Seattle (United States) and in 2007 in Antwerp (Belgium). Sold for demolition in Bangladesh.



Vasily Burkhanov under the watch of Tangaroa, the Maori God of the Sea at the entrance to Tauranga harbour, November 2007 © David Pratt (* Tangaroa Commander of the Tides)

Xiang Fu Men (ex-*Thor Nereus*, ex-*Chengtuo*, ex-*Thor Nereus*, ex-*Maria Oldendorff*, ex-*Tasman Navigator*, ex-*Maria Oldendorf*, ex-*TA Adventurer*, ex-*Maria Oldendorff*). IMO 8800951. General cargo. Length 181 m, 8,190 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Nanjing Ocean Shipping Co Ltd (China). Detained in 2006 in Gladstone (Australia). Sold for demolition in India. 420 US \$ per ton.



Yusef A (ex-*Marwa*, ex-*Nada*, ex-*Bewa*, ex-*Heimfeld*, ex-*Metric*, ex-*Heimfeld*, ex-*Planet*). IMO 6510849. General cargo. Length 74 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1965 in Neuenfelde (Germany) by Sietas. Owned by El Reedy Shipping Agency (Egypt). Detained in 2004 in Constanta (Romania) and in 2012 in Alexandria (Egypt). Sold for demolition in Turkey.



Yuan Teng (ex-*Atsuta*, ex-*Maya Maiden*, ex-*ALS Maya Maiden*, ex-*ALS Amalia*, ex-*Amalia*, ex-*Hoegh Amalia*, ex-*Amalia*). IMO 8214592. General cargo. Length 155 m, 5,672 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Hongyuan Marine Co Ltd (China). Detained in 1999 in Mobile (United States) and in 2007 in Antwerp (Belgium). Sold for demolition in India. 408 US \$ per ton.



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They all left to be demolished in Asian ship-breaking yards, exposing the workers to hydrocarbon fumes and sludge whereas high sulfur fuel oils - sometimes adulterated – still release their toxic plumes in the harbours, at sea and in the Arctic environment despite the IMO recommendations and regional directives.



1 - *Coral*, passenger ship. France, 2011



2 - *General Radziyevskiy*, factory ship. Norway, 2011.



3 - *Maersk Dartford*, container ship. Spain, 2008.



4 - *Ulusoy 7*, ro ro. Italy, 2013.



5 - *MSC Anafi*, container ship. South Africa, 2013.



6 - *Paula I*, bulk carrier. Brazil, 2006



7 - *PCE Madeira*, container ship. Germany, 2011.



8 - *Saguenay*, bulk carrier. Canada, 2002

Photos by:

1 Rico Voss – 2 Roar Jensen – 3 Agustin Alapont Castilla – 4 Gianfranco Mesturini – 5 Dave Leonard - 6 Ken Smith – 7 Klaus Kehrls – 8 Jeff Thoreson

Container ship

APL Kennedy (ex-*Hyundai Kennedy*, ex-*APL Kennedy*, ex-*President Kennedy*). IMO 8616295. Container ship, 4340 teu. Length 275 m, 22,400 t. Deflagged from Singapore to Sierra Leone for her last voyage as **Ken**. Classification society American Bureau of Shipping. Built in 1988 in



Kiel (Germany) by Howaldtswerke-DW. Owned by APL Ltd (United States). Sold for demolition in India. 453 US \$ per ton.



APL Kennedy at Brisbane, Australia August 2013.
© John Wilson

APL Spinel (ex-*MOL Velocity*, ex-*APL Spinel*, ex-*MOL Velocity*, ex-*APL Spinel*, ex-*NOL Spinel*). IMO 9081215. Container ship, 4302 teu. Length 294 m, 21,574 t. Deflagged from Marshall Islands to Sierra Leone for her last voyage as **Spinel**. Classification society American Bureau of Shipping. Built in 1996 in Koje (South Korea) by Samsung. Owned by Unitized Ocean Transport Ltd (Greece). Sold as is in Singapore for demolition in India. 454 US \$ per ton, including 650 t of bunkers.



Aspendos M (ex-*Teoman A*, ex-*Wanda A*, ex-*Peter Wehr*, ex-*FMG America*, ex-*Peter Wehr*, ex-*Samudera Thai*, ex-*Peter Wehr*, ex-*Khyber*, ex-*Metz Larnaca*, ex-*Johstadt*). IMO 8411841. Container ship, 440 teu. Length 122 m, 4,760 t. Turkish flag.



Classification society Turk Loydu. Built in 1986 in Gijon (Spain) by Juliana Gijonese. Owned by Medkon Denizcilik Konteyner (Turkey). Detained in 1998 in Piraeus (Greece), in 2005 in Gioia Tauro (Italy), in 2008 in Salerno (Italy) and in 2011 in Valletta (Malta). Sold for demolition in Turkey.

Barcelona Express (ex-*CP Sinaloa*, ex-*TMM Sinaloa*, ex-*Ming Promotion*). IMO 8406286. Container ship, 3266 teu. Length 270 m, 16,798 t. Deflagged from Bermuda to Tuvalu for her last voyage as **Elona**. Classification society American Bureau of Shipping abandonné pour International Ship Classification. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her German owner Hapag-Lloyd Ships Ltd to Urizen Shipping Ltd, a British Virgin Islands-based shell company which will have the ship renamed and deflagged and the classification switched prior to the last voyage to demolition in India.



Conti Hong Kong (ex-*YM Pearl river*, ex-*Conti Hong Kong*, ex-*MSC Guayaquil*, ex-*Conti Hong Kong*, ex-*MSC Guayaquil*, ex-*Nedlloyd Zandam*, ex-*Choyang Star*, ex-*Hong Kong Senator*). IMO 8808587. Container ship, 1743 teu. Length 176 m, 7,629 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1989 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe SchifffahrtsgesellschaftmbH & Co KG (Germany). Detained in 2004 in Hong Kong. Sold for demolition in India.



Darwin (ex-*MSC Darwin*, ex-*Maersk Darwin*, ex-*ANL Indonesia*, ex-*Indonesia*, ex-*APL Indonesia*). IMO 9103702. Container ship, 4507 teu. Length 294 m, 20,672 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh. 441 US \$ per ton.



Dong He. IMO 8806101. Container ship, 2761 teu. Length 236 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Kiel (Germany) by Howaldtswerke-DW. Owned by Shanghai Ocean Shipping Co Ltd (China). Sold for demolition in Xinhui, China.

Genoa Express (ex-CP *Jalisco*, ex-TMM *Jalisco*, ex-Ming *Progress*). IMO 8501452. Container ship, 3266 teu. Length 270 m, 16,809 t. Bermuda flag abandonné pour celui de Tuvalu for her last voyage as **Noa**. Classification society American Bureau of Shipping. Built in 1988 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her German owner Hapag Lloyd to Urizen Shipping Ltd - the exotic subsidiary company specialized in the clearance sale of old Hapag Lloyd ships (Cf. above *Barcelona Express*) - prior to her departure for demolition in India.



Genoa Express, then *CP Jalisco* sailing from Valencia Port (Spain) in May 2006. © Manuel Hernández Lafuente



Hammonia Adriaticum (ex-Mare *Adriaticum*, ex-Mekong *Stream*, ex-Mare *Adriaticum*, ex-ACX *Eagle*, ex-Mare *Adriaticum*, ex-Rotterdam *Stad*, ex-Mare *Adriaticum*, ex-Sea *Nordic*, ex-Mare *Adriaticum*, ex-*Indi*pendent *Trader*, ex-Mare *Adriaticum*). IMO 9071480. Container ship, 1054 teu. Length 149 m, 5,103 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2004 in Hong Kong (China) and in 2013 in Pyeongtaek (South Korea). Sold for demolition in India.



In Keelung, Taiwan © Chun Hsi



In Alang, India December 2013 © Andrey Kuznetsov

Krasnogvardeec. IMO 8521024. Container ship, 490 teu. Length 149 m, 5,367 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov. Owned by FESCO (Russia). Sold for demolition in China.



Krasnogvardeec, November 2013, still sailing...arriving at Busan New Port (Korea South). © Lappino

Maersk Dartford (ex-*MSC Dartford*, ex-*Maersk Dartford*, ex-*Singapore Bay*). IMO 9005560. Container ship, 4038 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Imari (Japan) by Namura. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sols for demolition, *Maersk Dartford* was renamed ***Patai*** prior to her departure for India. 444 US \$ per ton.



MSC Anafi (ex-*Anafi*, ex-*Ajama*, ex-*CP Pathfinder*, ex-*Lykes Pathfinder*, ex-*DAL East London*, ex-*Ajama*, ex-*Seastar*, ex-*Choyang Grace*, ex-*Delaware Bay*, ex-*Sea Musketeer*, ex-*Ajama*, ex-*Charles de Foucauld*). IMO 9003304. Container ship, 2280 teu. Length 205 m, 13,850 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Gdansk (Poland) by Gdanska. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2002 in Los Angeles (United States) and in 2012 in Aqaba (Jordan). Sold for demolition in India.



MSC Carla (ex-*Hanjin Longbeach*). IMO 8419714. Container ship, 3250 teu. Length 241 m, 13,552 t. Panamanian flag. Classification society RINA. Built in 1986 in Innoshima (Japan) by Hitachi Zosen. Owned by MSC – Mediterranean Ship Company (Switzerland). Detained in 2006 in Port Botany (Australia). Sold for demolition in India. 450 US \$ per ton.



Her homonym, *MSC Carla* IMO 7214624, built in 1972, left the port of Le Havre bound for Boston on November 21st, 1997 and broke in two 3 days later off the Azores. The forepart sunk, the rear part was towed to Gijon (Spain) and scrapped.

MSC Carla ((IMO 8419714), at Le Havre (France), December 2007 © Vladimir Knyaz

MSC Catania (ex-*Sandra Azul*, ex-*NYK Altair*). IMO 9073995. Container ship, 4953 teu. Length 300 m, 23,887 t. United Kingdom flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2010 in Mumbai (India) and in 2013 in Fremantle (Australia). Sold for demolition in Bangladesh. 445 US \$ per ton.



MSC Catania, outer harbour, Port Adelaide (Australia), October 2013 © Trevor Raymond Powell

MSC Lana (ex-*Pacific Quest*, ex-*Richmond Bridge*, ex-*Hyundai Portland*, ex-*Maersk Rotterdam*, ex-*Richmond Bridge*). IMO 8130019. Container ship, 1830 teu. Length 218 m, 11,959 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kobe (Japan) by Kawasaki. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2004 in Fremantle (Australia), in 2005 in Shanghai (China), in 2006 in Fremantle again and in 2009 in Bandar Abbas (Iran). Sold for demolition in India.



Nedlloyd Africa. IMO 8915706. Container ship, 3604 teu. Length 266 m, 16,000 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kobe (Japan) by Mitsubishi. Owned by E.R. Schiffahrt GmbH & Cie KG (Germany). Sold for demolition in India. 444 US \$ per ton.



Nedlloyd Honshu. IMO 9001318. Container ship, 4112 teu. Length 279 m, 23,857 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Kobe (Japan) by Mitsubishi. Owned by ER Schiffahrt GmbH & Cie Kg (Germany). Sold for demolition in India and renamed **Kadik**. 444 US \$ per ton.



In Gibraltar, May 2012 © **Muhsen Hussein**

Nedlloyd Oceania. IMO 8915689. Container ship, 3568 teu. Length 266 m, 17,600 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2006 in Gioia Tauro (Italy). Sold for demolition in India and renamed **Dato**. 444 US \$ per ton.



PCE Madeira (ex-Harmony II, ex-Harmony, ex-MSC Fado, ex-P&O Nedlloyd Beirut, ex-DNOL Beirut, ex-UB Tiger, ex-Beirut, ex-Contship Egypt, ex-Harmony). IMO 9060273. Container ship, 1576 teu. Length 168 m, 7,000 t. Deflagged from Malta to Liberia in September, and deflagged from Liberia to Saint Kitts and Nevis for her last voyage as **Marc**. Classification society Lloyd's Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hanjin HI Co. Owned by PCE Madeira Schiffahrts GMBH (Germany). Detained in 2012 in Naples (Italy) and in 2013 in Algeciras (Spain) and Novorossiysk (Russia). Sold for demolition in India.



River Wisdom. IMO 9072135. Container ship, 3802 teu. Length 276 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in China.



River Wisdom passing under the Verrazano-Narrows Bridge, New York. December 2007 © **Finn Tornquist**

Rome Express (ex-CP Challenger, ex-Lykes Challenger, ex-Ming Peace). IMO 8406274.



Container ship, 3266 teu. Length 270 m, 15,748 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in India. 435 US \$ per ton.



Rome Express at Valencia, Spain July 2013.
© Antonio Alcaraz Arbelo

STX Singapore (ex-Asian Pegasus). IMO 9003201. Container ship, 1182 teu. Length 175 m, 6,663 t. Deflagged from South Korea to Saint Kitts and Nevis for her last voyage as **S Singapore**. Classification society Korean Register of Shipping. Built in 1991 in Onishi (Japan) by Mitsubishi. Owned by STX Pan Ocean Co Ltd (South Korea). Sold as is in Singapore for demolition in India. 375 US \$ per ton.

Teng He. IMO 9067570. Container ship, 3764 teu. Length 275 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by COSCO (China). Sold for demolition in Xinhui, China.



Volos (ex-MSC Volos, ex-Brave Eagle, ex-MSC Santos, ex-Brave Eagle, ex-Independant Endeavour, ex-Contship Brave, ex-Brave eagle). IMO 8415641. Container ship, 1022 teu. Length 147 m, 4,674 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Dania Marine APS (Denmark). Detained in 2012 in Novorossiysk (Russia). Sold for demolition in India.



YM East (ex-Ming East, ex-Maersk Long Beach, ex-Ming East). IMO 9062087. Container ship, 3725 teu. Length 276 m, 19,426 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Hong Kong for demolition in Bangladesh. 410 US \$ per ton.



YM East, September 2007: Vancouver, British Columbia, Canada. © Marek

YM South (ex-Ming South). IMO 9001227. Container ship, 3725 teu. Length 276 m, 19,426 t. Taiwanese flag. Classification society Bureau Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 425 US \$ per ton.

YM West (ex-Ming West, ex-Maersk Singapore, ex-Ming West). IMO 9001239. Container ship, 3725 teu. Length 276 m, 19,120 t. Taiwanese flag. Classification society Det Norske Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2004 in Shenzhen (China). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 425 US \$ per ton.



Zhuang He. IMO 8321723. Container ship, 1668 teu. Length 199 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Bremerhaven (Germany) by Seebeckwerft. Owned by Pania Shipping Co Ltd (China). Sold for demolition in Xinhui, China by Xiasha Shipyard.



Reefer

Baltic Sun (ex-Balkan Reefer). IMO 7632280. Reefer. Length 144 m, 7,277 t. Saint Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Nagasaki (Japan) by Hayashikane. Owned by Ost-West-Handelund Schifffahrt GmbH (Alemagne). Detained in 2002 in Algeciras (Spain). Sold for demolition in India.



Baltic Sun arriving at Santa Marta, Colombia, in April 2011 © Wil Weijsters

Ro Ro

Esprit (ex-Galaxy, ex-Galing, ex-Ville de Lattaquie, ex-Aniene, ex-Lido di Venezia, ex-Merzario Fenicia). IMO 7713383. Ro Ro. Length 141 m. Italian flag. Classification society RINA. Built in 1979 in Kalmar (Sweden) by Kalmar Varv. Owned by Cube Gestioni Srl (Italy). Detained in 2000 in Hamburg (Germany) and in 2007 in Cagliari (Italy). Sold for demolition in Turkey.



Eurocargo Europa (ex-Tor Scandia, ex-Stena Porter, ex-American Condor, ex-Zenit Express, ex-Kuwait Express). IMO 7909970. Ro Ro. Length 192 m, 13,167 t. Maltese flag. Classification society RINA. Built in 1981 in Malmö (Sweden) by Kockums. Owned by Valiant Shipping SA (Greece). Sold for demolition in Bangladesh. 455 US \$ per ton including two working bronze propellers, one spare propeller, two main engines and two bow thrusters.



Eurocargo Europa, Lisbon, Portugal, October 2013. © Pedro Amaral

Hellenic Master (ex-Silkeborg, ex-Celia B, ex-Celie, ex-Finnriver, ex-Celia, ex-Hesperus, ex-Vasaland). IMO 7718527. Ro Ro. Length 165 m, 10,114 t. Greek to Saint Kitts and Nevis for her last voyage as **Master**. Classification society RINA. Built in 1979 in Chiba (Japan) by Mitsui. Owned by Hellenic Seaways Maritime SA (Greece). Detained in 2009 in Venice (Italy). Sold for demolition in India.



Hellenic Trader (ex-Navetrailer, ex-Tomakomai Maru). IMO 7419456. Ro Ro. Length 147 m, 6,259 t. Deflagged from Greece to Saint Kitts and Nevis for her last voyage. Classification society RINA. Built in 1975 in Shimonoseki (Japan) by Hayashikane. Delivered as the Japanese *Tomakomai Maru*. Acquired in 1999 by Minoan Flying Dolphins, renamed *Navetrailer* (Greek flag), sold in 2005 to Hellenic Seaways (Greece) and renamed *Hellenic Trader* in 2007. She was mainly operated on the Corinth / Venice service. Detained in 2011 in Venice (Italy). Beached for demolition in India on January 27th 2014.



Hellenic Trader September 2013 At Perama, Piraeus, Greece. © Dennis Mortimer

Leila (ex-Hana II, ex-Contender, ex-Indiana I, ex-Indiana, ex-Ferruccio, ex-Antinea). IMO 7302794. Ro Ro. Length 79 m, 1,242 t. Sierra Leone flag. Classification society International Register of Shipping. Launched on December 22nd, 1972 by Ateliers et Chantiers du Havre as *Antinea* and delivered on April 6th 1973 to Union industrielle et maritime. Her main duty under the French flag was the Sète / Marseille / Algeria service. In summertime, she occasionally came as a support to carry passenger cars which could not get onboard the ferries due to a lack of sufficient space.



March 17th, 1973, *Antinea* at Le Havre (France) prior to entering service. © G Cornier

Sold in 1983, she became the Italian *Ferruccio*, then *Indiana* in 1986. In 1988, She was reflagged to Bahamas for a British Group which had her renamed *Indiana I* and operated her for a while between Montevideo (Uruguay), Punta Arenas (Chile) and Port Stanley (Falklands) as a supply ship for the British Archipelago. She was sold in 1992 to the Orkney Islands-based Orcargo Company, north of Scotland and as *Contender* and under the United Kingdom flag, she mainly carried cattle from the Archipelago to the Scottish port of Invergordon. In 2002, the ex-*Antinea* left for the Middle East as the Panamanian *Hana II*, later *Leila* in 2004, for a Dubai-based shipping line. The last noticeable event in her career occurred on February 16th, 2012. She was captured off Oman by Somali pirates with her 24 crew members; she will be freed on April 12th, after payment of a 150,000 US \$ ransom... Owned by Al Hufoof Clearing Forwarding & Sea Freight (United Arab Emirates). She was delivered to the Gadani breakers (Pakistan) on December 18th.

In Berbera (Somalia), April 2012 © Jorgen Brodersen



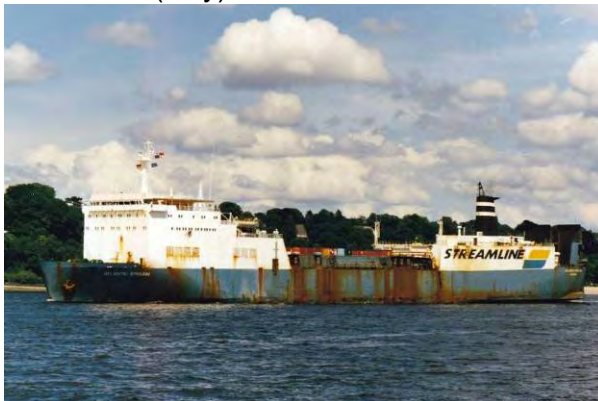
Thebeland. IMO 7718498. Ro Ro. Length 190 m, 10,992 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Chiba (Japan) by Mitsui ; jumboized in 1995 and lengthened from 165 to 190 m. Owned by Imperial Ship Management AB (Sweden). Detained in 1999 in Kotka (Finland). Sold for demolition in India. 448 US \$ per ton.



Thebeland, August 2008, in Dakar, Senegal
© Dimitrios



Ulusoy 7 (ex-Und Denizcilik, ex-Anglebury, ex-Jolly Oro, ex-Anglebury, ex-Atlantic Sream, ex-Gulf Express, ex-Finnclipper, ex-Gulf Express). IMO 7430709 . Ro Ro. Length 173 m. Turkish flag. Classification society Det Norske Veritas. Built in 1979 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Ulusoy Denizyollari (Turkey). Detained in 2006 and 2008 in Trieste (Italy). Sold for demolition in Turkey.



1988, the rusted *Atlantic Stream* is leaving Hamburg (Germany) © Frao /Shipspotting



2013, *Ulusoy 7* is beached for demolition in Aliaga (Turkey) © Ship Pax Information

See also « **The Black Page** », p 31

Cement carrier

Kirishima Maru. IMO 8820602. Cement carrier. Length 60 m. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Hakata (Japan) by Murakami Hide. Owned by Rui Feng Hk Marine Co Ltd (China). Sold for demolition in China.

Bulk carrier

Acrobat (ex-Devotional, ex-Iran Eshraghi). IMO 8309684. Bulk carrier. Length 190 m, 9,279 t. Comorian flag for her last voyage as **Vum**. Classification society Germanischer Lloyd. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Detained in 2000 in Kwinana (Australia) and in 2004 and 2007 in Hamburg (Germany). Sold to the Dubai-based Best Oasis DMCC prior to her departure for demolition in India.



Al Amal (ex-Princess Diana, ex-Sacura, ex-Devolan, ex-Devolan, ex-Kapitan Trubkin, ex-Manila Spirit, ex-Jaylock). IMO 8005551. Bulk carrier. Length 171 m, 6,333 t. Tuvaluan flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Osaka (Japan) by Osaka Zosensho. Owned by Stiga Shipping Co (Turkey). Detained in 2003 in Vlissingen (Netherlands) and in Hampton Roads, (United States). Sold for demolition in Pakistan. 422 US \$ per ton. including 200 t of bunkers.



Algoma Quebecois (ex-*Quebecois*). IMO 5287847. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1963 in Montreal (Canada) by Canadian Vickers. She entered service as *Quebecois* and has been carrying ore and grain on the Great Lakes for Papchristidis and from 1972 on for Upper Lakes Shipping. She was known as the « Santa Claus Ship » as one of the crew member used to dress up and cheer the children when the *Quebecois* travelled the Lakes in December. In 2011 she was acquired by Algoma Central Corp and became *Algoma Quebecois*. In December 2012, she retired in Hamilton, on the Western shore of Lake Ontario ; she was towed to Toronto, still on Lake Ontario in June 2013, then to Port Colborne, on Lake Erie in November, for demolition by the Canadian ship-breaking yard International Marine Salvage. The steam turbines of *Algoma Quebecois* required large quantities of asbestos.



Algoma Quebecois, July 2012, upbound on St Lawrence River, Sorel, Canada © Lorraine Morrill

Angel (ex-*Dapper*, ex-*Iran Ashrafi*). IMO 8309646. Bulk carrier. Length 190 m, 9,190 t. Deflagged from Togo to Comoros for her last voyage as **Lion**. Classification society Germanischer Lloyd. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Sold to the Abu Dhabi-based Best Oasis prior to her departure for demolition in India.

Balikesir. IMO 7389883. Bulk carrier. Length 154 m, 5,561 t. Turkish flag. Classification society Bureau Veritas. Built in 1981 in Izmit (Turkey) by Golcuk DY. Owned by Kocanlar Deniz Tasimaciligi AS (Turkey). Detained in 1999 in Montreal (Canada) and Mobile (United States) and in 2013 in Naples (Italy). Sold for demolition in India. 432 US \$ per ton including 315 t of bunkers.



Behafarid (ex-*Accurate*, ex-*Drifter*, ex-*Iran Abozar*). IMO 8320169. Bulk carrier. Length 190 m, 9,244 t. Deflagged from Iran to Comoros for her last voyage as **Marwan**. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by Iran Shipping Lines (Iran). Detained in 2011 in Kandla (India). Sold for demolition in India.



Berge Phoenix (ex-*BW Phoenix*, ex-*Berge Phoenix*, ex-*Grand Phoenix*). IMO 8406406. Bulk carrier. Length 334 m, 38,642 t. Isle of Man flag. Classification society Det Norske Veritas. Built in 1986 in Tsu (Japan) by Nippon Kokan ; ex-OBO



converted to ore carrier in 2004. Owned by Berge Bulk AS (Norway). Detained in 2010 in Rotterdam (Netherlands). Sold for demolition in India. 433 US \$ per ton.



The big IOM-registered ore carrier *Berge Phoenix* departing Europoort (Rotterdam, Netherlands) in August 2010.
© Lennart Rydberg

Brave (ex-Brave John, ex-Prabhu Jivesh, ex-Spring Eagle, ex-Sanko Eagle). IMO 8307076. Bulk carrier. Length 188 m, 7,365 t. Dominican flag. Classification society Bureau Veritas. Built in 1983 in Toyohashi (Japan) by Kanasashi. Owned by Tech Project LLC (Ukraine). Detained in 2007 in Tianjin (China), in 2012 in Safi (Morocco) and Novorossiysk (Russia). Sold for demolition in Bangladesh. 408 US \$ per ton.



Cape M (ex-Cape Mor, ex-Sunny Wealth, ex-Nishiura, ex-Nishiura Maru). IMO 8407498. Bulk carrier. Length 300 m, 25,222 t. Dominican flag. Classification society Bureau Veritas. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC(Ukraine). Detained in 2011 in Puerto Bolivar (Colombia) and in 2013 in Rizhao (China). Sold for demolition in Bangladesh. 436 US \$ per ton. *Cape M* had already been reported sold for demolition, in India then (Cf. Ship-breaking # 30).



Cape Mor, March 2011 Puerto de La Luz y Las Palmas, Las Palmas (Canary Islands, Spain)
© Charran



Carpio (ex-Vitaglory, ex-Cemtex General). IMO 8818881. Bulk carrier. Length 225 m, 10,019 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Marugame (Japan) by Imabari Zosen. Owned by Ocean Sentinels Shipmanagement (Singapore). Detained in 2001 in Chiba (Japan) and in 2013 in Guangzhou (China). Sold for demolition in Bangladesh. 442 US \$ per ton.



Chipstar (ex-Forestal Gaia). IMO 9165918. Wood chip carrier. Length 198 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in Xinhui, China.



South China Sea, August 2013 © Vyacheslav47

DD Vigor (ex-Muzeyyen Ana, ex-Bergen Malaya, ex-Bergen Maru, ex-Baron Dunmore). IMO 8109034. Bulk carrier. Length 183 m, 8,139 t. Saint Vincent and Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tamano (Japan) by Mitsui. Owned by DD Shipping Ltd (Russia). Detained in 1998 in Zaandam (Netherlands), in 2000 in Onahama (Japan), in 2002 in Lisbon (Portugal), in 2009 in Vancouver and in 2011 in Paradip (India) and Tangshan (China). Sold for demolition in Bangladesh. 440 US \$ per ton.



Feng Guang Hai (ex-Scenery Sea, ex-Channel Navigator). IMO 8903351. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1991 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO (China). Detained in 1999 in Mobile (United States) and in 2010 in Port Headland (Australia). Sold for demolition in Jiangyin, China.



Feng Guang Hai at Adang Bay, Indonesia, January 2008 © Husni

Fortune Forest (ex-Premium 3, ex-Pacific Bangmin, ex-Chada Naree, ex-Grand Wood). IMO 8103470. Bulk carrier. Length 146 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Shanghai Shen Yue Ship Management Co Ltd (China). Detained in 2003 in Southampton (United Kingdom), in 2005 in Silvertown (United Kingdom) and in 2013 in Taizhou (China). Sold for demolition in China by Jiaojiang shipyard.



Full Beauty. IMO 9074080. Bulk carrier. Length 225 m. Hong Kong Flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO (China). Sold for demolition in Xinhui, China

Cathlamet (Washington State, United States), November 2010 © Kim Sharp



Full Sources. IMO 9064449. Bulk carrier. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO (China). Sold for demolition in Xinhui, China.

Full Spring. IMO 9064451. Bulk carrier. Length 225 m. Hong Kong Flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO (China). Sold for demolition in China. 345 US \$ per ton.

Golden Tulip (ex-Alios, ex-Katerina, ex-Hidir Selek, ex-OMI Sacramento, ex-Ogden Sacramento). IMO 8103676. Bulk carrier. Length 192 m, 9,879 t. Marshall Islands flag. Classification society RINA. Built in 1983 in Kure (Japan) by Ishikawajima-Harima. Owned by Mercantile Shipping Lines (Bangladesh). Detained in 2001 in Philadelphia (United States), in 2002 in Ningbo (China), in 2007 in Bandar Abbas (Iran) and Antwerp (Belgium) and in 2012 in Hong Kong (China). Sold for demolition in Bangladesh.



Hiba Alhour B (ex-*Johnny P*, ex-*Great Cheer*, ex-*World Cheer*). Bulk carrier. IMO 7930072. Bulk carrier. Length 171 m, 6,267 t. Panamanian flag. Unknown classification society. Built in 1980 in Osaka (Japan) by Osaka Zosen. Owned by Odetheos Navigation Co SA (Syria). Sold for demolition in Pakistan.



Hoang Son 28 (ex-*Vinashin Island*, ex-*Asta*, ex-*Ravenna*, ex-*Heng Shan*, ex-*Sailman*, ex-*Oriental Castle*). IMO 7929267. Bulk carrier. Length 175 m, 7,155 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1980 in Marugame (Japan) by Imabari Zosen. Owned by Vinashin Ocean Shipping Co Ltd (Vietnam). Detained in 2007 in Silvertown (United Kingdom) and in 2011 in Kandla (India). Sold for demolition in India.



Ilios (ex-*Costa Ilios*, ex-*Vitali*, ex-*torm Rotna*, ex-*Elpis*, ex-*Bulk H*, ex-*Hilversum*). IMO 8005288. Bulk carrier. Length 225 m, 11,476 t. Marshall Islands flag. Classification society RINA. Built in 1982 in Imari (Japan) by Namura. Owned by Navitas Compania Maritima SA (Greece). Detained in 2008 in Brake (Germany). Sold for demolition in Pakistan. 420 US \$ per ton.

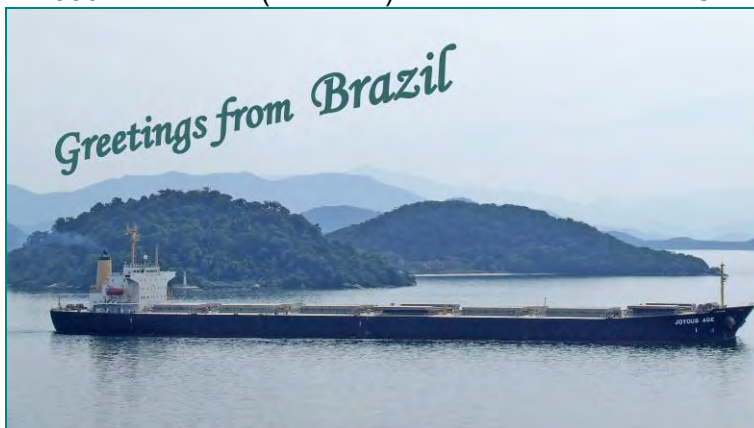


Costa Ilios, dockside anchorage, Mississippi River. December 2009 © Paul Sullivan

Isa Energy (ex-*Efessos*, ex-*J Emma*, ex-*Freesia I*, ex-*Freesia*). IMO 8117196. Bulk carrier. Length 183 m, 8,179 t. Deflagged from Indonesia to Tuvalu for her last voyage sous le nom d'**Energy**. Classification society Biro Klasifikasi Indonesia, but International Ship Classification for the last voyage. Built in 1982 in Saiki (Japan) by Usuki Tekkosho. Owned by Isa Lines (Indonesia). Detained in 2000 in Vancouver (United States) and in 2000 in Quangninh (Vietnam). Acquired as is in Singapore by the Indian Doehle Danautic Ltd, renamed, deflagged and beached for demolition in Bangladesh. 360 US \$ per ton.



Joyous Age. IMO 9047099. Bulk carrier. Length 225 m. Hong Kong Flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by COSCO (China). Detained in 2000 in Kwinana (Australia). Sold for demolition in China.



Joyous Age, outbound from Paranagua, Brazil June 2007. © Knut Helge Schistad

Kai Star (ex-Galata Star, ex-Castor Star, ex-Pathfinder, ex-Iolcos Garnet, ex-Ocean Garnet). IMO 8101006. Bulk carrier. Length 180 m, 6,141 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Guangzhou Unioccean International Ship Management Co (China). Detained in 2007 in Grundartangi (Iceland). Sold for demolition in Bangladesh. 430 US \$ per ton.



Lady Nada Y (ex-Lady Nada, ex-Eco Challenge, ex-New Moon, ex-New Mail). IMO 8029507. Bulk carrier. Length 153 m, 5,886 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kochi (Japan) by Shin Yamamoto. Owned by Divine Faith Shipping Co (Greece). Detained in 2002 in Townsville (Australia) and in 2010 in Venice (Italy). Sold for demolition in India.



Macau Mineral (ex-Corossol, ex-Caspia). IMO 8716021. Bulk carrier. Length 312 m, 24,932 t. Panamanian flag. Classification society RINA. Built in 1989 in Koje (South Korea) by Samsung. Owned by Sea Star Ships Management Co (China). Sold for demolition in China. 350 US \$ per ton.

Maharashtra. IMO 8511653. Bulk carrier. Length 193 m, 11,015 t. Deflagged from India to Saint Kitts and Nevis for her last voyage as **Aha**. Classification society Indian Register of Shipping. Built in 1995 in Visakhapatnam (India) by Hindustan. Owned by SCI – Shipping Corporation of India (India). Detained in 2002 in Port Adelaide (Australia). Sold for demolition in Bangladesh.



Maharashtra, southbound on the Bosphorus on June 2010
© Wil Weijsters

Ming Zhou 29 (ex-Niki, ex-New Spirit, ex-Mikola Bazhan). IMO 8523149. Bulk carrier. Length 215 m, 13,580 t. Chinese flag. Unknown classification society. Built in 1985 in Nikolayev (Ukraine) by Okean. Owned by Ningbo Marine Group Co Ltd (China). Sold for demolition in China. 344 US \$ per ton.



Ming Zhou 30 (ex-Sea Glory, ex-Harmon, ex-Millenium Aleksander, ex-Aleksander Aberg, ex-70-Letiye Oktyabria). IMO 8624644. Bulk carrier. Length 215 m, 13,330 t. Chinese flag. Unknown classification society. Built in 1988 in Nikolayev (Ukraine) by Okean. Owned by Ningbo Marine Group Co Ltd (China). Sold for demolition in China. 344 US \$ per ton.



Ocean Mate (ex-Agia Floga, ex-Sidrela, ex-Cedrela, ex-Lune, ex-Poplar, ex-Sanko Poplar). IMO 8316285. Bulk carrier. Length 188 m, 15,400 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by KSIM Co Ltd (South Korea). Detained in 2000 in Swinoujscie (Poland), in 2007 twice in Gladstone (Australia) and in 2010 in Quangninh (Vietnam). Sold for demolition in Bangladesh. 407 US \$ per ton.



Paula I (ex-Ocean Prince, ex-Handy Prince, ex-Iron Prince). IMO 8018041. Bulk carrier. Length 164 m, 6,894 t. Qatari flag. Classification society Bureau Veritas. Built in 1981 in Kure (Japan) by Ishikawajima-Harima. Owned by Aswan Trading (Qatar). Sold as is in Doha (Qatar) for demolition in India. 390 US \$ per ton.

Ocean Prince approaching Rio de Janeiro, Brazil,
January 2006 © Ken Smith



Peng Qing (ex-Sea Phoenix, ex-Phlox, ex-Pacific Sunbelt, ex-Neo Platanus, ex-Sanko Platanus). IMO 8309373. Bulk carrier. Length 185 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Osaka (Japan) by Osaka Zosen. Owned by COSCO (China). Sold for demolition in China.

Peng Ye (ex-Bright State, ex-Belore). IMO 8801773. Bulk carrier. Length 224 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Sasebo (Japan) by Sasebo HI. Owned by COSCO (China). Detained in 1997 in Rijeka (Croatia). Sold for demolition in China.



Ram Prasad (ex-East Sunrise 9, ex-Samosex-Elsam Jylland). IMO 8023981. Bulk carrier. Length 270 m, 19,492 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Lindo (Denmark) by Odense Stalskibs. Owned by Essar Shipping Ltd (India). Detained in 2004 in Port Headland (Australia) and in 2005 in Amsterdam (Netherlands). Sold for demolition in Pakistan. 440 US \$ per ton including 350 t of bunkers.



East Sunrise 9, Trinidad - July 2010 © **Adi Man**



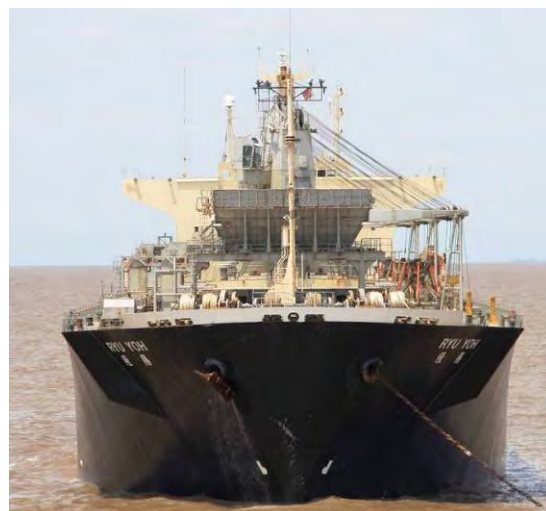
Ram Prasad December 06, 2013 in Gadani - Pakistan for demolition . © **primedude**

Rio Gold (ex-Pontonikis, ex-Elena, ex-Cecilia, ex-Queen 1, ex-Oriental Queen). IMO 8408521. Bulk carrier. Length 190 m, 8,792 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Genesis Seatrading Corp (Greece). Detained in 2000 in Gijon (Spain), in 2002 in Dunkerque (France), New Orleans (United States) and Albany (Australia), in 2003 in Napier (New Zealand), in 2006 in Riga (Lettonie), in 2008 in San Francisco (United States), in 2010 in Gijon again and in 2012 in Paradip (India). Silver medallist on the substandard ships podium with **9 detentions**. Sold for demolition in Bangladesh.

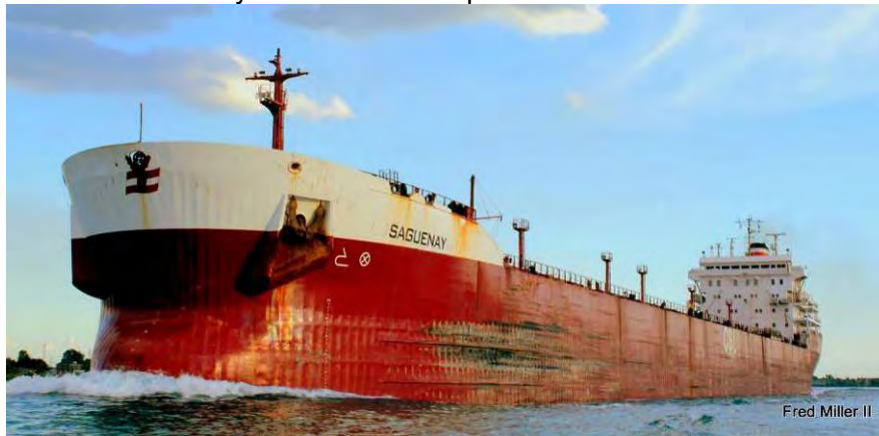


Ryu Yoh. IMO 8921444. Wood chip carrier. Length 200 m, 9,210 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition in India.

Ryu Yoh in Rio de la Plata, Argentina, November 2009
© **Captain Ted**



Saguenay. IMO 7910175. Bulk carrier. Length 223 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Hoboken (Belgium) by Cockerill Yards. Owned by CSL Group Inc (Canada). Detained in 2009 in Baltimore (United States). Sold for demolition in Turkey. This time the trip from the Great Lakes went well!



Upbound at St Clair, Michigan, Port Huron, United States, August 2012 © Fred Miller /Shipspotting

Scipione (ex-Master Davidov, ex-Splendor, ex-Caro, ex-Key Splendor). IMO 8330891. Bulk carrier. Length 148 m, 4,396 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Neptunus SA (Switzerland). Sold for demolition in Bangladesh. 402 US \$ per ton.



Sunny Sailor (ex-Grand Ocean, ex-Ocean Queen, ex-Prosperous, ex-Bulkprosperous, ex-Prosperous). IMO 8818867. Bulk carrier. Length 270 m, 18,464 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1990 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Winning Shipping (China). Detained in 2004 in Newcastle (Australia), in 2005 in Port Headland (Australia) and in 2010 in Gladstone (Australia). Sold for demolition in Bangladesh. 442 US \$ per ton.



Swift Cro (ex-D Ocean, ex-Magda T, ex-Katerina, ex-Matrose, ex-Mata K, ex-Clare, ex-Corato). IMO 8203361. Bulk carrier. Length 185 m. Panamanian flag. Unknown classification society. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Split Ship Management Ltd (Croatia). Detained in 1998 in Cardiff (United Kingdom), in 2002 in Antwerp (Belgium) and in 2009 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



Swift Cro northbound on the Bosphorus in June 2009
© Wil Weijsters



Tai He Hai. IMO 8318271. Bulk carrier. Length 186 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Shanghai (China) by Hudong Shipyard. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

Tradelink (ex-African Zebra, ex-Handy Tiger, ex-Brave Venture). IMO 8315920. Bulk carrier. Length 190 m, 7,915 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Manship Pte Ltd (Singapore). Detained in 2005 in San Antioco (Italy) and Port-Cartier (Canada). Sold for demolition in Bangladesh. 405 US \$ per ton.



V *Kerkis* (ex-*Kerkis*, ex-*Shin-Hoh*, ex-*Shinho Maru*). IMO 8029064. Bulk carrier. Length 315 m, 29,765 t. Bahamian flag. Classification society Bureau Veritas. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Tech Project LLC (Ukraine). Detained in 2002 in Taranto (Italy) and Rotterdam (Netherlands), in 2011 in Dalian (China) and in 2013 in Yuzhnyy (Ukraine). Sold for demolition in Bangladesh. 438 US \$ per ton.



In Yuzhnyy (Ukraine), September 2010 © V Tatarchuk

Win Eagle (ex-*Ever Wise*, ex-*Handy Shipper*, ex-*Skaw Trader*, ex-*Clipper Hope*). IMO 8109199 . Bulk carrier. Length 146 m, 4,418 t. Deflagged from Malta to Saint Kitts and Nevis for the end of her career as **Om Shakti**. Classification society Nippon Kaiji Kyokai. Built in 1982 in Sasebo (Japan) by Sasebo HI. Detained in 2005 in Bristol (United Kingdom), in 2010 in Vishakhapatnam (India) and in 2011 in Posiet, (Russia). Sold to the Indian Doehle Danautic India Pvt Ltd prior to her departure for demolition in India.



Winning Peace (ex-*Carpe Diem I*, ex-*Magnolia I*, ex-*Magnolia*, ex-*Tatekawa Maru*). IMO 8408375. Bulk carrier. Length 290 m, 22,936 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Qingdao Winning International Ships Management Co (China). Sold for demolition in Bangladesh. 442 US \$ per ton.



Yun Tong (ex-*Anangel Express*, ex-*Oak Sun*). IMO 8004650. . Length 223 m, 11,843 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1982 in Mihara (Japan) by Koyo DY Co. Owned by Da Tong Shipping (China). Detained in 2003 in Vancouver (Canada) and Newcastle (Australia), in 2008 in Ningbo (China), in 2010 in Lianyungang (China), in 2012 in Tianjin (China) and in 2013 in Lianyungang again. Sold for demolition in Jiangyin, China. 350 US \$ per ton.



Zhushui 2 (ex-*CHS Star*, ex-*Mercurian Virgo*, ex-*Nord-Energy*). IMO 8907905. Bulk carrier. Length 269 m, 17,312 t. Panamanian flag. Classification society China Classification Society. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Seroja-Zhushui Shipping Ltd (China). Detained in 2012 in Newcastle (Australia). Sold for demolition in Bangladesh. 423 US \$ per ton.



Zushui 2, in Kaohsiung (Taiwan), November 2010
© Kaodean / Marine Traffic

Miscellaneous

Offshore supply vessel

Ocean Viking (ex-Roman, ex-Far Centurion, ex-Seaforth Centurion). IMO 8200632. Offshore supply vessel. Length 68 m. Vanuatuan flag. Classification society Det Norske Veritas. Built in 1983 in Pusan (South Korea) by Daedong SB Co. Owned by Navegacao Sao Miguel Ltda (Brazil). Sold for demolition in Turkey.

Ocean Viking March 2013, Rio de Janeiro (Brazil)
© daviddhips



Samudrika 17. IMO 8413825. Offshore supply vessel. Length 55 m, 970 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapur by Southern Ocean. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai (India).

Vos Searcher (ex-Dea Searcher, ex-Toisa Petrel, ex-Lynn Pelham). IMO 8201131. Assistance offshore. Length 55 m. Bahamian flag. Classification society American Bureau of Shipping. Built in 1983 in Moss Point (United States) by Halter Marine. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



Vos Searcher arrived in November 2013 on her own power to Fornaes Shipbreaking Ltd for scrapping.
© Bendt Nielsen

Harmony 1 (ex-Salvana, ex-Salviking, ex-Maersk Runner). IMO 7814876. Offshore supply vessel. Length 67 m, 2,390 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Lindo (Denmark) by Odense Staalskibs. Owned by Regulus Ship Services (Singapore). Detained in 2011 in Buenos Aires (Argentina) and in 2012 in Las Palmas (Canary Islands, Spain). Sold for demolition in India.



Harmony 1, November 2011. Arrival at Willemstad Netherlands Antilles, port of Curacao for bunkers.
© Cees Bustraan

Tug

Di Ping (ex-*Zhong Da 31*, ex-*Yan Jiu 14*). IMO 8427010. Tug. Length 60 m. Chinese flag. Classification society China Classification Society. Built in 1978 in Wuhu (China) by Wuhu Shipyard. Owned by Guangdong Deep Ocean Survey (China). Sold for demolition in China.

San Hang Tuo 4001 (ex-*Fuji Maru*). IMO 7620847. Tug. Length 60 m. Panamanian flag. Classification society China Classification Society. Built in 1976 in Isike (Japan) by Ishikawa. Owned by CCGG – Third Navigation Engineering (China). Sold for demolition in China.



San Hang Tuo 4001 At Vung Tau, Vietnam 6/12/07. © Carimar

Car Carrier

Hoegh Tropicana (ex-*Hual Tropicana*, ex-*Hual Lisita*, ex-*Lisita*). IMO 7903093. Car carrier. Length 180 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1980 in Numakuma (Japan) by Tsuneishi. Originally delivered to the Norwegian shipping line Ugland as *Lisita*, renamed *HUAL Lisita* (HUAL, Höegh Ugland Auto Liners, had been a partnership since 1970 between the two Norwegian companies Höegh and Ugland for the



transport of cars). Höegh acquired Ugland's share in 2000, then HUAL became Höegh Autoliners in 2005. Renamed *HUAL Tropicana* in 2000, the ship was renamed *Höegh Tropicana* in 2005. Sold for demolition in China by Civet Guangdong shipyard.

At Le Havre (France), March 2013
© niavlys LH76

Solar Wing. IMO 8708244. Car carrier. Length 187 m, 11,315 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Mizushima (Japan) by Sanoyasu. Owned by MOL - Mitsui OSK Lines (Japan). Sold for demolition in India.

Puget Island, (Washington State, United States), August 2011 © Frans Eykel



Heavy load carrier

Asian Atlas (ex-American *Cormorant*, ex-Ferrier, ex-Kollbris). IMO 7388712. Heavy load carrier. Length 280 m, 18,600 t. Seychelles flag. Unknown classification society. Built in 1975 in Goteborg (Sweden) by Eriksbergs Lindholmen; ex-tanker converted in 1982 to semi-submersible heavy load carrier and shortened from 280 to 225 m. Owned by Sam Woo Holdings Ltd (China). Detained in 2004 in Westernport (Australia) and in 2007 in Hong Kong. Sold as is in Singapore for demolition in Bangladesh. 407 US \$ per ton including 700 t of bunkers.



Asian Atlas, South China Sea in September 2008
© Ivan Meshkov



Asian Atlas at Singapore anchorage on February 2013
© Ivan Meshkov

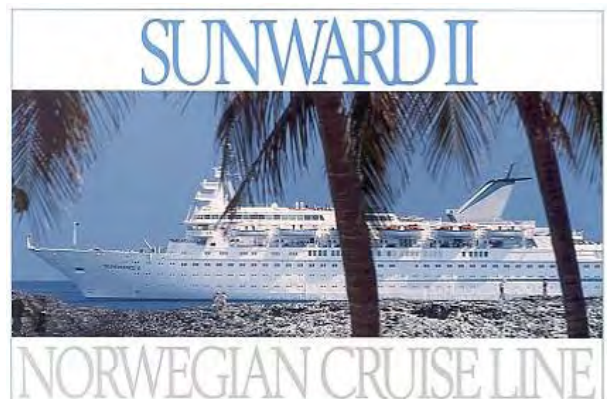
Passenger ship

Coral (ex-Triton, ex-Sunward II, ex-Cunard Adventurer). IMO 7046936. Passenger ship. Length 148 m, 7,876 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1971 in Rotterdam (Netherlands) by Rotterdam DD. This vessel was originally the first one in a class of eight cruise liners scheduled by the charter airline Overseas National Airlines (in which the British Cunard hold a 50 per cent share). Only two ships were ever built (*Cunard Adventurer* and *Cunard Ambassador*) and, considering the financial difficulties of the airline, were actually operated by Cunard. *Cunard Adventurer* was the first Cunard liner which was not bearing a name ending with *-ia* or starting by *Queen...* (*Britannia*, *Lusitania*, *Queen Mary...*). The vessel was mostly dedicated to cruises in the Caribbean or in Alaska, but never achieved much success under Cunard flag as she did not match the high prestige of the company's other cruise liners.



In Southampton (United Kingdom), seen letting off a cloud of red and white balloons to celebrate leaving on her maiden positioning voyage to San Juan, Puerto Rico 19 November 1971 © Dr. Allan Ryszka-Onions

She was sold in 1977 to the Norwegian group Kloster (Norwegian Caribbean Lines) and renamed *Sunward II*, initially flying the Norwegian flag, then in 1977 the Bahamian colours. After her acquisition in 1977, she was refitted in Bremerhaven at the Hapag-Lloyd shipyard where her single and disgraceful funnel was replaced by twin funnels. She was at the time sailing in the Caribbean.



Official NCL post card © Simplan Post Cards

She was acquired in 1991 by the Greek Epirotiki Lines (ship-owner George Potamianos) and became the Greek *Triton*, mostly operated in the Eastern Mediterranean. In 1995, she was handed over to Royal Olympic Cruises, the company resulting from Epirotiki and Sun Line merger, but this company went bankrupt in 2004.



Triton, arrival at Rhodes, Greece, in June 1997.
© Marco Schoone



and at St Petersburg (Russia), July 2003 © Artman

Triton was auctioned in 2005 and acquired by Louis Cruises; she became the *Coral* under Cyprus flag. She kept sailing, mainly in the Mediterranean, until her decommissioning in late 2011. Her return to service as *Louis Rhea* had been planned for 2014, but the company finally renounced the project...



Coral departing Gibraltar, April 2008 © Matt Kent

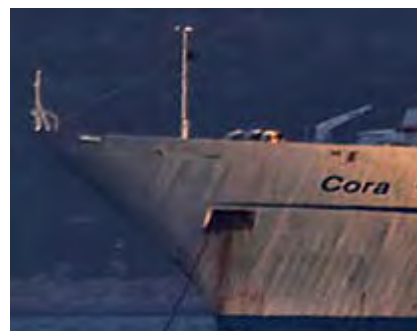


Coral, at Corinth Canal, Greece, August 2011. © Dennis Mortimer



Mykonos (Greece), September 2011 © Peteris Sprogis

In late 2013, *Coral* was « renamed » *Cora*, deflagged to Saint Kitts and Nevis and left for demolition in India. 320 US \$ per ton. She was beached in Alang on January 31st, 2014.



Cora, December 29, 2013 at Elefsis Bay, Greece. © Dennis Mortimer

After this sale for demolition, Louis Cruises is still running five cruise liners all under Maltese flag and managed by the Piraeus-based Core Marine. Three of them are directly operated, i.e. *Louis Aura* (1968), originally *Starward*, *Louis Cristal* (1982), originally *Viking Saga*, and *Louis Olympia* (1982), originally *Song of America*. The two others are chartered to the English Thomson Cruises (German group TUI): *Thomson Spirit* built in 1983 (ex-*Nieuw Amsterdam*) and *Thomson Majesty* built in 1992 (ex-*Royal Majesty*). It seems the company recovered after the difficult times faced following the wreck of the *Sea Diamond* in Santorin in 2007 (two fatalities).

To complete the story, the sister-ship *Cunard Ambassador*, badly damaged by a fire on September 12th, 1974 (with no passenger aboard), was sold to the Danish ship-owner Clausen and converted to cattle carrier as *Linda Clausen* assigned on the Australia/Middle East « line ». She then became the Panamanian *Procyon* in 1980, later the Qatari *Raslan* in 1983. But another fire on July 3rd, 1983 put an end to her carrier and she was sold for demolition in Kaohsiung (Taiwan) one year later.



March 16th, 1972, launching of the *Cunard Ambassador*
© Jtrow



1974, passenger liner *Cunard Ambassador* in Florida
© Historic Florida Keys



1983, cattle liner *Raslan*, in Fremantle (Australia)
© Rovbo / Shipspotting

The END : the ex future « Flotel » *Ice Maiden I*

She was supposed to be named *Aleksandr Sledzyuk* after the first chief mechanical engineer on the nuclear ice breaker *Lenin*. In the Kherson Ukrainian shipyards located on the mouth of the Dniepr she was built under project 10621, a class of general cargo carrier with ice-breaking capabilities intended to supply the Soviet Arctic fleet. History decided otherwise. In 1991, the USSR was disintegrating. President Mikhail Gorbachev escaped the August 19th putsch but on September 5th the Congress of People's Deputies voted the USSR's dissolution. The *Aleksandr Sledzyuk*, renamed *Juvent*, was launched on September 6. Mikhail Gorbachev resigned on December 25. On December 30, the *Juvent* began service for the Murmansk Shipping Company; the State company specialized in Arctic transport. In February 1993, after 12 months of service, *Juvent* was sold to South Africa wishing to modernize the SA Navy's replenishment fleet and replace the old *SAS Tafelberg*.



AK Sledzyuk (1919-1985)



The *Lenin* © Rosatom

The *Juvent* served by a mixed Russian and South African crew arrived at the Simon's Town naval base in the Western Cape Province. On July 8, 1993, the ship was officially commissioned into the South African Navy as *SAS Outeniqua A302*. The Russians left as a legacy a dog which will be renamed *Juvent* and become the ship's mascot. Later, *Juvent* will be given a military burial.



Outeniqua, November 1994 © Dr. A Ryszka-Onions



Outeniqua © Forums airbase.ru

The A302 hold a military support function: helicopter deck, light weight armament, chemical and biological decontamination facilities, a tunnel on her port side enables to directly link the engine room and the control deck. Crews also enjoyed her performances in the Antarctic oceans and ice, the comfort and equipment: the ship was equipped with an elevator accessing all 11 levels, a gym, a sauna, swimming pool and basket ball court.

The *SAS Outeniqua* took part in military exercises and logistical missions on seas worldwide, including the Mediterranean Sea when she delivered medical equipment and emergency supplies for victims of the Bosnia-Herzegovina war in Trieste.



On May 4th, 1997, during the Zaire crisis, the ship was anchored off the coast of Pointe-Noire, Congo and hosted Nelson Mandela's attempted peace talks between Major-general Mobutu and Laurent-Désiré Kabila.

At the end of the 90s, she carried out missions to Antarctica to transport personnel and materials for the rebuilding of the South-African SANAE IV base.

Mobutu, Mandela and Kabila on board the *Outeniqua*



The *Outeniqua* was decommissioned at a sunset ceremony held at Simon's Town on July 30, 2004, and left the South African Navy after 11 years of service. She became *Paardeberg* as she began a civil career for Mertech Marine Ltd with particular favor for Antarctic missions.

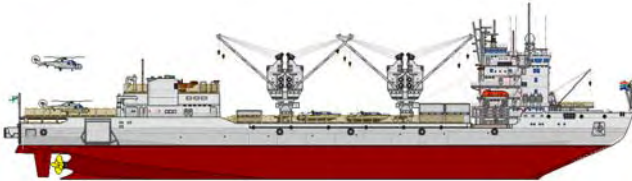


Postcard Posted Paquebot of the Indian expedition



Paardeberg Foto: Ukjent (NauticX.com)

On December 22, 2005, she left Cape Town carrying the 50 members of the expedition that will celebrate the silver jubilee of Indian presence in Antarctica. She returned on March 14, 2006, was sold again and departed for Mobile (Alabama, United –States) and the Atlantic Marine Shipyard on September, 2006. *Paardeberg* was renamed *Ice Maiden I*. Her new owner, the Scottish company C&M Group, wanted to convert her to an accomodation vessel, a “Flotel”, to be used by employees of oil and gas exploration and exploitation offshore platforms as planned by a contract with Shell Energy in the North Sea.



Outeniqua



after conversion, *Ice Maiden I* © maquettes ALVAMA



The Flotel *Ice Maiden I* was to be delivered in the first semester 2009 © Adams offshore Services

The project was spectacular: with her ice-breaking capabilities and a capacity to accommodate 400 people in individual rooms including a bathroom, she would be welcome in the North Sea and ideal for the development of the oil industry in the Arctic. Time was scarce: the Shell contract was to be effective by July 1st, 2007 and the conversion project in the United-States was actually not finished on time.

The *Ice Maiden I* left for Europe, still with the same “Flotel” project. This time she no longer sailed on her own power but was loaded on board the semi-submersible heavy load carrier *Fjord* (IMO 8636740).



May 24th, 2008 © Steve Ellwood ([photo gallery](#))



June 2nd, 2008 © James Scott

On May 29, 2008, the *Fjord* arrived in Newcastle, at the mouth of the Tyne River, but her draft obliged her to head for Rotterdam : the *Ice Maiden I* was set afloat and towed back to the A&P shipyard in Hebburn early June by the tugboat *Banak*. The *Ice Maiden I*'s transformation was delayed: the project was definitively cancelled in 2009 due to the owner's and his banker's - the Royal Bank of Scotland - financial difficulties. .

The *Ice Maiden I* was said to have been sold for 1 million £ (1.65 million US\$) to the G O'Brien group, specialized in the demolition of urban, industrial and offshore infrastructures. 700 tons of asbestos was removed after setting safety equipments and depressurized confined spaces.

Photos G O'Brien



End of 2013, the ship entered drydock for the final cutting operation on site in the ex Neptune shipbuilding yards.



May 2009 © James Scott



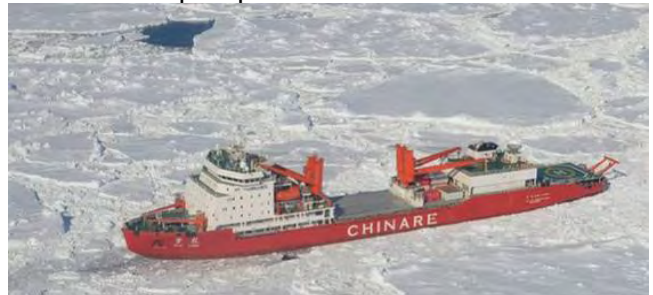
October 13th, 2013 © Steve Ellwood ([photo gallery](#))

Built in 1990, the eldest of the family, *Ivan Papanin* (IMO 8837928), is still in service for the Murmansk Shipping Company.

Another sistership, built in 1993, was delivered to China and has been sailing as a polar research vessel under the name *Xue Long* (OMI 8877899); in 2007 she was refitted and received a new superstructure. The *Snow Dragon* (English name) still carries out missions in the Arctic and Antarctica where she supplies the Chinese Zongshan base. She took part in the rescue operation for the Russian research (or tourism) ship *Akademik Shokalskiy* caught in the ice on the East coast of Antarctica in December 2013-January 2014; *Xue Long*, also trapped in the ice, served as a helicopter platform for the rescue teams.



Ivan Papanin, December 2010, Larseman Hills, East Antarctica, © Bala-Marine Traffic



Xue Long, caught in the Antarctic ice, January 2014 © BBC – Rob Burch

Sources:

Adams Offshore Services Ltd ; AFP ; American Bureau of Shipping; BBC; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Coasters & other ships revived; Coordination Marée Noire; Det Norske Veritas ; Ensenada.net; Equasis; European Maritime Security Agency; Fairplay; France 3; General-Anzeiger ; Germanischer Lloyd; Global Marketing Systems; Humanité (I'); Indian Ocean Memorandum of Understanding; Infocapagde; James Scott webspace; Libération ;Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Mail (the) Marin (le) ; Marine Log ; Marine Traffic; Maritime Bulletin ; Méditerranéan Memorandum of Understanding; Mer et Marine ; Midi Libre (le) ; Ministère de la Défense (France) ; Miramar Ship Index ; Mumbai Port Trust (the) ; Navsource; Navy Memories; Niagara this Week; Nippon Kaiji Kyokai; Ocean Revival; Optima Shipbrokers; Ouest-France ; Polar Post ; Préfecture Maritime de l'Atlantique ; Provence (la) ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping; Ship Structures Committee ; Shipspotting; Sud-Ouest; South African Navy; Soviet-Trawler.Narod;Steve Ellwood-Foto Time; Teign Diving Centre; Télégramme (le); Tokyo Memorandum of Understanding ; Torquay Herald Express; Tug Boat Information ; Ugly Ships.com; United States Coast Guard; US MARAD ; Vessel Tracker; Xinhua

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In collaboration with Gérard Cornier, maritime journalist and historian

2013 : 1119 ships for scrapping Container ships on the rise

By unit

1 India, **347** (31%)
 2 China, **239** (21%)
 3 Bangladesh, **211** (19%)
 4 Turkey, **136** (12%),
 5 Pakistan, **104** (9%),
 6 Denmark, **19** (2%)

By tonnage of metal recycled

1 India 2.9 million de t (31%)
 2 Bangladesh 2.3 million de t (24%)
 3 China, 1.9 million de t (20%)
 4 Pakistan 1.4 million de t (15%)
 5 Turkey 514,000 t (5%)
 6 Denmark 33,000 t (0.4%)

By category

1 bulker : 387 (35%)
 2 general cargo : 245 (22%)
 3 container ship : 180 (16%)
 4 tanker : 164 (15%)
 5 Ro Ro : 39 (3%)

With **1119** ships broken up this year, **2013** confirms the good health of the ship-breaking industry. The rhythm appeared to have noticeably slowed down compared to an outstanding year 2012 – decrease of **16%** in number of ships demolished and **20%** in tonnage of metal recycled – but 2013 is still by far the 2nd best year for the industry since 2006, start-up of the Ship-breaking bulletin (293 ships). The total tonnage of metal recycled in 2013 exceeds **9 millions**. The volume of waste produced by the demolition of ships amounts to around **500.000 t**.

667 of the broken up ships (**60%**) have been previously detained with their crew for non compliance to the international safety regulations. Port state controls play their full part in the cleansing of the world fleet. 327 ships (29%) measured over 200 m in length; 39 ships over 300 m have been demolished in 2013 compared to 31 in 2012 and 24 in 2011. The giants have started heading for the ship-breaking yards. The average age of ships leaving the ocean is getting younger: 28 years in 2013, 31 years in 2006.

The problems of container ships, beast of burden of globalization

The number of scrapped container ships is again on the rise. They account for 16% of the vessels demolished in 2013 and more than 21% of the tonnage of metal recycled. The typical container ship to be broken up belongs to a European ship-owner (69%), often a German one (48%). 97% of them have been scrapped in Asia. In every case, the container-ship bound to demolition flies away from Europe. With an average age of 22 years, the container ship family contributes largely to the rejuvenation of the fleet to be demolished.

The race for productivity and economies of scale favours the large container ships and pushes the smaller units towards demolition. The issue of weakness and premature aging of the whole family arises.

To date, the causes of the *MOL Comfort* disaster – built in 2008, with a capacity of 8100 teu (Twenty-foot Equivalent Unit), fractured and sunk in the Indian Ocean in the summer of 2013 – remain unknown: experts, through simulation and calculation of bending moments and stresses, cannot explain yet the buckling deformation and the fracture of the hull. They can only recommend regular inspections of the hull integrity, a container weight verification prior to loading and a speed reduction for container ships similar or over than 8000 teu in rough seas.

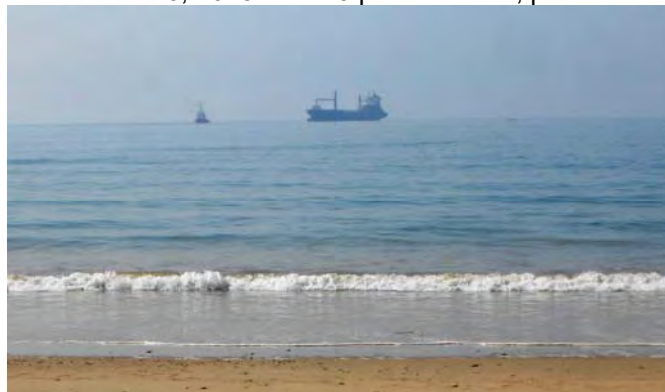
Container ships less than 8000 teu too suffer from the accumulation of physical, operational or accidental stresses. In July 2013, the *Hansa Brandenburg* – built in 2003, 1740 teu – was devastated by a major fire, towed to Mauritius, unloaded of the undamaged containers (*) and finally conveyed in tow and in the utmost discretion for demolition to Gadani (Pakistan). On December 29th, 2013, the *MSC Monterey* – built in 2007, 4160 teu – had to stop her voyage to Boston after à 1.50 m long crack was discovered on the main deck; she found a refuge in St Mary's Bay, south of Newfoundland.

Hansa Brandenburg, July 15, 2013



© Leonhardt & Blumberg

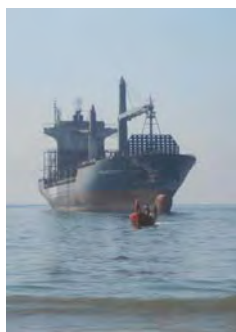
December 10, 2013 – 12:40 pm local time, pictorial of the beaching © **Shahid**



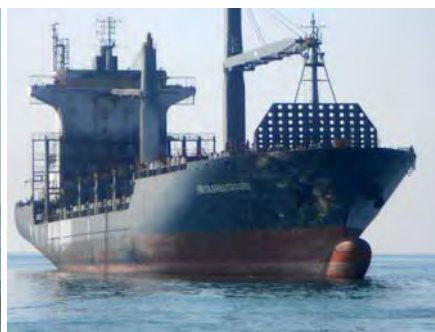
1:03 pm



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1:11 pm



1:14 pm



Asia

The Top 5 ship-breaking countries (India, China, Bangladesh, Turkey, Pakistan) have received **92%** of the total number of ships broken up (1029 ships).

India saved its leadership in terms of units as well as tonnage, ahead of Bangladesh and China, but suffered a fall of 35% in its activity; in 2013, its relative share dropped to 26% compared to 40% in 2012. The other major ship-breaking countries saw a decline of 10% except China where the number of ships delivered in the scrapyards has been higher (+15%).

Europe

374 ships (**33%**) were flying a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA), and 34 % were built in those countries.

The Parliament of the European Union condemned the “reckless” scrapping of old ships flying the flag of an EU member state. A wishful thinking: in 2013, only 8% of them have been dismantled in Europe. One in five ship broken up in an Asian scrapyards has been deflagged prior to the last voyage. The German ship-owners performed brilliantly the art of camouflage with 29% of broken up vessels deflagged to Comoros, St. Kitts and Nevis, Tuvalu, Sierra Leone or Togo.

United States

The United States also deflag their ships: the *Presidents’ fleet* – *Adams, Polk, Jackson, Truman* – adopted the colors of St. Kitts and Nevis and Sierra Leone prior to their beaching for demolition in India or Bangladesh.

The Vandal State of the year

The 2013 « Vandal of the year » title is awarded to Canada for the « loss » in the Atlantic Ocean of the cruise ship *Lyubov Orlova*, departed from St. John’s, Newfoundland in January (**) and the persistent irresponsibility regarding the export of old ships in risky conditions.

Canada does not lack resourcefulness: following the beaching of *Canadian Miner* in Nova Scotia in 2012, here is the disappearing of *Lyubov Orlova* in the North Atlantic and coming soon the sinking of *Kathryn Spirit* in the St. Lawrence River or elsewhere; these three ships were originally bound for demolition respectively in Turkey, the Dominican Republic and Mexico.



Kathryn Spirit, waiting to sink

December 2012 October 2013

© Info Suroit



(*) “*Hansa Brandenburg*: another container ship riddled with problems”, September 30, 2013

<http://www.robindesbois.org/english/sea/hansa-brandenburg.html>

(**) http://www.robindesbois.org/english/sea/lyubov_orlova_ghost_ship.html

http://www.robindesbois.org/english/sea/mol_comfort_disaster_page.html