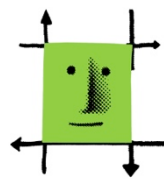


# Shipbreaking 2015

Bulletins of information and analysis on ship demolition, issues # 39 to 42  
From January 1 to December 31, 2015



ROBIN DES BOIS

Robin des Bois  
February 2016

# Shipbreaking

Bulletins of information and analysis on ship demolition,  
issues # 39 to 42

2015

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# Shipbreaking

Bulletin of information and analysis on ship demolition

# 39, from January 1<sup>st</sup>, to March 31<sup>st</sup>, 2015

April 28<sup>th</sup>, 2015

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## The Death of the Lion



After her arrival on March 21, 2000 in Sagunto, Spain, on the Gulf of Valencia, with a shipment of scrap metal, the *Lion of Olympia* was seized by port authorities at the request of a Greek bank. She would never leave again. The five Greek and Ukrainian sailors were repatriated a few months later. The captain stayed alone. His fleeting and solitary silhouette was captured by a photograph that was taken in March 2007, seven years after the ship's arrival.



He was the ship's owner. He didn't want to lose everything in abandoning the ship. The ship itself had been released but the dock fees had accumulated, preventing any departure. The Greek captain resisted until 2011, after more than ten years of solitude.

In the summer of 2014, the sentence of termination of ownership was handed down. The Port of Valencia organized the sale of the ship at auction with an initial selling price of 78,000 €, not including the VAT.

In January 2015, after fifteen years moored at the Levant sea wall, the *Lion* was defeated: her dismantlement started afloat on the spot.

March 3, 2007 [Photo collection Juan Antonio M - Yarret / Flickr](#)



12 August 2012

© Manuel Hernandez Lafuente



22 January 2015

## Abandoned in Brest

Brest, advanced port of the European continent is at the crossroads of several major seaways in the Atlantic Ocean. A number of ships in distress, substandard or diverted under a charge of drug trafficking, oil discharging, or after collisions or losses of cargoes, found here, out of obligation or caution, a refuge or a grave.

The *Junior M*, stuck from October 1999 until August 2000 with 6,300 t of ammonium nitrate, *Victor*, immobilized from April 2000 on and finally « oceanized » in January 2002, *Han* (ex-*Palatial 1*), have been for Robin des Bois and for the CGT seafarers' union in Western France the first occasions to claim for a shipbreaking facility in Brest.

***Ebba Victor*** (ex-*Nettelill*, ex-*Svendborgsund*, ex-*Ebba Victor*). IMO 6421921. Built in 1964 in Frederikshavn, Denmark, by FrederikshavnsVaerft. Length: 48 meters. Former cargo ship used as a training ship since 1979. She arrived in Brest in 2007, and was destroyed in 2012.

This pretty, small ship would have merited being displayed at the world museum of merchant navy, if it existed. Unfortunately, she was brutally destroyed on the wharfs of Brest in 2012. *Ebba Victor*, built for the Baltic, was heading to Africa under the responsibility of a Cameroon buyer. West Africa often inherits ships from Scandinavia and greater Northern Europe, which are reputed for the quality of their construction and maintenance.

Portugal, 60's © Navi e Armatori / Mar-Leixoes





Thus, pass off the coast of Brest merchant ships, dredgers, ferries or barges that practically change hemispheres – if they reach their destination safely. The variations in climate and mode of exploitation sometimes end very badly, when considering the tragic end of the *Joola* (the Senegalese *Titanic*, 1900 fatalities, built in Germany).

The *Ebba Victor* had suffered an engine failure just before venturing into the immense and – for her – almost unknown Bay of Biscay. The much reduced crew preferred to take refuge in Brest. This was in 2007. The penultimate owner was settled in the Netherlands. The *Ebba Victor* served as a training ship; she was also operated on day trips. The new, African ship owner never had the means to carry out the heavy repair works. The cost (400,000 to 500,000 euros) would have been four to five times greater than the purchase price.

*Ebba Victor*, Brest, January 21, 2010  
 In the background and right, the *Matterhorn*  
 © Robin des Bois →



*Ebba Victor* still had the coat of arms of Härnösand, her first homeport.  
 © Robin des Bois



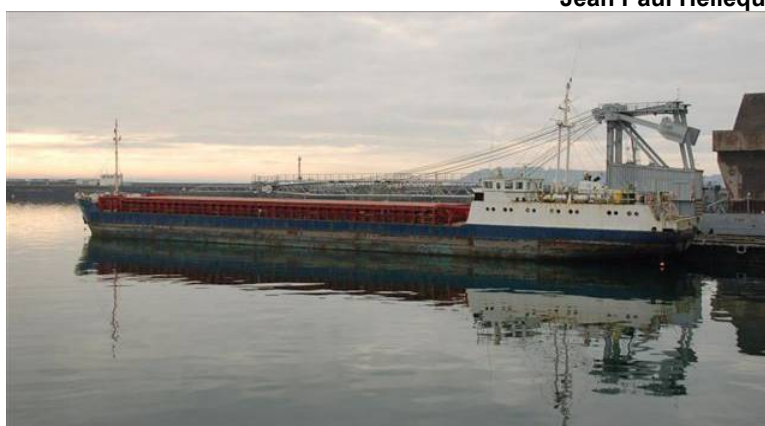
The lonesome chief engineer of the *Ebba Victor* has been supported and repatriated to Cameroon thanks to the efforts of the NGO Mor Glaz.

***Ocean Jasper*** (ex-*Jilly*, ex-*Eliane Trader*, ex-*Konigssee*). IMO 7808346. Built in 1978 in Leer (Germany) by Jansen. Length 81,6 m. Kiribati flag.

After she collided with the potter *Sokalique* on August 17, 2007 (1 fatality) but did not stop to rescue the crew nor alert the authorities of the accident, the *Ocean Jasper* was diverted to Brest by the French Navy and then seized in the framework of the judicial proceedings. The trial did not take place in the flag State, Kiribati Islands, but in France. On January 22, 2013, the court sentenced the master and the chief mate in absentia to 4 and 3 years imprisonment, the ship owner was acquitted. The prosecutor appealed against the acquittal. The *Ocean Jasper* is still stuck at the Brest Navy base.



Jean Paul Hellequin ↕





**Captain Tsarev** (ex-Precious River, ex-Norasia Arabia, ex-Lanette, ex-Arktic, ex-Zim Kaohsiung, ex-Arktic IMO 8128860. Container ship. Built in 1982 in Lübeck, Germany, by Orenstein Koppel. Length, 153,60 m.



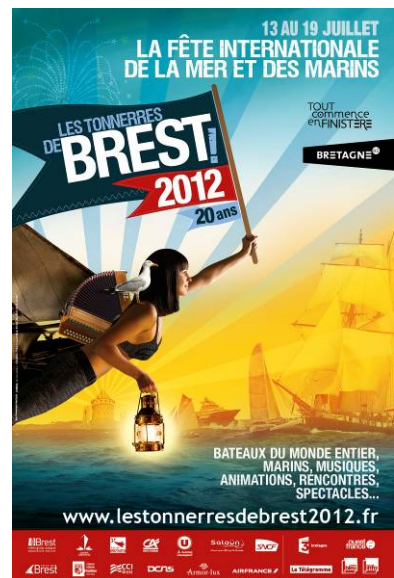
January 2010 © Robin des Bois

The former *Precious River* belonged to Chester Shipping Ltd, which, as its name indicates, was established in Athens... She arrived under tow of the tugboat *Abeille Bourbon*. Critical propulsion failure. Estimated cost : 500,000 euros. The *Captain* had quickly been abandoned. The sailors were repatriated at the cost of the French government.

In seven years, the robust, ice-strengthened hull has deteriorated damaged. The *Captain* rusted, was squatted, burned. Immobilization and idleness trigger in ships an accelerated aging. *Captain Tsarev* is soon going to be auctioned. The proceeds from the sale will not be enough to pay the 700,000 euros in debts accumulated by the old ship that will not have any future but demolition. She will not be destroyed outside of an OECD country. The perimeter is vast; it goes from Brest to Aliaga.

The matter is urgent; the wharfs of Brest and the bay will welcome next year the “Tonnerres de Brest” maritime event. The wharfs have to be clear and free in order to welcome ships much older than the *Tsarev* but more prestigious and better maintained, ships that attract crowds of visitors, not only metal recyclers.

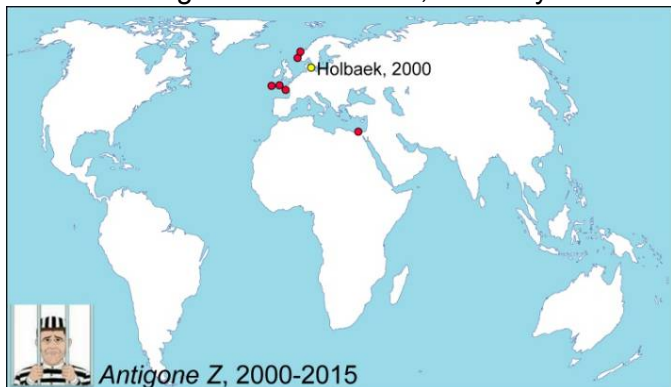
It’s a reflex of cleanliness that everyone can agree on and serves as a deadline. Already, the *Matterhorn* had benefited from a broad sweep and had been sent away to be demolished; in her presence, the “Tonnerres de Brest 2012” would have been spoiled.



**Antigone Z** (ex-Hovden, ex-Ocean Spring, ex-Ice Lady, ex-Tonjo, ex-Haukeli, ex-Canis). IMO 6924882. Length: 78 meters. Panamanian flag. Built in 1969 in Ulsteinvik, Norway, by Ulstein Verft..

The ship had been well-known in Brest for many years. Too well-known. Between 2006 and 2010, she called four times in the Breton port and had been cited for 40 technical deficiencies and nine deficiencies in the working conditions. Thus, in four years the *Antigone Z* had been detained for fifteen days in the

Port of Brest. In going back even further in the ship’s history, one realizes that under a number of different flags, the reefer received a critical and scrupulous reception on the part of maritime security inspectors in all the countries, including in Russia and in Egypt.



Antigone Z. Detained in 2000 in Holbaek (Denmark), in 2005 in Aalesund (Norway), in 2006 in Brest (France), in 2008 in Florø (Norway) in Brest again, and in 2012 in Alexandria (Egypt) and Douarnenez (France).

It was to bypass Brest that the *Antigone Z* came to Douarnenez, another Breton port, at the beginning of April 2012 to load a cargo of frozen herring and horse mackerel. She was bound for Egypt on behalf of the Dutch company Marine Seafood. Immediately targeted, the *Antigone Z* was abandoned by her Klaipeda-based owner after the ten Lithuanian and Russian sailors had been repatriated and had more or less received the \$226,000 from their unpaid salaries.



*Antigone Z*, August 2011, Vigo (Spain)  
© Javier Alonso



May 2014, *Antigone Z* and *Captain Tsarev* © Michel Floch

After 330 days of solitude in Douarnenez, the *Antigone Z* was towed to the Port of Brest. She was anchored alongside *Captain Tsarev*, which was twice her size and another economic refugee waiting for demolition.

**Karl** (ex-*Baroy*, ex-*Lena*, ex-*Nour Han*, ex-*Katla*, ex-*Burfell*, ex-*Hekla*, ex-*Vela*, ex-*Polstraum*). IMO 7383114. Built in 1974 in Fevag (Norway) by Fosen MV. Length 76 m.



Arriving at Brest, February 23, 2015 © Erwan Guéguéniat

*Karl* arrived in Brest at the end of February with an impressive liability of 198 deficiencies, which were noted by the maritime security inspectors in all the European ports between 1998 and January 2015, from Setubal to Murmansk. The ship owner is Swedish. Several infringements of the Maritime Labor Convention (MLC) were pointed out. *Karl's* classification society is the International Register of Shipping (IRS), a classification society that presents itself as "independent". Indeed, it is not a member of the International Association of Classification Societies (IACS). IRS is established in Panama.

There are still some difficulties regarding the repatriation home of the 8 abandoned sailors. They come from Romania, Honduras and Guatemala.

*Karl*, before been held in the port under sequestration by State services for a heavy financial dispute, had already been loaded with 900 tons of potatoes bound for Mostaganem, Algeria. Unloading them may have become a problem, like the unloading of the ammonium nitrate bulk cargo aboard the *Junior M*. The potatoes are not a dangerous cargo, but they could very quickly become waste if their stay in the cargo holds goes on, if the refrigeration system turns defective and if the cargo holds are not completely sheltered from the rain. Their germination could result in a compact and slimy mass difficult to remove.



Part of the ammonium nitrate cargo aboard the *Junior M* had been discharged at sea. This time, the cargo was unloaded upon a court order before it was too late; it's now waiting to be destroyed.

The *Karl* case is leading to food waste. Brest is the premier French shipping port of potatoes. Two shippers consult the Equasis and other databases in order to determine which ships are suitable for shipment, which is not easy. The small reefers leave for scrapping one after another. If no reefer is available, non-refrigerated cargo ships can be chosen on the condition that the trip and the waiting time in the arrival ports are short, which is not necessarily the case in North Africa. *Karl's* shipper and its freight forwarding agent lacked rigor. They were encouraged by the fact that *Karl* had carried out – smoothly – a rotation between Brest and Algeria at the beginning of the year.



Loading potatoes at Brest © Erwan Guéguéniat

(See also, French language only, « [L'exportation des pommes de terre à Brest](#) »)

### **Aqua Challenger, continuation and (true) conclusion**

Live from Pakistan by **Shahid**

After the previous announcement of her demolition in China (2012), followed by a year of reprieve turning to unemployment at Norfolk (United States) and then a very discreet reappearance at Montoir/Saint-Nazaire (France) – see [Shipbreaking # 38](#), p 10-11 –, time for retirement has irreversibly come for the *Aqua Challenger*, ex-*Cape Viewer*, ex-*Front Viewer*. She was beached in Gadani on March 21, 2015.



*Front Viewer* days © Osmund Enga



*Cape Viewer*, Chesapeake Bay  
October 2013 – November 2014  
© WAVY/Chris Omahen



*Aqua Challenger*, Montoir, December 10, 2014  
© Erwan Guéguéniat



Gadani, March 21, 2015 © Shahid



## The wrecked ones

*Shipbreaking # 39* has identified several casualty cases; the ships involved have been declared lost and then broken up in breaking sites more or less remote from the wreck site. *Subic Bay 1* remained in the Philippines (p 20), *Yusuf Cepnioglu* travelled 250 km from Mykonos to Aliaga (p 33), *St Gregory the Great* migrated from the Philippines to Bangladesh (p 20) and *Helene Rickmers* crossed a quarter of the world from Papua New Guinea all the way to India (p 34).

## Drifts

### Tsunami

Debris have just been spotted off the coast of Oregon. They are the remnants of the bow section of a fishing boat destroyed by the Tsunami that struck the Japanese coastline on March 11, 2011. A number of yellow tail jackfish native to the Japanese coastal waters made the 6,500 km journey in the holds. Contamination by invasive species is at low risk according to biologists from The University of Oregon but the fish will be removed and housed in the Oregon Coast aquarium. Once dried out and inspected, the wreck – made of fiberglass – will be taken to a landfill, if not radioactive.



© Oregon Parks and Recreation Department



*Seriola quinqueradiata*, print by Hiroshige - 1832

### **Excavadora Aldamiz**

On February 27, 2015, the British-flagged tugboat *MTS Vector* was in distress in the Bay of Biscay. She was on her way to tow the barge *Excavadora Aldamiz*, used for dredging operations in the port of Bayonne, from the Basque Country to the port of Lorient in Brittany. The tow line got loose and the barge crashed on the rocks of Carré beach in Ciboure, in the Bay of Saint-Jean-de-Luz. The barge, 30 m in length, 9,50 in width, was too badly damaged to be refloated.

On the rocks at Ciboure – Photo Sud-Ouest



Late March, the *Excavadora Aldamiz* was cut off on the spot by the Vizcaya company REDENA. ALDAMIZ, the dredging company and owner of the barge will turn against the owner of the tugboat, namely the MTS Group, established in Falmouth (United Kingdom) and file a lawsuit for negligence.



See also photo report by Sud-Ouest - Arnaud Dejeans / Freddy De Aizpurua

# Military and auxiliary vessels

## United States

In the United States, vessels under Navy status, whether military or auxiliary, must be dismantled in US facilities. It is not yet the case with their “civilian” colleagues, owned by private companies although they have been chartered for years by the US army. In previous episodes, *1st Lt. Alex Bonnyman* and *PFC James Anderson* ([Shipbreaking # 17](#)), *Cpl. Louis J. Hauge Jr.* ([Shipbreaking # 21](#)), *LTC Calvin P Titus* ([Shipbreaking # 25](#)) and *TSGT John A. Chapman* ([Shipbreaking # 37](#)) were beached for demolition in Alang under various nicknames (“Bonny”) and flags of convenience. Today, *LTC John UD Page* is about to be scrapped in Turkey. However, she kept her American flag. But when will the demolition of the US Army servants be carried out in US sites?

*Cape Lambert* (ex-*Avon Forest*, ex-*Federal Lake*) IMO 7324390. Ro-Ro AKR-5077. Length 202 m, 12,000 t. United States flag. Built in 1973 in St Catherine (Canada) by Port Weller Dry Docks; Ro Ro vessel with side cargo ramps at both bow and stern. In the first part of her career, she was operated in the Burnett Steamship Co Merchant fleet then by Piute Energy & Transportation’s based in Cleveland (USA). In 1987 she was acquired by the US Maritime Administration and regularly used by the US Military Sealift Command (MSC,) under number AKR-5077. Struck from the naval registry in 2006 and laid up in the James River Reserve Fleet then at Beaumont. She is eventually sold for demolition in Brownsville by International Shipbreaking Ltd.



Civilian time, *Federal Lakes* in Detroit, August 1985 © Lorraine Morrill



Military time, *Cape Lambert* © Maritime Administration

*James Mc Henry* (ex-*Paul Bunyan*). IMO 7700489. Heavy load carrier HLS0-1. Length 91 m, 2,637 t. United States flag. Built in 1974 in Sturgeon Bay (USA) by Peterson Builders for American Heavy Lift Lines. After a career in the merchant fleet, she was acquired by the US MARAD in 1987. She was briefly used by the US Army as *James McHenry* and HLS-01 number as a training ship. From 1993 to 2008, she remained in the Reserve Fleet at Fort Eustis potentially as a military-useful vessel but was never activated for service. Since 2008, she has been waiting at James River for her ultimate fate. In 2015, she was finally sold for demolition in New Orleans by Southern Recycling.



*Paul Bunyan* Collection Holger Patzer



2009, laid-up at James River © US MARAD



*LTC John UD Page* (ex-*Newark Bay*, ex-*Utah*, ex-*Irene D*, ex-*American Utah*). IMO 8212714. Container, 4258 teu during her civilian (commercial) life, then reduced to 2500. Length 290 m. United States flag A. Classification society American Bureau of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM for the service of the United States Lines Co, founded in 1921, which operated freighters and passenger liners. The flagship of the company, the *United States*, launched in 1952, had won the Blue Ribbon of the fastest liner in the world over the *Queen Mary*. The passenger transport stopped in 1969, the United States Lines filed for bankruptcy in 1986 and closed down in 1992. The young *American Utah* was then sold to Econ Associates LP established in New York in 1987.



*Newark Bay* leaving Rotterdam, 24th June 24, 1993.  
© Frits Olinga



*LTC John UD Page*  
© Military Sealift Command

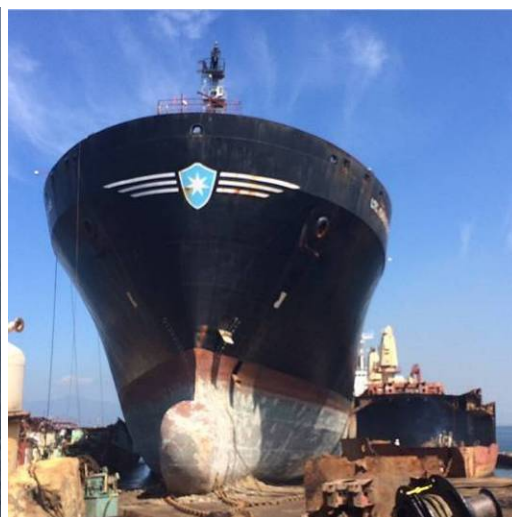
In 2000, after 15 years of trading life, she was acquired by Maersk Line Ltd-USA (USA), the American branch of the Danish AP Moller Maersk, and from then on will be chartered by the MSC (Military Sealift Command) under number T-AK-4543. In 2001, she entered the Norfolk Shipbuilding and Drydock Company yards to meet the specifications of the US Army supply ships: she was equipped with 4 cranes for easy unloading in poorly equipped ports and air conditioning and dehumidifier in all cargo compartments for the safe transport of ammunition. She was renamed *LTC John UD Page* and pre-positioned at the Diego Garcia base in the Indian Ocean as a supply ship for the US Army.

March 20, 2015 is the end of her career: she was beached for demolition in Turkey.



Approaching Aliaga

© Captain Selim



and at Şimşekler shipbreaking facility, with Maersk's tag

Her sistership, the ex-*American Nebraska* (8212673 IMO) now *Sgt Edward A. Carter Jr* aka T-AK-4544, is still in service for the MSC.

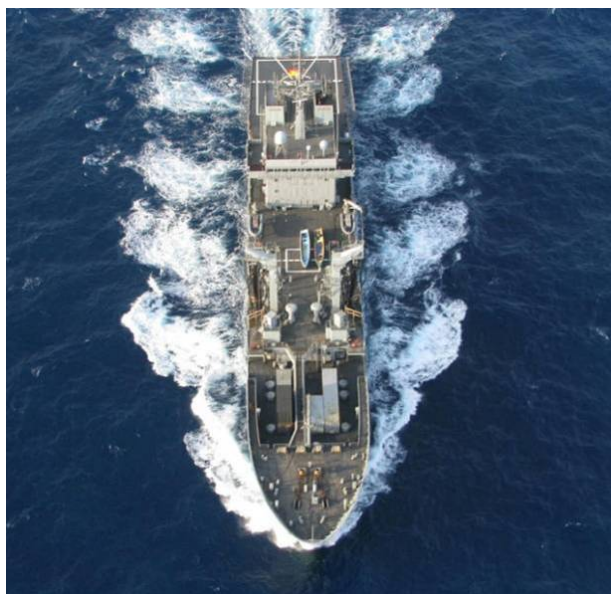


*Monongahela*. IMO 7638545. US Navy *Cimarron* class fleet oiler, AO-178. Her capacity was 180,000 oil barrels (28,000 t); she could also carry 600 t of ammunition. Sistership of *Willamette* and *Platte* respectively demolished in Brownsville, Texas and Amalia, Louisiana (Cf *Shipbreaking* # 34 and # 38). Length 213 m, 11,645 t. United States flag. Built in 1978 in New Orleans (United States) by Avondale Shipyards. In November 1989, while the ship was off the coast of Spain, 9 sailors suffered injuries from a fire in the engine room. Struck from the naval register in September 1999 and laid up in the James River Reserve Fleet (Virginia). Her sale to the Chilean navy was once considered. In November 2009, she broke her mooring, ran adrift and grounded half a mile away on a sandbar. Finally sold for demolition in Amalia, Louisiana, by Southern Recycling, she should leave Virginia in the coming weeks.



US MARAD Greetings card

## Spain



*Marques de la Ensenada*. *Marques de la Ensenada*. A-11. Spanish Navy Fleet oiler. Length 126 m, 4,000 t. Spanish flag. Unknown classification society. Built in 1990 in El Ferrol (Spain) by Bazan. Delivered to the Navy in June 1991, her first base-station was the arsenal of Las Palmas in the Canary Islands until July 2000, then she was transferred to the Naval Base of Rota. She has participated to the Atalanta operation against piracy off the Somali coast for 5 months in 2009 and to NATO surveillance missions in the Mediterranean. She was noticed for rescue operations. Yemeni fishermen in June 2009 (1). A stranded sailor on a small craft adrift in the Eastern Mediterranean in November 2010 (2). In January 2011, she rescued the Algerian fishing boat *Mohamed Badri* with her 7 fishermen; *Marques de la Ensenada* engineers repaired the electrical failure to allow the fishing boat (3) to sail home on her own power.

© Spanish Ministry of Defense



1



2



3

She was decommissioned on January 31, 2012 and auctioned in July 2014 with a reserve price of € 200,000. February 24, 2015, she arrived for demolition at Leyal shipbreaking in Aliaga, Turkey.

Turkey remains the favorite last destination for ships of European Navies, especially British and German.



November 2013, at Rota Navy Base © Juandofer

## France

In France, the Navy's tenders are exclusively European. The public contracts were awarded to shipyards in France, Belgium and United Kingdom; this willingness to withstand the beaching practices should be appreciated.

On February 8, the former dual-purpose frigate *Jean Moulin* left Brest harbor in tow for her final journey to Ghent in Belgium, under the end-of-life contract of 6 old navy hulls reaching a total volume of 13,000 t which was awarded to the Galloo Recycling yard in December 2013. The *Commandant Rivière* and the *Duperré* have already arrived in Ghent, Belgium, in 2014 and are currently being dismantled.

The 3 remaining ships, *La Galissonnière*, *Détroyat* and *Enseigne de Vaisseau Henri*, are scheduled for later in 2015.



February 8, 2015, the *Jean Moulin* leaves Brest under tow © Michel Floch

In February 2004, another dual-purpose frigate *Commandant Bory*, sistership of *Enseigne de Vaisseau Henry* and *Commandant Rivière*, was scuttled off Brest.

(See « [Dégazage et dérapage de la Marine Nationale](#) », February 26, 2004. French language only.)



## Review: 1st quarter of 2015

### Recycled metal

- 1 Bangladesh 646,000 t (27%)
- 2 India, 534,000 t (22%)
- 3, China 455,000 t (19%)
- 4, Pakistan 391,000 t (16%)
- 5 Turkey, 165,000 t (7%)

### Ships

- 1 Bangladesh, 66 (25%)
- 2 India, 64 (25%)
- 3, China 40 (16%)
- 4, Pakistan 31 (12%)
- 5, Turkey, 30 (12%)

20 ships per week: the rate has progressed. The global rise is of 10% by unit and 18% by tonnage of recycled metal. Regarding tonnage, Bangladesh ranks 1<sup>st</sup> in scrapping with 27%, followed by India (22%), China (19%) and Pakistan (16%).

Yet, prices set by breakers in the Indian sub-continent have gone under 400 \$ per ton and remain low in China and Turkey (215- 230 \$).

257 ships have been removed from service over the 1st quarter of 2015. Scrapping of the full amount will enable to recycle a total of 2million tons of metal. 78 (31%) were built in Europe (EU or EFTA countries), 85 (33%) belonged to European owners, 8 (3%) were demolished in EU shipbreaking yards, 233 (91%) in the Indian sub-continent, China or Turkey.

### Recycled metal

- 1 : bulk carrier, 1,2 million t (57%)
- 2 : tanker, 372,000 t (17%)
- 3 : container ships, 273,000 t (13%)
- 4 : general cargo carriers, 152,000 t (7%).

### category

- 1: bulk carrier, 111 (43%)
- 2: tanker, 45 (19%)
- 3: general cargo, 36 (14%).
- 4 : container ship, 31 (12%)

There has been a major clean up in the bulker family: 111 were demolished, standing for 57% of the full volume of recycled metal, among which were 32 capesize bulkers (more than 110,000 deadweight tonnage). The biggest one is the *Silver Bell* that became the Comorian *Silver*, beached in India, 312 m long, 207,672 Dwt and a lightweight of 26,000 t.



At least 32 ships were deflagged just before leaving for demolition in Bangladesh, India, Pakistan and Turkey. A figure that must be revised – upwards- when the last sold ships get to their final destination. Competition is tough between funeral flag stars, Saint- Kitts- and-Nevis, Comoros, Tuvalu and their follow ups Palau (\*), Togo, Tanzania, the Cook Islands, Panama and Sierra Leone.

Robin des Bois' *Shipbreaking* bulletin pays much attention to the deflagging of ships prior to the final voyage. The number of ships concerned in the matter remains stable: 14 % of all the ships in 2013 and 2014. This figure had gone up to 20% during the last quarter of 2014. One must remain vigilant.

© Mark Kenworthy



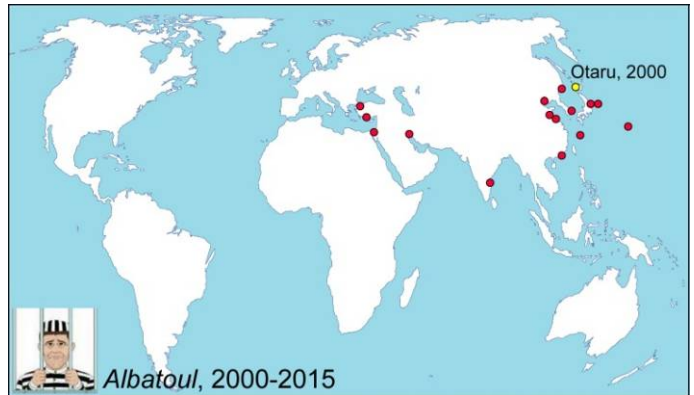
(\*) Palau, archipelago in Micronesia, member of the United Nations since 1994, of the IMO since 2011 and signatory to the Nairobi Wreck Removal Convention that entered into force on 14 April 2015. 459 km<sup>2</sup>, population 21,000. In 2009, Palau created the 1st shark sanctuary. Its flag, inspired by that of Japan, in a symbol of the full moon.



### Demolition after bars

40 (16%) ships sent to demolition were inspected by a classification society not part of the IACS (International Association of Classification Societies) or without classification. The substandard ones are always first in line to go: at least 131 (51%) had previously been detained in world ports with a detention rate of 75% regarding reefers, 67% of general cargo carriers, bulk carriers, Ro Ros, car carriers and chemical tankers and 39% of container ships.

The gold medal for substandard ships is won by the Togolese-flagged general cargo carrier *Albatoul* (p 26), 16 detentions, demolished in Turkey. She is followed by two other ships of the same category, the Cambodian *Easter* (p 28), 13 detentions, demolished in China and another Togolese vessel, the *Zortürk*, abandoned and on the verge of being demolished in France (p 25), 12 detentions. The Ro Ro *Kema* (p 39) demolished in Bangladesh, 10 detentions, comes quite close.



© Robin des Bois

### Years and Meters

The age of the ships removed from service ranges between 15 years for the bulk carrier *Cape Flora* and the container ship *Samaria* demolished in India and 66 years for the ex British-built reefer *Brandanger* that finished her carrier as the training ship *Petar Beron*. The average age is of 28 years. It is of 41 years for passenger ships, from 36 to 32 for Ro Ros, factory-ships, car carriers, reefers and gas carriers and 22 years for container ships.

84 ships are of a length under 150 m, 89 measure between 150 and 199 m and 84 more than 200 m. The full convoy of ships demolished this quarter would be 46 km long as opposed to 38 km for the last quarter of 2014.

The heaviest is the ex American supertanker that became the FPSO *Kuito*, 43,000 Ldt; she has just arrived for demolition in Turkey. See her detailed carrier p 60.



*Kuito*, the Mammoth, © Hurriyet Daily News

# European Regulation on Ship Recycling

## Part 1

The « European ship recycling Regulation » dates back november 2013. It applies exclusively to ships flying the flag of a Member State. Within this issue 39 of “*Shipbreaking*”, covering the months of January-February-March 2015, it applies to 26 ships out of 257 ; 3 ships flying a European flag were demolished or are going to be demolished inside the European Union, i.e. the Greek-flagged *Lion of Olympia*, abandoned and demolished in Spain, the *Scan Fjell*, a small cargo ship serviced in the Northern seas under the Feroe Islands flag and demolished in Grenaa (Denmark) and the Swedish-flagged nuclear waste carrier *Sigyn* in Sweden. 23 ships flying the flag of Bulgaria, Cyprus, Croatia, Spain, Greece, Italy, Malta, Portugal and the United Kingdom were demolished in Turkey (9), India (8), Bangladesh (5) and Pakistan (1).

The strategy of the European Union was at the beginning much more ambitious. It included the ship owners based in the European Union whose ships flew flags from outside Europe. Along the same lines as previous issues, “*Shipbreaking*” # 39 notes that 74 ships owned by a European owner and flying a flag from outside the EU left for demolition between January 1<sup>st</sup> and March 31. 67 left for demolition in India (24), in Turkey (14), in Bangladesh (14), in Pakistan (11) and in China (4). Only 2 ships belonging to a European owner and flying a flag from outside the EU were demolished in the European Union, precisely in Belgium. Within 10 years, the European Union has moved backwards. On its own initiative, it has lessened its weight in the world policy on the recycling of end-of-life ships by exempting from regulation the owners based within member states operating ships under flags of convenience.

For this low level regulation to be operative, the European Union in compliance with Article 13 must establish and publish a list of “authorized ship recycling facilities”. A first list of European facilities is expected in a few months. A second list regarding facilities outside Europe is expected at latest by the end of 2016. Each member state or non European state has authority and is competent to define its own list of authorized facilities. Inside the European perimeter, some preposterous applications are to be expected. Variations in breaking costs are such that the owner of a ship docked in Portugal or in France has financial incentive to have it demolished in, for example, a Baltic country (see for this matter the *Marginella* case p 16-17).

Also, the European regulation forgets to mention as a priority parameter the distance between the ship to be demolished and the shipbreaking site where it will be so. This is a serious concession to the free circulation of goods and waste dogma that slights maritime safety and protection of the environment.

The *Onyx* (Cf . the series “[Hunting down the Onyx](#)”), *Canadian Miner* ([Shipbreaking # 25](#), p 2, « The risk of towing »), *Lyubov Orlova* ([Shipbreaking # 31](#), p 5-6), *Emsstrom* (« [Christos XXII, the tugboat which brings bad luck](#)») or *Ocean Star Pacific* ([Shipbreaking # 38](#) p 24) are some of the many cases showing that the last voyage of a ship towards a demolition site may result in predictable troubles, human tragedies and pollutions that could have been avoided if the proximity criteria had been met.

**To be continued in *Shipbreaking* # 40.**





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.

Flags of the last voyage



Belize



Comoros



Moldova



Palau



Panama



St. Kitts &  
Nevis



Singapore



Tanzania



Togo



Tuvalu

## Factory ship / fishing ship

The United Nation convention on the Law of the Sea, which was opened for signature in 1982 at Montego Bay, mentions in its article 99 that :

« *The transport of slaves is prohibited* ». Their exploitation is apparently tolerated. Old factory ships are penal colonies.

According to her original characteristics, there were 94 beds for crew aboard the *Dalniy Vostok*. On the day of the shipwreck on April 2, 2015, 132 sailors were on board. No space to sleep for the workers, no space enough either for everyone to escape when the ship sank. Death toll, 69 dead or missing.

For the team of Shipbreaking, this is always a relief to see those galleys leave to be demolished. See also about Factory ships [Shipbreaking # 37](#), « The Freon risk », p 11.



*Dalniy Vostok* (ex-*Stende*). IMO 8730429. Built in 1989 in Nikolayev (Ukraine) by Chernomorskiy SZ. Length 104,50 m. *Pulkovskiy Meridian* type fishing freezer trawler.

© МЧС России /  
Russian Ministry for Emergency Situations

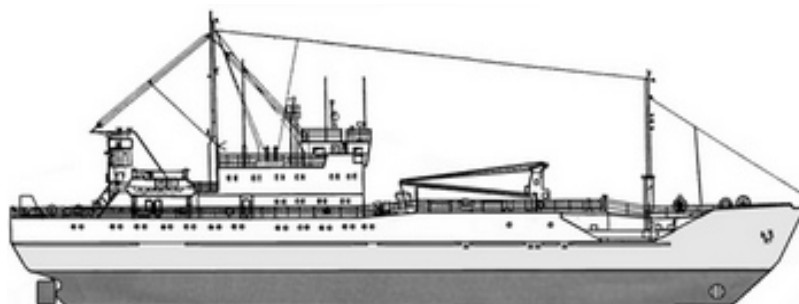
*Kurilskaya Gryada*. IMO 8881436. Fish processing vessel. Length 85 m, 1,997 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Klaipeda (Lithuania) by Baltijos LS. One of the 6 *Delta* class factory ships or project 12913 T built from 1992 to 1995. They were designed for the transshipment of catches from small fishing ships; their capacity of frozen fish production was 25 t per day. The refrigerant fluid initially used was Freon 22. They



were manned by 40 sailors. Owned by Northern-Kurily Seiner Fleet (Russia). The homeport of *Kuril'skaya Gryada* was Nevelsk, South on the Island of Sakhaline in the Russian Far East. Sold and beached for demolition in Bangladesh.



Coat of Arms of Nevelsk



Delta class factory ship © Russian Trawler.narod

*Marginella*. IMO 8725498. Tuna seiner. Length 55 m, 959 t. Russian flag. Unknown classification society. Built in 1985 in Kaliningrad (Russia) by Yantar. Owned by Atlantrallflot (Russia). The convoy reached Liepaja (Latvia) in the morning of April 4, 2015. Only the *Marginella* is to be broken up. Asbestos fibers may fly loose in the engine room. *Serval*, the St Vincent and Grenadines tugboat also deserves death penalty. She was born in 1977. We're sick of these old tubs used to wipe out the European ports and tow wrecks in the Baltic, North Sea and in the Channel! *Marginella*, a long long time ago, was a Russian tuna seiner of the *Tibiya* class. 11 units of this type have been built in Kaliningrad (Russia) from 1980 to 1986. *Marginella* was the last survivor of the gang, with the exception of *Tibiya* herself converted to tugboat in the Caspian Sea.

April 05, 2015, *Marginella*, arrived in tow for scrap at Liepaja, Latvia © 3SX /Shipspotting



In 2007, *Marginella* and her mosaic crew, typical of the ex Soviet Union, was sailing towards West Africa for a suspect or even illegal tuna fishing campaign in the Gulf of Guinea. Thanks for the South Atlantic bigeye and bluefin tunas, the engine suffered 2 fires on the departure of the expedition. She was towed to the port of Cherbourg, Normandy, by the *Abeille Liberté*. She has been stuck there for 7 years, guarded out by a man and a dog, then by a stray dog which had to be rescued by firemen.

Before the departure of the ex tuna fishing boat on March 21, the fishing gear was on sale on the online retail site "Le Bon Coin".

 **leboncoin.fr**

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### Offres Equipement Nautisme Manche

Accueil > Manche > Equipement Nautisme > Filets de pêche au thon professionnel URGENT

#### Filets de pêche au thon professionnel URGENT

weymard - Mise en ligne le 19 février à 19:24.

**Prix : 70 000 €**  
 Ville : Fermanville  
 Code postal : 50840

**Description :**

Armateur vend 2 filets de pêche au thon 1500 m de longueur.

Un PREMIER filet assemblé sur plage arrière du bateau, depuis plusieurs années il est resté exposé au climat de Normandie mais il n'a JAMAIS SERVI le bateau étant tombé en panne au large des Casquets bien avant d'arriver sur les côtes Africaines.

Un DEUXIÈME filet, en fond de cale, non assemblé, TOTALEMENT NEUF il n'a jamais vu la lumière du jour !

70 000 euros les DEUX filets,

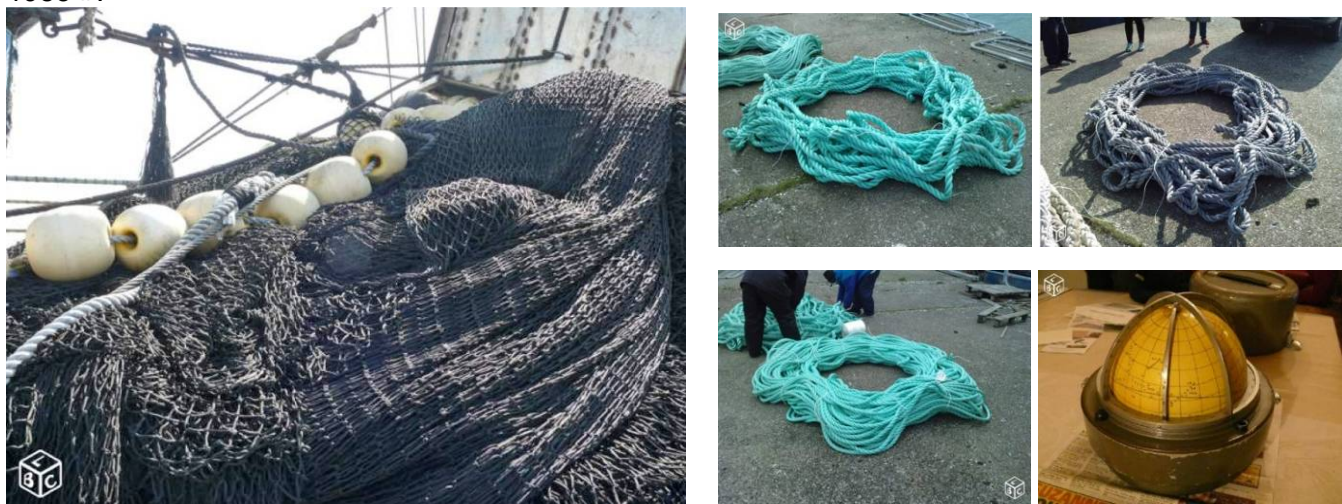
la négociation est ouverte LES FILETS DEVANT ÊTRE VENDUS AVANT LE DÉPART DU BATEAU.

Si achat des deux filets l'acheteur pourra emporter TOUT ce qu'il y a à bord du thonier (55 m de longueur, équipage de 15 personnes !) tel que cordages, outillages, bouées, balises satellites, antenne radars etc... etc....


Le bateau est amarré dans le port de Cherbourg.



Everything must go, the nets, « never used », « one of which has been exposed to the weather conditions in Normandy and the other one has never seen the light of day », but also 950 m of hawsers « brand new, fresh from their package and the hold » and even a nautical globe « origin Soviet fleet 1983 ».



Of course, it would have been wiser and would have comply with the rules of prudence and safety to break up the old fishing ship in Cherbourg, as was the old navy vessel *Lucifer* (Cf. [Shipbreaking #2](#), p 32 and 37) but the ship owner Atlantrallflot, for unclear reasons, took responsibility and paid for the risky and 2,500 km long towing across the Skagerrak, the strait separating Denmark and Sweden. The rumour mill in Cherbourg said that the old Soviet tuna seiner was somewhere radioactive.

 *Melilla n° 201* (ex-*Banshu Maru No 85*, ex-*Taiyo Maru No 85*). IMO 7338559. Factory ship. Length 77 m, 1,861 t. Deflagged from South Korea to Cook Islands for her last voyage. Classification society Korean Register of Shipping. Built in 1966 in Shimonoseki (Japan) by Hayashikane. In May 2013, the South Korean ship owned by Taejin Fisheries was seized for illegal fishing practices and has been since then detained at the port of Dunedin in South Island, New Zealand.

The 15 Korean officers, of whom 3 were facing illegal fishing charges, quickly flew home. The 42 Indonesian crewmen were left abandoned aboard the ship and repatriated in July 2013 only. The ship owner was a regular in terms of human rights and employment abuses: the successive crews claim for 4 million \$ in unpaid wages. He walked away.

The forsaken ship suffered infestation from rats, cockroaches and lice, attracted by decomposing food and fish aboard. The Ministry of Primary Industry of New Zealand had to pay for a clean up crew to fumigate the ship in addition to the 222 \$ a day in berthage fees.



In 2015, after nearly 2 years, a Napier-based company (on the North Island) has successfully tendered for the vessel. Items which could be resold like large fishing nets, net mending machinery and engineering supplies were removed. In February 2015, the old trawler left on her own power, bound for the shipbreaking yards of Alang, India.

*Melilla n°201* departing Otago (New Zealand)  
© Gordon Allfrey

Her sistership, *Melilla 203*, remains berthed and detained in Dunedin under the same charges.

*Southern Champion* (ex-Giljanes, ex-Vestborg, ex-Giljanes, ex-Jutland III). IMO 7351147. Factory ship. Length 87 m, 1,723 t. Australian flag. Classification society Bureau Veritas. Built in 1974 in Viareggio (Italy) by Esercizio. Owned by Austral Fisheries (Australia). Sold for demolition in India.



At Durban (South Africa), November 2014 © Dave Leonard

## Reefer

### The coming end of a poacher

In Indonesia, the authorities are merciless. Ships caught while fishing illegally get blasted. At the end of 2014, 8 ships from Vietnam, Thailand and Papua New Guinea were destroyed this way (See [Shipbreaking # 38](#), « The sunken ones », p 68).

Destruction of fishing ships, December 2014  
© The Jakarta Post



The reefer *Hai Fa* is not enduring the same fate yet. Caught with 900,7 tons of frozen fish and 66 tons of shark fins – hammerhead shark and oceanic white tip sharks, 2 species listed under the appendix of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) thus making them illegal to catch – she was captured by the Indonesian Navy on December 27. The 24 crewmembers were Chinese. The *Hai Fa* was sailing under a dual flag, Panama or Indonesia, depending on the ports she called. She is now flying the true Indonesian flag and is temporarily used for the logistics of the national fisheries. Meanwhile, shipbreaking time is coming.



Metro TV Indonesia - Screenshot Robin des Bois

*Hai Fa* (ex-Rui Yang, ex-Hai Feng 301, ex-Daigen Maru). IMO 7818561. Reefer. Length 107 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1978 in Shimizu (Japan) by Kanasashi. Owned by Great Sources Shipping (China). Detained in 2003 in Las Palmas (Canary Islands, Spain), in 2006 and 2007 in Masan (South Korea), in 2008 in Songkhla (Thailand) and at last on 5 occasions in 2013 and 2014 in Fuzhou (China).





*Luhezarnyy* (ex-*Sun Rise n°3*, ex-*Sun Rise n°2*, ex-*Luhezarnyy*). IMO 7941813. Fish carrier. Length 55 m, 707 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Khabarovsk (Russia) by SM Kirova. She was number 30 in a series of 100 *Raduzhnyy* type reefers, or project 1350, which were built between 1974 and 1996 in the shipyard of the Russian Far East on river Amur. They were able to carry 310 t of frozen fish transshipped from vessels of the Soviet fishing fleet. Temporarily reflagged to Honduras, *Luhezarnyy* was later and under her first name back to Vladivostok, her original homeport and to the Russian flag. Owned by Svelna Trade (Russia). Detained in 2002 in Sendai / Shiogama (Japan). Sold for demolition in Bangladesh.



A *Raduzhnyy* class fish carrier © **Russian-Trawler.narod**

*Punto Rosso* (ex-*Donna Libra*, ex-*Reefer Fresh*). IMO 8612304. Reefer. Length 127 m, 3,199 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Takamatsu (Japan) by Shikoku. Owned by Fairport Shipping Ltd (Greece). Detained in 2002 in Tokyo (Japan). Sold for demolition in India.



*Punto Rosso*, in Las Palmas (Canary Islands, Spain), mai 2014 © **WG 7000/ marine traffic**

*Tropical Mist*. IMO 8408868. Reefer. Length 149 m, 5,300 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Pusan (South Korea) by Korea SB & E Corp. Owned by Reefership Marine Services Ltd (Costa Rica). Sold for demolition in India. 345 \$ per ton.

Loading for Dole Fresh Fruit International. Moin (Costa Rica), September 2006. © **Vladimir Knyaz**



## Ferry

### Wrecked in the storm in the Philippines

*Subic Bay 1* was operated by Carlos A Gothong Shipping Lines, alias CAGLI, on its Mindanao / Cebu service.



She had left Nasipit, North of Mindanao, early in the afternoon on January 14, 2014; she was expected to arrive in Cebu at 4: am. Shortly before 3: am, that is right before her safe berthing at Cebu passenger terminal, she encountered heavy sea conditions and ran aground off Lapu-Lapu. The Philippines Coast Guard rescued and evacuated the crew and passengers; there were no human casualties. *Subic Bay 1* was towed up to Cebu but won't survive. She was declared a « total loss », and is to be broken up in the Filipino port.

The same night, 2 other vessels carrying passengers and cargo, the *Joyful Star* and *Our Lady of All Nation*, suffered casualties in the Vizayas Islands central area. Their final fate, repair or demolition yard, remains up to date unknown.



The grounded duet : left, *Subic Bay 1*, right *Joyful Star*.  
© CDN / Norman V Mendoza



*Subic Bay 1*, February 2015 at Cebu  
© Mumbles / shipspotting

In the Philippines, shipping companies suffer competition from low cost air companies and have to reduce their fleet.

Another Filipino ferry, wrecked in 2013, the *St Gregory the Great*, has just been towed and beached for demolition in Bangladesh.

*Berkane* (ex-*Napoleon*). IMO 7401215. Ferry. Length 155 m. Moroccan flag. Classification society Bureau Veritas. This vessel was able to transport 1900 passengers and 500 cars; she was delivered in 1976 as *Napoléon* by Dubigeon-Normandie shipyard, at Nantes, to Société Nationale Maritime Corse-Méditerranée (SNCM). She was the the largest French ferry.



*Napoleon* seen leaving Marseille. Photo taken from Chateau d'If. July 2001 © det/shipspotting



After years of operation mainly on the Corsica line, *Napoléon* was sold in 2002 to the Moroccan-Norwegian Maritime Company (Comarit) and renamed *Berkane* under Moroccan flag; she was mainly affected to the Nador-Almeria link. Detained in 2010 in Genoa (Italy).

Six vessels are still laid up after the Comarit-Comanav Group went bankrupt: *Al Mansour*, *Banasa*, *Boughaz* and *Ibn Batouta* in Algesiras, *Mistral Express* (ex-French *Esterel*) in Nador and *Boraq* in Tangier.

*Berkane* which had been laid up in Almeria (Spain) since January 2012, arrived at Aliaga (Turkey) on February 19, to be demolished. She was under tow of the *Hellas*, the tugboat specialized in final voyage towards the shipbreaking yards (Cf. the *Canadian Miner* disaster, [Shipbreaking # 25](#), p 2).



January 2015, at Almeria, ready to depart for Aliaga © Mike Barker

*Iginia*. IMO 6915051. Ferry. Length 141 m, 5,280 t. Italian flag. Classification society RINA. Built in 1969 in Ancona (Italy) by Tirreno e Riuniti. This ferry (cars, railway cars and passengers), owned by the Italian Railway (Rete Ferroviaria Italiana) and operated under the «BLUVIA» trademark, was serviced during her whole career on the Villa San Giovanni (Calabria) / Messine (Sicily) link. She was decommissioned in December 2013. Sold for demolition in Turkey. 260 \$ per ton.



2009  
© Valerio



Arrival at Messina

2013  
© Tomasello Letterio

*Jazine* IMO 7713539. Ferry. Length 65 m. Croatian flag. Classification society Croatian Register of Shipping. Built in 1978 in Kraljevica (Croatia) by Titovo Shipyard. Ferry of the Yugoslavian then Croatian State-owned Jadrolinija, based in Rijeka. Mainly operated on the Zadar / Preko - Ugljan Island - service. Lengthened by 20 m in 1986 (from 44,60 m to 64,60 m) to cope with the traffic increase. Equipped with a new motorization in 2000. Sold for demolition in Turkey.



*Jazine* in Gazenica (Zadar, Croatia), June 2012  
© Rivanj


*Liburnija*. IMO 6511350. Ferry. Length 89 m. Croatian flag. Classification society Bureau Veritas. Built in 1965 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Jadrolinija (Croatia). Sold for demolition in Turkey. 450,000 \$.



*Liburnija* en route to Split (Croatia), September 2014  
© Tony Martin



April 2015, at Aliaga  
© Captain Selim

 *St Gregory the Great* (ex-*Superferry 20*, ex-*Sun Flower Kogane*). IMO 9042726. Ferry. Length 151 m, 6,457 t. Deflagged from Philippines to Comoros for her last voyage under tow as *Gregory*. Classification society Bureau Veritas. Built in 1992 in Toyohashi (Japan) by Kanasashi. This vessel was originally the Japanese ferry *Sun Flower Kogane* owned by Kansai Kisen Kaisha (Mitsui OSK Lines group).



October 2006 *Sun Flower Kogane*  
© Svein Atle Skarshaug



February 2011 *Superferry 20* in Manille  
© Manila Boy 45

In 2010, she became the Filipino *Superferry 20* owned by Aboitiz Transport System, and was renamed *St Gregory The Great* in 2012 when she was acquired by Negros Navigation Company, which later became the 2GO Group. Operated on the Manilla / Cagayan de Oro (Mindanao Island) line, *St Gregory The Great* hit a rock on June 15, 2013 near Iloilo (Panay Island) resulting in a rip below the waterline; there was a major ingress of water (up to 1,5 m of water in the engine room). The vessel was able to reach the port of Iloilo with her 364 passengers and around one hundred crewmembers all safe. It has been estimated that repair works would make no economic sense. In 2015, she was towed and beached for demolition in Bangladesh. 402 \$ per ton.

*Subic Bay 1* (ex-*Camellia*, ex-*Saroma*). IMO 7426033. Ferry. Length 166 m. Filipino flag. Unknown classification society. Built in 1975 in Setoda (Japan) by Naikai. Owned by Carlos A Gothong Lines (Philippines). Grounded on January 15, 2014. See the introduction of the chapter « ferry », p 20.



**She should have been in *Shipbreaking # 36* (July-August-September 2014)**

The Moroccan ferry *Bni Nsar*, IMO 7236335, which had been laid up since 2012 in Sète (France), was towed and discreetly beached for demolition in Aliaga on July 31, 2014 : she had become the almost anonymous *Sar* flying the Togolese flag.



## Passenger ship

*Bahamas Celebration* (ex-*Prinsesse Ragnhild*). IMO 7904891. Ferry. Length 204 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1981 in Kiel (Germany) by Howaldtswerke-DW. Owned by Celebration Cruise Line LLC (United States). Launched as the Norwegian ferry *Prinsesse Ragnhild* for the Jahre Line, She was transferred to the Color Line in 1990 and lengthened by 35,25 meters in 1991-1992 by Astilleros Espanoles, in Cadiz.



October 1989, *Prinsesse Ragnhild* departing Kiel (Germany) © Ulf Kornfeld



July 2005, the jumboized *Prinsesse*, arriving Bergen (Norway) © Trygve Eriksen

This ferry was mainly serviced on the Oslo-Kiel line and then from 2005 on, the Bergen-Stavanger-Hirtshals (Denmark) line.



*Bahamas Celebration* in Port Everglades, Florida, mai 2009 © Inlet photos.com

Acquired in 2008 by Celebration Cruise Holdings, she was renamed *Bahamas Celebration* under the Bahamian flag and operated on two-nights cruises between Palm Beach (Florida) and Freeport (Bahamas). On October 31, 2014, *Bahamas Celebration* sailed from the Bahamas heading back to Palm Beach, Florida, with 960 passengers for a Halloween horror cruise. She hit an unidentified submerged object while leaving Freeport and suffered a major ingress of water. She came back to Freeport and has since then been declared loss. There were no human casualties. In February, she was replaced on the Palm Beach-Freeport link by *Grand Celebration* acquired by Bahamas Paradise Cruise Line (the latter was originally the *Celebration* owned by Carnival Cruise Line). Sold for an unknown destination of demolition. 180 \$ per ton.



At Freeport, after Halloween's special © The Bahamas Weekly

*Lisboa* (ex-*Princess Danae*, ex-*Baltica*, ex-*Starlight Princess*, ex-*Anar*, ex-*Danae*, ex-*Starlight Princess*, ex-*Danae*, ex-*Therisos Express*, ex-*Port Melbourne*). IMO 5282483. Ex cargo liner converted to passenger ship in 1976. Length 162 m. Portuguese flag. Classification society Rinave Portugesa. Built in 1955 in Belfast (United Kingdom) by Harland & Wolff. This cruise ship was originally the British reefer *Port Melbourne* of the Port Line (Cunard group) built for the United Kingdom – Australia – New Zealand service which implied an important space for refrigerated cargoes on the return travel to Europe (meat...). Under this initial design, she would transport 12 passengers.



*Port Melbourne*, berthed at wharf n°19 in Port Adelaide (Australia) © Chris Finney

She was acquired in 1972 by the Greek ship owner J.C. Carras to be converted into a car-ferry in Chalkis (Greece) as *Therissos Express*. She was resold in the midst of the works to Delian Artemis Cruises, renamed *Danae* and was actually refitted as a cruise ship. Once the works were carried out, she entered service in January 1977.

She was chartered late 1979, then purchased in 1984 by the Italian Costa. On December 10, 1991, during a technical stop in Genoa, she suffered a major fire, was declared a total loss, and was to be sold for demolition. Though, she was acquired by the Liberian Harbour Maritime, renamed *Anar* and repaired in Keratsini (Greece). In 1992, she was sold to Capricorn Maritime and renamed *Starlight Express*, then in 1994 to Flax International and became the Panamanian *Baltica*.

In 1996, she was acquired by the Greek-Portuguese ship owner George Potamianos (Classic International Cruises) and became the Panamanian *Princess Danae*; she was reflagged to Madeira, Portugal, in 2002. The vessel was often operated on the French cruise market. Classic International Cruises did not survive long after the death of her founder in May 2012. The vessels of its fleet were seized due to the accumulation of debts, *Princess Danae* being immobilized in Marseille in September 2012 (Cf. « [Princess Danae and Athena, Two ships under early retirement at Marseille](#) », September 19, 2012).



December 2012, at Marseille © airaviation2000

The ship was acquired in 2013 by the Portuguese businessman Rui Alegre, renamed *Lisboa* in the fleet of the new Portuscale Cruises Company and taken back to Lisbon to be repaired. The upgrading works proved to be much more important than expected and were halted in January 2014. Detained in 1999 in Southampton (United Kingdom) and in 2012 in Cairns (Australia). The departure of the ex cruise ship for demolition at Aliaga is imminent.

*Princess Danae* had a sister-ship, *Princess Daphne* (originally the cargo liner *Port Sydney*). She was delivered to the Indian breakers in Alang in June 2014 (Cf. [Shipbreaking # 36](#), p 63-64).



## General cargo.

### **Zortürk, ex-Aspet, the Saint-Nazaire refugee flying black flags**

*Zortürk* (ex-*Aspet*, ex-*Inia*, ex-*Maria-K*, ex-*Maria-K 1*, ex-*Maria K*, ex-*Nevskiy-21*). IMO 8881682. General cargo. Length 111 m. Togolese flag. Classification society Inclamar. Built in 1983 in Petrokrepost at the mouth of the Neva River (Russia) by Nevskiy I SRZ. Owned by Ozturk Denizcilik (Turkey) since 2011. Detained in 1999 in Thessaloniki (Greece), in 2004 in Aveiro (Portugal), in 2005 in Izmit then in Aliaga (Turkey), in 2006 in Eregli and in Tuzla (Turkey), in 2007 in Thessaloniki, Eregli and Izmit again then in Iskenderun (Turkey), in 2008 during 132 days in Rostov-on-Don (Russia) and in 2009 during 115 days in Hull (United Kingdom). Bronze medalist of the substandard ship contest with 12 detentions.



The ex *Aspet* is one of a kind. Her previous flags were North Korea, Cambodia and Belize. Her last known classification society was Inclamar, authorized to perform statutory inspections on behalf of Honduras, Dominica, Mongolia and the 3 aforementioned flag administrations. Inclamar also represents Georgia.

It's under the latter flag that the *Aspet* took in water (100 m3) off the port of Saint-Nazaire in Western France, at the mouth of the Loire River. French Authorities immediately sent a motor-pump to dry out the holds. The ex *Aspet* was later towed inside the port.



August 29, 2009, *Aspet* at the Joubert repair dock © [camembertaroulette](#) / [see also photo gallery](#)

She was sailing unloaded, having departed from Hull, United Kingdom. She had been detained in the English port for 115 days. 57 technical deficiencies had been pointed out on board, as well as 11 human elements deficiencies. On 9 July 9, 2009, Hull port inspection lifted the vessels sailing ban despite 7 residual deficiencies.

After 2 years in dry dock, the ship was « taken over » by a would-be ship owner, established in Turkey. The only physical and administrative works carried out have been the renaming of the vessel – the *Aspet* became the *Zortürk* – and her deflagging – *Zortürk* is now Togolese.

For 6 years the ship, occupied by supposed sailors, has been deteriorating. A sentence of termination of ownership was finally handed down after a long legal battle engaged by the port of Saint-Nazaire.

The *Zortürk*, the structure of which is irremediably defective, is going to be broken up in the dry dock; the facility is approved by the administrative authorities in charge of the ship recycling permits. Meanwhile, a local NGO has expressed reservation about the conditions of asbestos removal and disposal. The neighbouring populations would be under threat.

The buzz about the ex-*Aspet* is not over in Saint-Nazaire, in spite of the optimistic views of a local newspaper claiming in late July 2009 that the vessel would be leaving within a week after some welding works.



November 2014 © [Daniel Chaix](#) / [MarineTraffic](#)

*Alba Star* (ex-*Ky Glory*, ex-*Silver Dream*, ex-*Siamgo*, ex-*MMM Belinda*, ex-*Anita Baru*, ex-*Cielo Azul*, ex-*Akebia*, ex-*Pomex Pioneer*). IMO 8507561. General cargo. Length 103 m, 2,522 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Imabari (Japan) by Higaki. Owned by Jerusalem Shipping LLC (United Arab Emirates). Sold for demolition in India.

*Albatoul* (ex-*Ali HRZ*, ex-*ADK Hassanbay*, ex-*Mercury III*, ex-*Sea Gull*, ex-*Marine Honor*, ex-*Crystal Rose*). IMO 8106599. General cargo. Length 84 m. Togolese flag. Classification society Venezuelan Register of Shipping. Built in 1981 in Komatsushima (Japan) by Tokushima Sangyo. Detained in 2000 in Otaru (Japan) and Ulsan (South Korea), in 2001 in Vladivostok (Russia) and Chiba (Japan), in 2002 in Zhangjiagang (China), in 2003 in Chiba again then in Okinawa (Japan), in 2004 in Guam (United States) and in Hong Kong (China), in 2007 in Shanghai (China) and Tangshan (China), in 2011 in Chennai /Madras (India), in 2012 in Bandar Khomeini (Iran) and in 2014 in Antalya (Turkey), Gemlik (Turkey) and Damietta (Egypt). Sold for demolition in Turkey. Gold medalist of the substandard ship contest this trimester with 16 detentions.



At Bangkok under the Maldive flags, October 2008.  
© Geir Vinnes

*Alisa* (ex-*Paris*, ex-*Logrono*, ex-*Baltico*). IMO 7931698. General cargo. Length 86 m. Panamanian flag. Classification society Turk Loydu. Built in 1981 in Gijon (Spain) by Cantabrico y Riera. Owned by Taskin Denizcilik (Turkey). Detained in 2000 in Glasgow (United Kingdom), in 2002 in Lisbon (Portugal) and Huelva (Spain), in 2003 in Ortona (Italy), in 2004 in Cagliari (Italy), in 2008 in Constanta (Romania) and in 2009 in La Spezia (Italy). Sold for demolition in Turkey.



*Atlantic Eland* (ex-*Sinbad Dream*, ex-*OBL Mariner*, ex-*Res Cogitans*, ex-*Lykes Inspirer*, ex-*Thorslake*, ex-*Res Cogitans*, ex-*Elena K*, ex-*Krasnodon*). IMO 8811716. General cargo. Length 172 m, 9,210 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Warnemünde (Germany) by Warnowwerft GmbH. Owned by Atlantic Ship Management (Ukraine). Sold for demolition in India.



*Atlantic Eland* at Durban, South Africa, May 2014 © Hugo /Shipspotting


*Atlantic Pearl* (ex-*Pelican Arrow*, ex-*Folga*). IMO 8011471. General cargo. Length 182 m, 10,669 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1982 in Sanoyasu (Japan) by Mizushima. Owned by SMT Shipping (Cyprus). Detained in 2005 in Portland (United States). Sold for demolition in India.





*Barguzin* (ex-*Costas S*, ex-*Ploce*, ex-*Drid*, ex-*Eldrid*). IMO 7422142. General cargo. Length 94 m, 1,338 t. Cambodian flag. Classification society Inclamar. Built in 1975 in Gdansk (Poland) by Gdanska Lenina. Owned by Selet Marine Vanino Co (Russia). Detained in 2000 in Pula (Croatia) and in 2004 in Genoa (Italy). Sold for demolition in Bangladesh.



 *Charlesfort Breeze* (ex-*Alexandros 1*, ex-*Alexandros*, ex-*Alex D*, ex-*Athanasios K*, ex-*Marilena*, ex-*Maria M*, ex-*Euroclipper*, ex-*Destel*, ex-*Owen Kersten*, ex-*Destel*). IMO 7002461. General cargo. Length 74 m. Deflagged from Panama to Togo for her last voyage as *Winterfell*. Classification society Columbus American Register. Built in 1969 in Neuenfelde (Germany) by JJ Sietas. Owned by Charlesfort Oceanways SA (Ukraine). Detained in 1997 in Vlaardingen (Netherlands), in 2005 in Aliaga (Turkey), in 2007 in Izmir (Turkey) and in 2013 in Eleusis (Greece). Sold for demolition in Turkey.



Just renamed *Winterfell*, in Bijela (Montenegro), October 2014 © Godra


*Chrissoula S* (ex-*Lady Georgia*, ex-*Rockisland*, ex-*Verena*). IMO 7717224. General cargo. Length 80 m. Greek flag. Unknown classification society. Built in 1978 in Bremen (Germany) by Hegemann Roland. Owned by Artemon NE (Greece). Sold for demolition in Turkey.



*CSL Pacific* (ex-*River Torrens*, ex-*Hamersley Range*, ex-*Selwyn Range*). IMO 7420716. General cargo. Length 181 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Dyke End (Australia) by New South Wales Government Dockyard ; jumboized in 1985 and lengthened from 171 to 181 m. Owned by Inco Ships (Australia). Her unloading capacity was 1000 t/h for coal or 850 t/h for cement and gypsum. Sold for demolition in China.



At Melbourne (Australia), August 2014 © Paul Finnigan

 *Danum 155* (ex-*Johan Emerald*, ex-*Kota Jade*, ex-*Lhotse*, ex-*Makalu*, ex-*Caribe Mariner*, ex-*Contract Mariner*, ex-*Zepatlantic* ex-*Gulf Pioneer*, ex-*Zepatlantic*). IMO 7519969. General cargo. Length 117 m, 2,998 t. Deflagged to Tuvalu for her last voyage as *Dan*. Unknown classification society. Built in 1976 in Ishinomaki (Japan) by Yamanishi. Sold by her Malaysian owner Shin Yang Shipping to Doehle Danautic, Indian specialist in end-of-life ships. Destination India.





*Deryoung Sunrise (ex-Yamatomo)*. IMO 8508254. General cargo. Length 99 m, 2,143 t. Deflagged from Panama to Tuvalu for her last voyage as *Sunrise*. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kure (Japan) by Imamura. Detained in 2004 in Shenzen (China) and Xiamen (China), in 2005 in Hong Kong, in 2006 in Shenzen again, in 2009 in Fuzhou (China), in 2011 in Shenzen still and in 2012 one more time in Shenzen, in Quanzhou (China) and in Hong Kong again. Resold by her Taiwanese owner to Doehle Danautic just prior to her demolition... in Bangladesh.



*Eastern (ex-Sea Pink, ex-Belomorje)*. IMO 7038147. General cargo. Length 72 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1970 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Ostshipping Co (Russia). Detained in 1998 in Hull (United Kingdom), in 2000 in Rumoi (Japan), in 2001 in Otaru (Japan) and twice in Nakhodka (Russia), in 2003 and twice in each port in Otaru and in Nakhodka, and finally and again twice in 2004 then in 2006 and in 2007 in Otaru. Sold for demolition in China. Silver medalist in the substandard ship contest with 13 detentions.



*Belomorje* at Southampton (United Kingdom), August 1991 © Brian Fisher

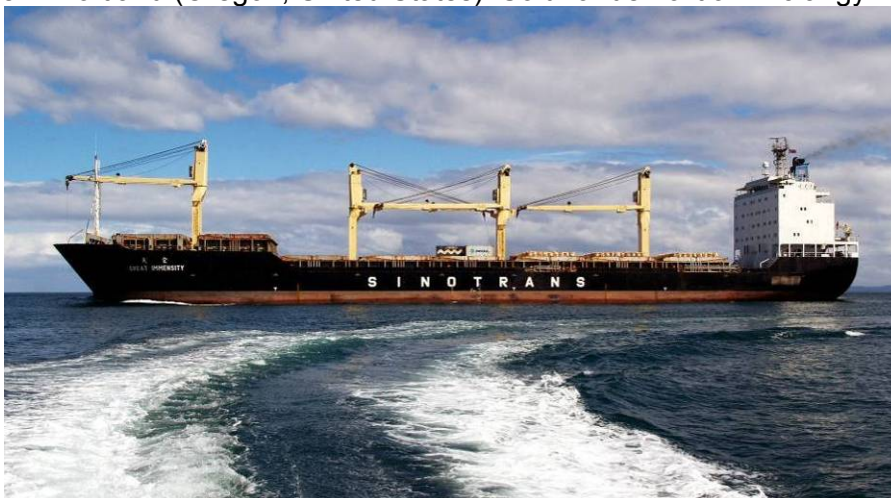


*Eastern* in Otaru (Japan), September 2014 © TKS / Marine Traffic

*Forest Costa Rica (ex-Ingrid Gorthon)*. IMO 7524213. General cargo. Length 141 m, 6,279 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Pusan (South Korea) by Korea SB & E Corp. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 1999 in Hamburg (Germany). Sold for demolition in India



*Great Immensity (ex-Vanessa Oldendorff, ex-Cielo di B Columbia, ex-Vanessa Oldendorff, ex-Great Immensity)*. IMO 9188025. General cargo. Length 174 m. Hong Kong flag. Classification society Bureau Veritas. Built in 1999 in Huludao (China) by Liaoning Bohai. Owned by Sinotrans Ship Management Ltd (China). Detained in 2005 in Hamburg (Germany), in 2006 in Paradip (India) and in 2008 in Portland (Oregon, United States). Sold for demolition in Jiangyin, China.



*Great Immensity*, at Bluff, New Zealand, May 2008 © Chris Howell





*Guang Rong* (ex-*Gloria*, ex-*Blue Ocean*, ex-*Gloria*). IMO 9147667. General cargo. Length 152 m, 5,839 t. Deflagged from Antigua & Barbuda to Tuvalu for her last voyage as *G Rong*. Classification society Germanischer Lloyd. Built in 1997 in Neuenfelde (Germany) by JJ Sietas. Detained in 2006 in Singapore. The ex-*Gloria* was sold by her German owner to the Indian Doehle Danautic India Pvt Ltd and renamed twice. Destination Bangladesh.



*Haci Koksal Mataraci* (ex-*Histria Onyx*, ex-*Castor 1*, ex-*Sun Castor*, ex-*Turnu Severin*). IMO 8846670. General cargo. Length 86 m. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Drometa (Romania) by Drobeta-TS. Detained in 1998 in Ravenna (Italy), in 1999 in Bilbao (Spain), in 2006 in Koper (Slovenia), in 2008 in Mersin (Turkey), in 2009 in Bandirma (Turkey) and in 2010 in Monfalcone (Italy). Sold for demolition in Turkey.



March 2007, off Figueira da Foz (Portugal) © J Viana

*Jasy* (ex-*CMA CGM Lea*, ex-*Lagarfoss*, ex-*Sea Navigator*, ex-*Levant Weser*, ex-*Birte Ritscher*, ex-*Rachel Borchard*, ex-*Indiapendent Concept*, ex-*Kartagena*, ex-*Concorde Tide*, ex-*Birte Ritscher*). IMO 8303331. General cargo. Length 117 m, 3,356 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1983 in Neuenfelde (Germany) by JJ Sietas. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2011 in La Spezia (Italy) and Rijeka (Croatia), in 2013 in Venice (Italy) and in 2014 in Damietta (Egypt). Banned from the European ports in 2013 for multiple detentions. Sold for demolition in Turkey.



*King Edward* (ex-*York Castle*, ex-*Maria*, ex-*Mitla*). IMO 8310803. General cargo. Length 196 m, 12,163 t. Barbados flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Deptford Yard (United Kingdom) by Sunderland SB Ltd. Owned by Litat Line (Lebanon). Detained in 2004 in Hong Kong (China), in 2006 in Bremen (Germany) and in 2009 in Mumbai (India). Sold for demolition in India. 405 \$ per ton.



Sea trials in Sunderland before the Mexican years © Anthony Frost



© Andrew/ Marine Traffic

*Kota Berjaya* (ex-Cape Hobart, ex-Azteca, ex-ANL Progress, ex-Melanesian Chief, ex-Barnes Bridge, ex-Island Chief, ex-Chengtu, ex-Barnes Bridge, ex-Seal Mauritius, ex-Santander, ex-Kapitan Freyman). IMO 8918124. General cargo. Length 155 m, 7,175 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1993 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Pacific International Lines (Singapore). Sold for demolition in India. 405 \$ per ton.



*Kota Berlian* (ex-Cape Hudson, ex-Zapoteca, ex-NDS Benguela, ex-Waterloo Bridge, ex-Nordana Defender, ex-Waterloo Bridge, ex-Zim Mexico, ex-Zim Santos, ex-Kapitan N Kladko). IMO 8918083. General cargo. Length 155 m, 7,439 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1992 in Warnemünde (Germany) by Neptun-Warnow. Owned by Pacific International Lines (Singapore). Detained in 2004 in Rotterdam (Netherlands), in 2008 in Brisbane (Australia), in 2011 in Durban (South Africa) and in 2013 in Tianjin (China). Sold for demolition in Bangladesh. 400 \$ per ton.



*Lion of Olympia*. IMO 8219853. General cargo. Length 105 m. Greek flag. No classification society ; previously American Bureau of Shipping. Built in 1986 in Perama (Greece) by Naus Philippou



Bros. Arrived on March 21, 2000 in Sagunto, on the Gulf of Valencia (Spain), the *Lion of Olympia* was seized by the port authorities and later abandoned. In January 2015, after 15 years of solitude, she is being broken up afloat and on the spot. See Front page.

May 2008 © Angel Villalba

*Moda* (ex-Olimp, ex-Sosva). IMO 7932642. General cargo. Length 82 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Rosslau (Germany) by Elbwerften. Owned by Comsul Ltd (Bulgaria). Detained in 2003 in Novorossiysk (Russia), in 2004 in Eleusis (Greece), in 2005 in Ambarli (Turkey) and in 2008 in Taganrog (Russia) and Ashdod (Israel). Sold for demolition in Turkey.



*Rand* (ex-Ustyuzhna, ex-Brigitte, ex-Lorena). IMO 7713266. General cargo. Length 104 m, 1,920 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1978 in Gijon (Spain) by Duro Felguera. Owned by Nejem Co Marine Services (Egypt). Detained in 2002 in Lisbon (Portugal), in 2010 and in



2011 in Aliaga (Turkey), in 2012 in Iskenderun (Turkey) and in 2014 in Novorossiysk (Russia) and in Kos (Greece). Sold for demolition in Turkey.

The Togolese *Rand* arrived for demolition in Aliaga, March 2015 © Captain Selim / Instagram



*Scan Fjell* (ex-*Trans Fjell*). IMO 7700609. General cargo. Length 77 m. Faroe Islands flag. Classification society RINA. Built in 1978 in Leirvik (Norway) by Loland. Owned by Norresundby Shipping A/S (Denmark).



Detained in 2015 in Husoy-Karmoy (Norway). Sold for demolition in Denmark.

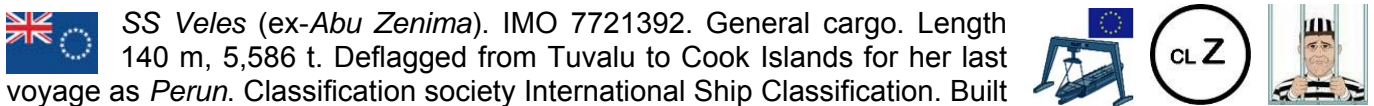


At Grenaa shipbreaking yard, March 2015  
© **bendt nielsen**

*Silver Hope* (ex-*Maasborg*). IMO 7367873. General cargo. Length 82 m, 1,753 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1974 in Lemmer (Netherlands) by Friesland. Owned by East Marine (Russia). Detained in 2005 in Singapore and in 2012 in Vladivostok (Russia). Sold for demolition in Bangladesh.



*SS Veles* (ex-*Abu Zenima*). IMO 7721392. General cargo. Length 140 m, 5,586 t. Deflagged from Tuvalu to Cook Islands for her last voyage as *Perun*. Classification society International Ship Classification. Built in 1983 in Alexandria (Egypt) by Alexandria Shipyard. Detained in 2002 in Hamburg (Germany), in 2003 in Bremen (Germany), in 2010 in Antalya (Turkey), in 2011 in Kandla (India) and in 2013 in Rio Tubba (Philippines). Sold for demolition in Bangladesh. 430 \$ per ton.



*Star Florida*. IMO 8309828. General cargo. Length 187 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Grieg Star AS (Norway). Detained in 2006 in Pyeongtaek (South Korea). Sold for demolition in Jiangyin, China



*Star Fraser*. IMO 8309842. General cargo. Length 187 m. Norwegian flag (Registre international). Classification society Det Norske Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Grieg Star A (Norway). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in Jiangyin, China.



Kiel Canal, October 2012 © **J.Dohrn**

Seen passing Rozenburg inward bound for Rotterdam, Netherlands, February 2013 © **Henk Jungerius**



*Tai An Cheng*. IMO 9015008. General cargo. Length 174 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Guangzhou (China) by Guangzhou SY. Owned by COSCO (China). Sold for demolition in Jiangmen, China.

*Tobol* (ex-Solombala, ex-Nord, ex-Olma, ex-Kapitan Ponomarev, ex-Kapitan Ponomaryov). IMO 8603391. General cargo. Length 132 m, 4,174 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Gdansk (Poland) by Gdansk Shipyard. Owned by Sakhalin Shipping Co - SASCO (Russia). Detained in 2003 in Saint Malo (France) and in 2006 in Antwerp (Belgium). Sold for demolition in India. 345 \$ per ton.



*VFM Alita* (ex-MSC Maxie, ex-Mekong Swift, ex-Sepik River, ex-Baltimar Nereus, ex-Lirena, ex-Azapa, ex-Lirena, ex-Pacheco, ex-Scandutch Corsica, ex-Scandutch Corsica, ex-Pacheco, ex-Gracechurch Gem, ex-Pacheco, ex-Gerrans Bay, ex-Pacheco). IMO 8503814. General cargo. Length 107 m, 2,170 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Westerbroek (Netherlands) by EJ Smit. Owned by Venezuela Feeder Maritime CA (Venezuela). Sold for an unknown destination of demolition. 180 \$ per ton.




*Wizard* (ex-Kookyang Pohang, ex-Ky Fortune, ex-Seanet Dream, ex-Tongli Success, ex-Wahana, ex-Sun Kung n°11, ex-Hercules). IMO 8510104. General cargo. Length 100 m, 2,887 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Trans Line Co Ltd (Russia). Detained in 2003 in Qingdao (China) and in 2015 in Kobe (Japan). Sold for demolition in India.



*Yong Jia Men* (ex-Nordana Rebecca, ex-Eibe Oldendorff, ex-Giorgia Gal, ex-Global America, ex-Eibe Oldendorff, ex-Captain Bougainville, ex-Hyundai n°23). IMO 8300937. General cargo. Length 162 m, 7,820 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Nanjing Ocean Shipping Co Ltd - NASCO (China). Detained in 2012 in Bandar Khomeini (Iran). Sold for demolition in India. 365 \$ per ton.



 *Yuan Feng Shun* (ex-Zhen Yang). IMO 7944308. General cargo. Length 161 m, 6,535 t. Deflagged from China to Comoros for her last voyage under tow as *Yuan*. Classification society China Classification Society. Built in 1980 in Guangzhou (China) by Guangzhou Shipyard. Resold by her Chinese owner to Trio Maritime Ltd, a St Kitts and Nevis-based shell company just prior to her departure for demolition in Bangladesh.



*Yuan Feng Shun* at Dalian, China, January 30, 2012. © Beer

*Zortürk* (ex-Aspet, ex-Inia, ex-Maria-K, ex-Maria-K 1, ex-Maria K, ex-Nevskiy-21). IMO 8881682. General cargo. Abandoned for 6 years in Saint-Nazaire (France). She will be demolished there in a drydock. See the reminder on the ex-Aspet's career in the introduction of the chapter « General cargo » p 25.



## Container ship

### After grounding, scrapping nearby or far away ?

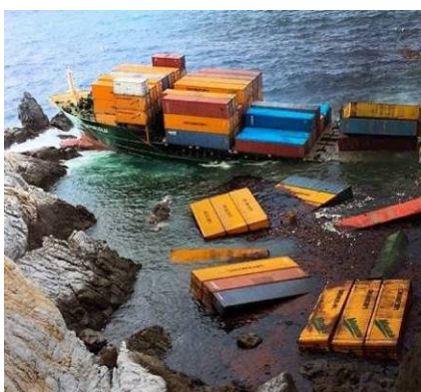
#### Yusuf Cepnioglu, from Mykonos to Aliaga

On March 8, 2014, the Turkish-flagged container ship *Yusuf Cepnioglu* suffered a propulsion failure due to a short circuit in the ship's engine room. She ran aground on the rocky north coast of Mykonos Island (Greece). She was carrying 204 containers from Izmir (Turkey) bound for Bizerte (Tunisia). The 14 crewmen were rescued, evacuated and all in safe condition.

© Greek Coast Guard



After being bumped against the rocks by the high waves and strong winds, the container ship finally broke apart: the aft section sank in 20 m deep, part of the 200 t of bunkers leaked in the sea, most of the deck containers were washed over board and smashed containers let their cargo escape.



March 8, 2014



© Greek Coast Guard



© Tsavlis

One week after the grounding, the weather conditions improved; the rescue operations started as well as the offloading of the containers. The fuel removal took 6 weeks. Anti pollution booms were positioned in order to protect the desalination plant nearby from polluted intakes. 500 m<sup>3</sup> of debris were collected in the neighbouring bays by members of the rescue teams and by local volunteers. The wreck removal operations were completed in September 2014: the aft section was dragged and recovered on the semi-submersible barge *Atlantis 1*, the forepart was refloated and both were transported towards continental Greece.



September 2014, in Chios  
© Giovanni Isolano



March 2015, arrivée in Aliaga © Captain Selim / Instagram

In March 2015, one year after the disaster, the wrecks of *Yusuf Cepnioglu* arrived at Aliaga shipbreaking yards.

Helene Rickmers, from Papua New Guinea to India

On January 2, 2015, the container ship *Helene Rickmers*, 17 years of age, flying the flag of the Marshall Islands and owned by the German shipping company Rickmers Reederei, ran aground off Papua New Guinea in the Solomon Sea. The 917 containers were transshipped for onward carriage to their destinations. The container ship was refloated and towed to Lae, on the north coast, on January 11 to be eventually repaired. In an era of mega container ships carrying 19,000 boxes, there is no possible mercy for a crippled 1700 boxship: on March 28, *Helene Rickmers* was beached for demolition in Alang, 12,000 km away from the wrecksite.



November 2012 in Singapore © Martin Klingsick

*Aqua Star* (ex-Cape Bonavista, ex-Tiger Cape, ex-Cape Bonavista, ex-Nagoya Express, ex-Cape Bonavista, ex-Eagle Spirit, ex-Tiger Cape, ex-Cape Bonavista). IMO 9000704. Container ship, 930 teu. Length 140 m, 4,369 t. Liberian flag. Classification society Bureau Veritas. Built in 1992 in Durban (South Africa) by Dorbyl Marine. Owned by Zelmar Denizcilik (Turkey). Detained in 2001 in Singapore, in 2004 in Nagoya (Japan) and in 2014 in Novorossiysk (Russia) and in Jorf Lasfar (Morocco). Sold for demolition in India. 406 \$ per ton.



Sevastopol (Ukraine), December 2010. © A.Kolomatchenko

*Bonn Express*. IMO 8711368. Container ship, 2803 teu. Length 236 m, 14,675 t.



Bermuda flag. Classification society Germanischer Lloyd. Built in 1989 in Kiel (Germany) by Howaldtswerke-DW ; jumboized in 1992 and lengthened from 206 to 235 m. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in Turkey. 322 \$ per ton.



Arriving at the port of Valencia (Spain), April 2014  
© Manuel Hernández Lafuente



*China Star (ex-Zim Canada)*. IMO 8806814. Container ship, 3352 teu. Length 236 m, 14,465 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1990 in Kiel (Germany) by Howaldtswerke-DW. Owned by Hellastir Shipping Enterprises (Greece). Detained in 2005 in Hong Kong. Sold for demolition in India. 446 \$ per ton.



*Da Qing He*. IMO 9122617. Container ship, 764 teu. Length 145 m, 4,934 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Chofu (Japan) by Kyokuyo. Owned by COSCO (China). Sold for demolition in Jiaojiang, China.

*Danum 152 (ex-Johan Amber, ex-Jin Yu, ex-New Haining, ex-Ratu Konsortium, ex-Hongkong Ace, ex-Tempo)*. IMO 7716282. Container ship, 352 teu. Length 120 m, 3,077 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by Shin Yang Shipping (Malaysia). Sold for demolition in India.

*Dimitris Y (ex-Pommern, ex-Kota Pusaka, ex-Pommern, ex-Kota Pusaka, ex-Pommern, ex-P&O Nedlloyd Unity, ex-Pommern, ex-Sea Excellence, ex-Pommern)*. IMO 9121247. Container ship, 2890 teu. Length 209 m, 11,850 t. Liberian flag.



Classification society RINA. Built in 1996 in Warnemünde (Germany) by Kværner Warnowwerft. Owned by Technomar Shipping Inc (Greece). Sold for demolition in India. 358 \$ per ton.



Idle in Singapore, January 2015  
© Lim Hock Wu

*Dubai Star (ex-Zim Korea)*. IMO 8806797. Container ship, 3352 teu. Length 236 m, 14,465 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1991 in Kiel (Germany) by Howaldtswerke-Deutsche Werft. Owned by Hellastir Shipping Enterprises Ltd (Greece). Detained in 2011 in Shenzhen (China) and in 2012 in Hong Kong. Sold for demolition in India. 446 \$ per ton.



*Gao He*. IMO 8818740. Container ship, 2917 teu. Length 236 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Kiel (Germany) by Howaldtswerke-DW. Owned by Panasia Shipping Co Ltd (China). Sold for demolition in Zoushan, China, by Zhoushan Changhong International.



Under the skies of Singapore, November 2004. © Michael Klingsick

*Helene Rickmers* (ex-Lyks Crusader, ex- Helene Rickmers, ex-CCNI Arica, ex-Helene Rickmers). IMO 9144158. Container ship, 1730 teu. Length 184 m, 7,771 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1998 in Szczecin (Poland) by Szczecinska. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2004 in Hong Kong. Sold for demolition in India. See the details on her end in the introduction of the chapter « Container ship », p 34.



*Kiel Express* (ex-Hannover Express). IMO 8902539. Container ship, 4626 teu. Length 294 m, 20,739 t. Bermuda flag. Classification society Germanischer Lloyd. Built in 1991 in Kojé (South Korea) by Samsung. Owned by Hapag-Lloyd (Germany). Sold for demolition in Xinhui, China.

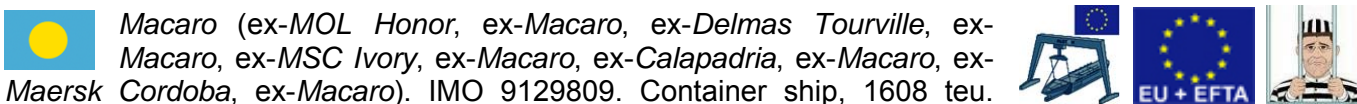


*Livorno Express* (ex-Lykes Motivator, ex-Jupiter, ex-Ville de Jupiter, ex-CGM Pascal, ex-Nedlloyd Pascal, ex-CGM Pascal). IMO 8905969. Container ship, 2846 teu. Length 242 m, 13,186 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1991 in Kojé (South Korea) by Samsung. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in Turkey. 250 \$ per ton.

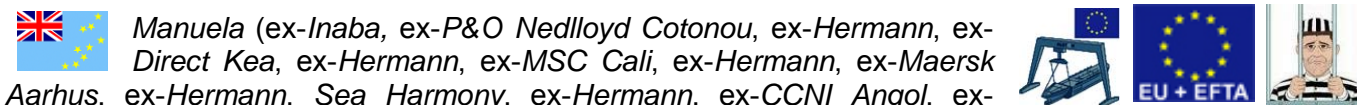


At Vlissingen, November 2010 © Jan Daniels

*Macaro* (ex-MOL Honor, ex-Macaro, ex-Delmas Tourville, ex-Macaro, ex-MSI Ivory, ex-Macaro, ex-Calapadria, ex-Macaro, ex-Maersk Cordoba, ex-Macaro). IMO 9129809. Container ship, 1608 teu. Length 168 m, 7,404 t. Deflagged from Antigua & Barbuda to Palau for her last voyage as *Mac*. Classification society Germanischer Lloyd. Built in 1996 in Wismar (Germany) by Mathias Thesen Werft. Sold as is in Cyprus by her German owner Schiffahrtskontortom Worden GmbH & Co KG to the inevitable Prayati Shipping for demolition in India.



*Manuela* (ex-Inaba, ex-P&O Nedlloyd Cotonou, ex-Hermann, ex-Direct Kea, ex-Hermann, ex-MSI Cali, ex-Hermann, ex-Maersk Aarhus, ex-Hermann, Sea Harmony, ex-Hermann, ex-CCNI Angol, ex-Contship New York, ex-Hermann, ex-Deppe Europe, ex-Hermann). IMO 9056272. Container ship, 1667 teu. Length 182 m, 8,018 t. Deflagged from Liberia to Tuvalu for her last voyage as *Ela*. Classification society Germanischer Lloyd. Built in 1993 in Neuenfelde (Germany) by JJ Sietas; completed in Hamburg by Norderwerft. Owned by Reederei Hermann Wulff John-Peter Wulff GmbH & Co KG (Germany). Detained in 1998 in Piraeus (Greece) and in 2000 in Tauranga (New Zealand). Sold for demolition in India. 380 \$ per ton including 150 t of bunkers.



*Marinos* (ex-YM Port Kelang, ex-Mastro Nicos, ex-YM Xingang I, ex-MSI France, ex-Conti France, ex-Maersk Jakarta, ex-Conti France, ex-Contship France). IMO 9053232. Container ship, 1599 teu. Length 163 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeck. Owned by Eurobulk Ltd (Greece). Detained in 2008 in Shenzhen (China). Sold for demolition in Bangladesh.





*MOL Bravery (ex-Alligator Bravery)*. IMO 9101596. Container ship, 2852 teu. Length 245 m, 15,755 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Numakuma (Japan) by Tsuneishi Shipbuilding. Owned by MOL / Mitsui OSK Lines (Japan). Sold for demolition in India. 416 \$ per ton.



*Mol Bravery*, East China Sea on February ,2008  
© Ivan Meshkov

*MSC Ada (ex-Rhoneborg, ex-MSC Java, ex-European Express, ex-Zim Australia, ex-European Express, ex-Freshwater Bay, ex-European Express)*. IMO 9031064. Container ship, 1643 teu. Length 174 m, 8,135 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Heusden (Netherlands) by Verolme. Owned by Goldenport Shipmanagement (Greece). Sold for demolition in India.



*Paris Express (ex-Hamburg Express)*. IMO 9038919. Container ship, 4639 teu. Length 294 m, 20,413 t. Bermuda flag. Classification society Germanischer Lloyd. Built in 1994 in Koje (South Korea) by Samsung. Owned by Hapag Lloyd (Germany). Detained in 2008 in Hong Kong. Sold for demolition in Xinhui, China. 250 \$ per ton.



*Paris Express* arriving in the Bedford Basin, Halifax, Canada on 16th Jan 2009 at -21 °C © Ken Watson

*Pisti (ex-Tara, ex-Nautic, ex-Norasia Telamon, ex-Telamon, ex-Contship Ambition, ex-Telamon)*. IMO 9122203. Container ship, 2890 teu. Length 210 m, 11,915 t. Deflagged from Panama to Tuvalu for her last voyage as *Isti*. Classification society RINA. Built in 1996 in Warnemünde (Germany) by Kværner Warnowwerft. Owned by Technomar Shipping (Greece). Detained in 2005 in Tuticorin (India) and in 2012 in Dalian (China). Sold for demolition in India. 382 \$ per ton.



*Samaria (ex-Calapadria, ex-Samaria, ex-P&O Nedlloyd Samaria, ex-Samaria)*. IMO 9182643. Container ship, 1716 teu. Length 189 m, 8,754 t. Deflagged from Cyprus to Togo for her last voyage as *Samar*. Classification society Germanischer Lloyd. Built in 2000 in Shanghai (China) by Hudong Shipyard. Sold by her German owner by Nordic Hamburg to Green Star Marine Ltd a St Kitts and Nevis-based shell company just prior to her departure for demolition in India.



Entering Algeiras port, Spain May 19, 2014 © Salvador Rubia Pedraza

*Santa Rosa* (ex-CMA CGM *Oubangui*, ex-Santa Rosa, ex-Caribia Express, ex-Cap Vilano, ex-Libra Brasil, ex-P&O Nedlloyd Pinta, ex-P&O Nedlloyd Tema, ex-Santa Rosa, ex-Panatlantic, ex-Santa Rosa, ex-Nedlloyd Van Rees, ex-Santa Rosa). IMO 9006514. Container ship, 1742 teu. Length 182 m, 8,447 t. Singapore flag. Classification society Det Norske Veritas. Built in 1992 in Emden (Germany) by Thyssen Nordseewerke. Owned by Seachange Maritime (Singapore). Detained in 2005 in Rotterdam (Netherlands). Sold for demolition in India. 415 \$ per ton.



*Shan He*. IMO 9043641. Container ship, 3801 teu. Length 275 m, 19,249 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Ariake (Japan) by Hitachi. Owned by COSCO (China). Sold for demolition in China.



*Torino* (ex-Maersk *Torino*, ex-trein Maersk, ex-TRSL *Arcturus*, ex-Trein Maersk). IMO 8820200. Container ship, 1316 teu. Length 161 m, 7,826 t. Maltese flag. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Inc (Greece). Sold for demolition in India. 416 \$ per ton.



Piraeus (Greece), August 2013 © Sakis Antoniou

*Uni-Chart*. IMO 9012848. Container ship, 1038 teu. Length 152 m, 5,823 t. Taiwanese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kawajiri (Japan) by Kanda Zosenso. Owned by Evergreen Marine Corp (Taiwan). Sold as is in Kaohsiung (Taiwan). 332 \$ per ton. Her final destination remains unknown yet.



*Uni-Corona*. IMO 9012850. Container ship, 1038 teu. Length 152 m, 5,823 t. Taiwanese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kawajiri (Japan) by Kanda Zosenso. Owned by Evergreen Marine Corp (Taiwan). Detained in 2003 in Nagoya (Japan). Sold as is in Kaohsiung (Taiwan). 332 \$ per ton. Her final destination remains unknown yet.



*Uni Corona* departing Willemstad, Port of Curacao. January 20, 2008 © Cees Bustraan

*Uni-Crown*. IMO 9012836. Container ship, 1038 teu. Length 152 m, 5,823 t. Taiwanese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kawajiri (Japan) by Kanda Zosenso. Owned by Evergreen Marine Corp (Taiwan). Detained in 2003 in Hong Kong (China). Sold as is in Kaohsiung (Taiwan). 332 \$ per ton. Her final destination remains unknown yet.



*Xin Hui He*. IMO 9141182. Container ship, 762 teu. Length 145 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1996 in Shimizu (Japan) by Kanasashi. Owned by COSCO (China). Sold for demolition in Jiangyin, China.



*Yang Jiang He*. IMO 9146704. Container ship, 762 teu. Length 145 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1997 in Shimizu (Japan) by Kanasashi. Owned by COSCO Container Lines (China). Sold for demolition in Jiangyin, China.

*Yong Ding He (ex-Kota Benar, ex-Yongdinghe)*. IMO 9122631. Porte-conteneur, 764 teu. Length 145 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Chofu (Japan) by Kyokuyo. Owned by COSCO Container Lines (China). Sold for demolition in Jiangyin, China.

*Yusuf Cepnioglu (ex-Northsea Trader, ex-MSC Krasnodar, ex-Gracechurch Comet, ex-Northsea Trader, ex-Texel Bay, ex-Northsea Trader)*. IMO 9119646. Container ship, 549 teu. Length 116 m. Turkish flag. Classification society American Bureau of Shipping. Built in 1995 in Wewelsfleth (Germany) by Hugo Peters. Owned by Furkan Denizcilik Sanayi (Turkey). Detained in 2007 in Tyne (United Kingdom). Grounded in March 2014 in Mykonos (Greece). In March 2015, one year after the disaster, the wrecks of *Yusuf Cepnioglu* arrived in Aliaga shipbreaking yard. See the details of the shipwreck in the introduction of the chapter « Container ship », p 33.



*Zhao Qing He (ex-YM Hochiminh, ex-Zhao Qing He)*. IMO 9146687. Container ship, 836 teu. Length 145 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1996 in Shimizu (Japan) by Kanasashi. Owned by COSCO Container Lines (China). Sold for demolition in Jiangyin, China.




*Zhao Qing He* on Hong Kong roads, China, August 2008  
© Michael van der Meer

## Ro Ro

*Kema (ex-Lever Star, ex-Ever Star n°1, ex-Tama Dream, ex-Pandang Timor Dream)*. IMO 8506579. Ro Ro. Length 108 m, 2,771 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1985 in Saiki (Japan) by Honda. Owned by Acrex Corp (Russia). Detained in 2003 in Vanino (Russia), in 2004 in Gunsan (South Korea), in 2007 in Incheon (South Korea), in 2009 in Mumbai (India) and then again in Gunsan, in 2010 in Rizhao (China) and Pyeongtaek (South Korea), in 2012 in Ho Chi Minh City (Vietnam), in 2013 in Ulsan (South Korea) and in 2014 in Changshu (China) . Sold for demolition in Bangladesh.



 *Teleghma*. IMO 7708297. Ro Ro. Length 131 m. Deflagged from Algeria to Tanzania for her last voyage as *Eleghma*. Classification society Bureau Veritas. Built in 1978 in Shimonoseki (Japan) by Towa. Owned by CNAN (Algeria). Detained in 2000 and 2001 in La Spezia (Italy), in 2002 in Antwerp (Belgium) and in La Spezia again. Sold for demolition in Turkey.



*Teleghma* at Hamburg, Germany, July 4, 1993  
© Joerg Seyler



*Teleghma*, at Marseille, France, August, 2011  
© Rico Voss

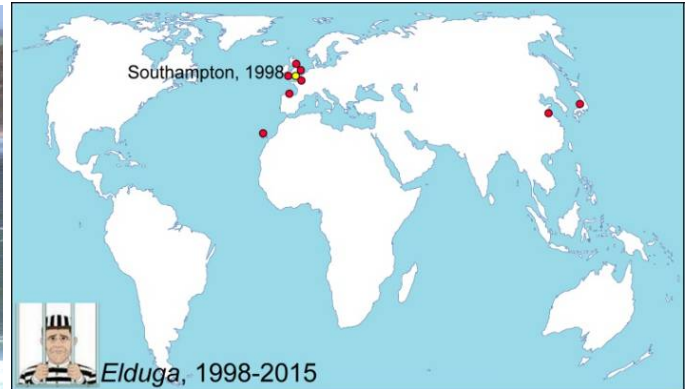
## Car carrier

*Elduga* (ex-Kebbi, ex-Freighter, ex-Autofreighter, ex-Fredenhagen). IMO 7533393. Car carrier. Length 85 m, 2,646 t. Cambodian flag. Classification society International Register of Shipping. Built in 1977 in Capelle Aan Den IJssel (Netherlands) by Vuijk & Zonens. Owned by Acrex Corp (Russia).

Detained in 1998 in Southampton (United Kingdom), in 1999 in London (United Kingdom), in 2003 in Southampton again, in 2005 in Rouen (France), in 2006 in Santa Cruz de Tenerife (Spain), in 2007 in Tyne (United Kingdom) and in Santander (Spain) and in 2012 in Fushiki (Japan) and in Lianyungang (China). Sold for demolition in Bangladesh.



Departing the port of Santander, Spain, March 2008  
© Prieto



© Robin des Bois

*Skaubryn* (ex-Skeena). IMO 8107103. Car carrier. Length 182 m, 16,845 t.



Panamanian flag. Classification society Det Norske Veritas. Built in 1982 in Fredriksstad (Norway) by Nye Fredriksstad. Owned by Doriko Ltd (South Korea). Detained in 2011 in Tokyo (Japan). Sold for demolition in Bangladesh.



*Skaubryn* seen leaving the port of Vancouver (Canada), July 2007 © Neil England

*Tagus* (ex-Nosac Express). IMO 8309579. Car carrier. Length 195 m, 17,580 t. Norwegian flag (registre international). Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Wilhelmsen Lines Shipowning AS (Norway). Sold for demolition in Jiangyin, China.



Wilhelmsen car carrier *Tagus* at Santos, Brazil on August 2014 © Rogério Cordeiro



## Bulk carrier

*ABM Leader* (ex-*Jolbos*, ex-*Leo M*, ex-*Casablanca*). IMO 9032056. Bulk carrier. Length 187 m, 8,009 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tianjin (China) by Tianjin Xingang. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2003 in Vladivostok (Russia), in 2011 in Trois-Rivières (Canada) and in 2014 in Aliaga (Turkey). Sold for demolition in Pakistan. 425 \$ per ton including 125 t of bunkers and a spare propeller.




*Al Wakrah* (ex-*Sealight*, ex-*Nikos N*, ex-*Sea Monica*, ex-*Alfi*). IMO 8307818. Bulk carrier. Length 183 m, 6,755 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by United Group Enterprises for Marine & Petroleum Services (Egypt). Detained in 2001 in Geelong (Australia). Sold for demolition in Pakistan.




*Al Wakrah*, at Mina Saqr, United Arab Emirates, on October 2012 © Snip / Shipspotting

*Amira Amal* (ex-*Queen Dina*, ex-*Delta Salus*, ex-*Ocean Peace*, ex-*J Auspices*, ex-*Nego Nomis*, ex-*J. Emma*, ex-*Bactazar*, ex-*Matsumae*). IMO 8511720. Bulk carrier. Length 167 m, 5,609 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Hakodate (Japan) by Hakodate Dock. Owned by Maritime Agencies Co (Egypt). Detained in 2005 in Kwinana (Australia) and in 2010 in Cochin (India) and in Tianjin (China). Sold for demolition in Pakistan.



 *Anangel Pride*. IMO 9039640. Bulk carrier. Length 280 m, 19,406 t. Deflagged from Greece to Palau for her last voyage as *Pride*. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Detained in 2011 in Newcastle (Australia). Sold as is in Singapore for demolition in Bangladesh.



 *Anangel Solidarity*. IMO 9039652. Bulk carrier. Length 280 m, 19,406 t. Deflagged from Greece to Comoros for her last voyage as *Ana*. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Detained in 2011 in Hay Point (Australia). Sold as is in Singapore for demolition in Bangladesh. 380 \$ per ton.



*Anangel Solidarity* in Taiwan, September 2010  
© Li-Yingchun

*Angara* (ex-*Fesco Angara*, ex-*Angara*, ex-*Esperia*, ex-*Esperansa*). IMO 8311156. Bulk carrier. Length 187 m, 8,081 t. Vanuatu flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Angara Maritime Ltd (Hong Kong, China). Detained in 2002 in Ancona (Italy) and in 2004 in Kwinana (Australia). Sold for demolition in Bangladesh. 366 \$ per ton.



*Annoula*. IMO 9146015. Bulk carrier. Length 225 m. Greek flag. Classification society Det Norske Veritas. Built in 1997 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Alpha Bulkers (Greece). Sold for demolition in India. 420 \$ per ton.



*Anthea (ex-Skauboard)*. IMO 9112973. Bulk carrier. Length 196 m, 13,753 t.



Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Shanghai (China) by Jiangnan Shipyard. Detained in 2013 in Rotterdam (Netherlands). Sold by her German ship owner Adelaide Schiffahrtsgesellschaft to Integrity Ships Pte Ltd based in Singapore just prior to her departure for demolition in India as *Thea*.



In the Northsea, August 2008 © Hannes van Rijn

*Aqua Challenger (ex-Cape Viewer, ex-Front Viewer)*. IMO 9008160. Bulk carrier. Length 285 m, 23,269 t. Singapore flag. Classification society Bureau Veritas. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Anglo-Eastern Shipmanagement (Singapore). Sold for demolition in Pakistan. 400 \$ per ton, including 2,000 t of bunkers. This time this the (true) end: *Aqua Challenger* was beached for demolition in Gadani on March 21, 2015 (Cf. p 6).



March 21, 2015 © Shahid

*Aquadonna (ex-Merchant Paramount)*. IMO 9075668. Bulk carrier. Length 280 m, 20,039 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by C Transport Maritime (Monaco). Detained in 2004 in Port Hedland (Australia), in 2010 in Vancouver (Canada) with 256 deficiencies and in 2013 in Xiamen (China). Sold for demolition in Pakistan.



*Aquadonna* at IJmuiden, Holland on 15th April 2014 © Moolen



March 2015 © Shahid



*Aquahope*. IMO 9120970. Bulk carrier. Length 283 m, 22,095 t. Liberian flag. Classification society Det Norske Veritas. Built in 1997 in Samho (South Korea) by Halla. Owned by C Transport Maritime SAM (Monaco). Detained in 2007 in Dampier (Australia). Sold for demolition in Pakistan.



March 2013, Singapore © Mohamed Syaddiq

March 2015, Gadani © Shahid →



*Arwad Queen* (ex-*Endeavor*, ex-*Doric Trident*). IMO 8307698. Bulk carrier. Length 177 m, 7,697 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Island-Star Maritime (Lebanon). Detained in 2014 in Kandla (India) and Chah Bahar (Iran). Sold for demolition in Pakistan.



March 2015 © Shahid



*Asia Explorer* (ex-*You Xuan*). IMO 8912625. Bulk carrier. Length 186 m, 7,983 t. Deflagged from Panamanian to Palau for her last voyage as *Sia*. Classification society China Corporation Register of Shipping. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Jackson Shipping Safety Management (Taiwan). Detained in 2010 in Dunkirk (France). Sold for demolition in India. 350 \$ per ton including bunkers for the voyage.



*Atlantic Superior* (ex-*MH Baker III*, ex-*Atlantic Superior*). IMO 7927805. Bulk carrier. Length 222 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in Canada in 1982; stern section at Collingwood by Collingwood Shipbuilding and bow at Thunder Bay by Port Arthur Shipbuilding. Born on the Great Lakes, the *Atlantic Superior* was built for a dual Great Lakes / ocean service; she has been mainly affected to ocean trading worldwide for the Canada Steamship Lines (CSL). Lately, in the year 2011-12, she was back to Canada on the St Lawrence Seaway to transship iron ore on Chinamax vessels to big to be berthed. Late January 2015, she left Seattle on the West Coast of the United States and headed to China to be demolished at Xinhui shipbreaking yards.



Summer 2011, Sept-Îles (Canada) © Simon Laberge



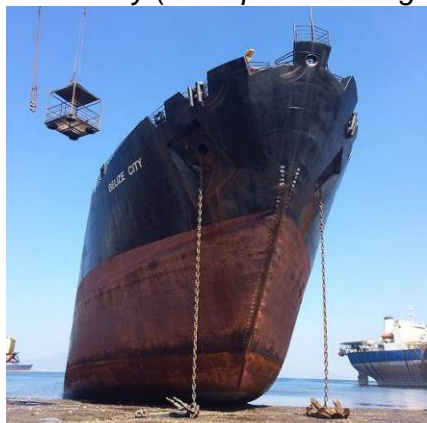
At Seattle, United States, November 2013 © Kyle Stubbs

*Bei Lun Hai 27* (ex-*Golden Gem*, ex-*Clipper Gem*, ex-*China Pride*, ex-*Alaska*, ex-*China Pride*). IMO 8800119. Bulk carrier. Length 226 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Shanghai (China) by Jiangnan Shipyard. Owned by Ningbo Longsheng Shipping Co Ltd (China). Detained in 2001 in Melbourne (Australia) and in 2005à Newcastle (Australia). Sold for demolition in Jiangyin, China.

As *Clipper Gem* at the entrance of the Ghent Canal at Terneuzen on May 2006. **Marc Piché** photo.



*Belize City* (ex-*Kapitonas Daugirdas*, ex-*Kapitonas Reutov*, ex-*Kapiton Reutov*). IMO 7630141.



Bulk carrier. Length 146 m, 5,615t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Kherson (Ukraine) by Khersonskiy SZ. Owned by International Shipping Group (Turkey). Detained in 1998 in Saint Malo (France), in 2002 in Naples (Italy), in 2003 in Venice (Italy), in 2005 in Aliaga (Turkey), in 2007 and 2009 in Monfalcone (Italy) and in 20113 in Salerno (Italy) Sold for demolition in Turkey.



At Aliaga shipbreaking yards © **Captain Selim**

*Bulk Cajun* (ex-*Trident Protector*, ex-*Amadeus*, ex-*Ocean Builder*). IMO 8200450. Bulk carrier. Length 225 m, 11,640 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Phoenix Bulk Carriers (United States). Detained in 2007 in Geraldton (Australia), in 2008 in Genoa (Italy), in 2009 in Zoushan (China) and in 2011 and in 2013 in New Orleans (United States). Sold for demolition in Pakistan. 417 \$ per ton.



*Bulk Cajun* at Gramercy, LA, USA on the Mississippi River, February 2013 © **foggy**



*Callio* (ex-*Alam Aman*, ex-*Cavourella*). IMO 8014772. Bulk carrier. Length 170 m, 6,713 t. Panamanian flag. Classification society RINA. Built in 1982 in Osaka (Japan) by Osaka Zosenho. Owned by Narval Shipping Corp (Greece). Sold for demolition in India.



*Callio*, September 2012, in drydock at Buenos Aires (Argentina) © **Tandanor./ Shipspotting**



*Cape Eagle*. IMO 9035589. Bulk carrier. Length 280 m, 19,574 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Eastern Pacific Shipping (Singapore). Detained in 2014 in Newcastle (Australia). Sold for demolition in Pakistan. 420 \$ per ton including 280 \$ of bunkers.



At Richards Bay (South Africa),  
April 2014 © David Gibbs



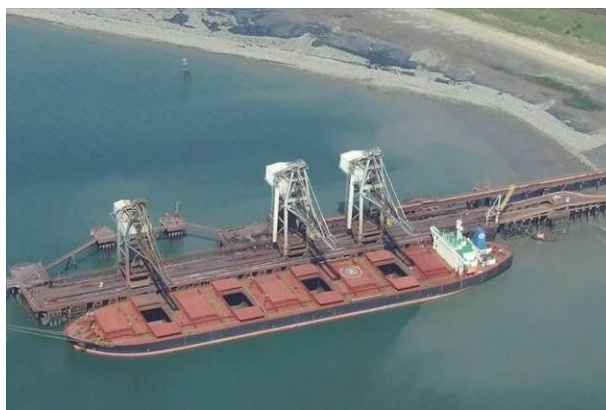
Gadani, March 2015 © Shahid

*Cape Falcon*. IMO 9035591. Bulk carrier. Length 280 m, 19,574 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2014 in Newcastle (Australia). Sold for demolition in Pakistan.



*Cape Flora*. IMO 9182629. Ore carrier. Length 280 m, 21,100 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Nagasaki (Japan) by Mitsubishi. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in India. 365 \$ per ton.

*Cape Osprey (ex-Sanko Oriole)*. IMO 9077367. Bulk carrier. Length 280 m, 19,601 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Eastern Pacific Shipping (Singapore). Sold for demolition in Bangladesh.



*Cape Osprey* at Port Talbot deep water harbour  
(United Kingdom) © Frank Rott

*Chang Lin (ex-Yick Zao)*. IMO 8216837. Bulk carrier. Length 187 m, 8,033 t. Panamanian flag. Classification society RINA. Built in 1983 in Shimonoseki (Japan) by Hayashikane. Owned by Fan Stone Marine Ltd (China). Detained in 2001 in Newcastle (Australia) and in 2014 in Chennai / Madras (India). Sold for demolition in Bangladesh.



*Chios Sunrise (ex-Hansung Sunrise, ex-Thetis)*. IMO 9045584. Bulk carrier. Length 225 m, 10,353 t. Bahamian flag. Classification society Korean Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Rafin Shipmanagement SA (Greece). Detained in 2000 in Newcastle (Australia). Sold for demolition in Bangladesh. 402 \$ per ton including a 21 t spare propeller.



*CHS Bright (ex-Pantagruel, ex-Royal Excelsior)*. IMO 9102215. Bulk carrier. Length 273 m, 17,731 t. Hong Kong flag. Classification society China Classification Society. Built in 1995 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in China by Xiasha Scrapyard.

*Citrawati* (ex-*Athanassios GO*, ex-*Cemtex Frontier*). IMO 9001186. Bulk carrier. Length 225 m, 9,517 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Marugame (Japan) by Imabari Zosen. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2013 in Quanzhou (China) and in 2014 in Zhangzhou (China). Sold for demolition in Bangladesh. 390 \$ per ton.



*Coppersmith* (ex-*Anella*, ex-*CIC Hope*, ex-*Farenco*). IMO 9056260. Bulk carrier. Length 270 m, 22,541 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Dalian (China) by Dalian New SB HI Co. Owned by Meandros Lines (Greece). Detained in 1999 in Sept-Iles (Canada). Sold for demolition in Pakistan.



Mangaratiba Bay, in Rio de Janeiro (Brasil), September 2009  
© Rogério Cordeiro / Cesar T. Neves



Gadani, Pakistan © Shahid

*Deng Zhou Hai*. IMO 9055979. Bulk carrier. Length 225 m, 12,204 t. Chinese flag. Classification society China Classification Society. Built in 1995 in Shanghai (China) by Hudong Zhonghua Shipbuilding. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

*Dong Chang Hai*. IMO 9158381. Bulk carrier. Length 175 m. Panamanian flag. Classification society China Classification Society. Built in 1997 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Bulk (China). Detained in 2009 in Bandar Khomeini (Iran). Sold for demolition in Jiangyin, China.



*Ekram M* (ex-*Ocean Jade*). IMO 8308082. Bulk carrier. Length 192 m, 9,700 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding. Owned by Mallah Ship Management (Greece). Sold for demolition in Bangladesh. 360 \$ per ton.



*Ekram M*, December 2012 at Safaga, Egypt  
© Brian Brady

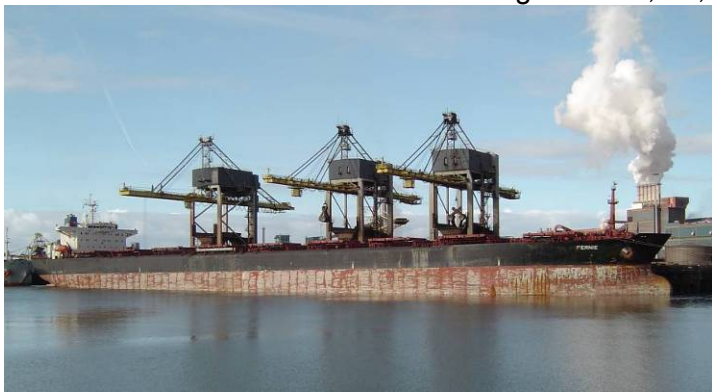
*Evrialos* (ex-*Sea Challenge*, ex-*Alexis A*, ex-*Labrotera*, ex-*Chariot*, ex-*Charles LD*, ex-*Lake River*). IMO 8600595. Bulk carrier. Length 226 m, 10,390 t. Cyprus flag. Classification society RINA. Built in 1987 in Imari (Japan) by Namura. Owned by Odysea Carriers SA (Greece). Detained in 2004 in Bristol (United Kingdom), in 2006 in Gladstone (Australia), in 2009 in New Orleans (United States) and in 2014 in Guangzhou (China). Sold for demolition in India. 395 \$ per ton.



*Fen Jin Hai*. IMO 9056923. Bulk carrier. Length 225 m, 12,416 t. Chinese flag. Classification society China Classification Society. Built in 1996 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.




*Fernie*. IMO 9105633. Bulk carrier. Length 266 m, 16,516 t. Liberian flag. Classification society




Lloyd's Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Eastern Pacific Shipping Pte (Singapore). Detained in 2001 in Port Kembla (Australia). Sold for demolition in Bangladesh. 407 \$ per ton.



*Fernie*, November 14, 2004 at IJmuiden, Netherlands © Adenanthos

★  *Flora* (ex-Georgi Grigorov). IMO 8507509. Bulk carrier. Length 198 m, 9,576 t. Deflagged from Malta to Panama for her last voyage as *Lora*. Classification society Lloyd's Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov. Owned by Gamma Shipping Transport (Turkey). Sold for demolition in Bangladesh. 415 \$ per ton.



 *Fortress 7* (ex-BK Ace, ex-Jupiter Ace, ex-Axon Andriane, ex-Global Bridge, ex-Fareast Vanguard, ex-Pacific Ace). IMO 8405787. Bulk carrier. Length 156 m, 5,160 t. Deflagged from Sierra Leone to St Kitts and Nevis for her last voyage as *Tressa 7*.



Classification society Korean Register of Shipping. Built in 1985 in Uwajima (Japan) by Uwajima Zosenho. Owned by K&H Shipping Ltd (China). Detained in 2006 in Kwinana (Australia), in 2013 in Qingdao (China) and in 2014 in Dumai (Indonesia). Sold for demolition in Bangladesh. 366 \$ per ton.



The *Jupiter Ace* loading alumina at Kwinana, Western Australia. April 2006 © Dr\_Bill

*Fu Yuan* (ex-China Fortune). IMO 9035797. Bulk carrier. Length 270 m, 18,561 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1992 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Shanghai Oceanfrate Ship Management Co (China). Detained in 2004 in Gijon (Spain) and in 2007 in Le Havre (France). Sold for demolition in Bangladesh. 390 \$ per ton including 700 t of bunkers.



*General Piar* (ex-Christoffer Oldendorff, ex-CSL Innovator, ex-Atlantic Huron, ex-Pacific Peace). IMO 8011782. Bulk carrier. Length 228 m, 12,038 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Govan (United Kingdom) by Govan Shipbuilding. Owned by Technical Marine Planning (Greece). Sold for demolition in Pakistan.



March 2015 © Shahid



*General Piar* at Puerto Ordaz, Venezuela, September 2011 © Captain Ted


*Global Victory*. IMO 9087283. Bulk carrier. Length 270 m, 18,302 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by TMS Dry Ltd (Greece). Sold for demolition in Bangladesh. 405 \$ per ton.



*Global Victory* departing Hay Point, Australia for Pohang after loading coal. April 2009 © Tropic Maritime Photos

*Glory Apollo (ex-Suma)*. IMO 9072044. Bulk carrier. Length 270 m, 18,583 t. Panamanian flag. Classification society RINA. Built in 1994 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by RGL Shipping (Singapore). Detained in 2005 in Hay Point (Australia), in 2007 in Newcastle (Australia) and in 2009 twice in Dampier (Australia). Sold for demolition in Bangladesh. 432 \$ per ton.



 *Goan Pride (ex-Transit, ex-Hassbat Qatar, ex-Permeke)*. IMO 7910151. Bulk carrier. Length 249 m, 21,835 t. Deflagged from India to Sierra Leone for her last voyage as *Pride*. Classification society Indian Register of Shipping. Built in 1982 in Tamise (Belgium) by Boelwerf; ex combined carrier (OBO, Ore Bulk Oil) converted to bulk carrier in 2003 then to transshipment vessel in 2005. Owned by Accord Shipmanagement (India). Detained in 2000 in Narvik (Norway) and in Port Cartier (Canada), in 2003 in Hong Kong and in 2009 in Qinhuangdao (China). Sold as is in Goa on the Indian West Coast, she sailed around the whole peninsula and was finally beached for demolition in Bangladesh. 383 \$ per ton including 900 t of bunkers.



*Permeke* arriving at Antwerp (Belgium), on August 01, 1985 © bs1mr / Shipspotting



Transshipment from *Goan Pride* © Seabulk Inc

*Golden Trader (ex-Arctic Trader, ex-Goldstar)*. IMO 9041459. Bulk carrier. Length 192 m, 10,283 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Split (Croatia) by Brodosplit. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 1998 in Kristiansand (Norway) and in 2012 in Pyeongtaek (South Korea). Sold for demolition in India. 398 \$ per ton.







*Grand Horizon* (ex-*Tropic Brilliance*, ex-*Tromso Brilliance*). IMO 9000596. Double hull tanker converted to bulk carrier in 2010. Length 274 m, 21,996 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Hoan Shipping Co (South Korea). Sold for demolition in Pakistan. 380 \$ per ton.


*Grand Horizon* departs from Amsterdam. February 2011  
© jvr440 / Shipspotting

*Great Gain*. IMO 9186376. Bulk carrier. Length 169 m. Hong Kong flag. Classification society Det Norske Veritas. Built in 1998 in Guangzhou (China) by Guangzhou Intl. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2003 in Venice and in 2014 in Townsville (Australia). Sold for demolition in Xinhui, China.



*Green Field 1* (ex-*Admiral T*, ex-*Banga*, ex-*Azija*, ex-*Adriatic Star*). IMO 8504870. Bulk carrier. Length 176 m, 10,013 t. Panamanian flag. Classification society RINA. Built in 1988 in Trojir (Croatia) by Lozovina-Mosor. Owned by Bulk Shipping Lines (Bangladesh). Detained in 2010 in Caofeidian (China), in 2011 in Hong Kong and in 2014 in Qingdao (China) and Yantai (China). Sold for demolition in Bangladesh. 409 \$ per ton.



 *Gulafshan* (ex-*Atlantic*, ex-*Dreamland*, ex-*Iran Saeidi*). IMO 8320183. Bulk carrier. Length 190 m, 9,306 t. Deflagged from Iran to Comoros for her last voyage as *Sam*. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Iran Shipping Lines (Iran). Detained in 2002 in Hamburg (Germany) and in 2011 in Vishakhapatnam / Vizag (India). Sold for demolition in India.



*Iran Saeidi* at Hamburg/Germany, March 2006  
© Michael Schindler



*Hae Do Ji* (ex-*Kul II*, ex-*Donna V*, ex-*TCT Glory*, ex-*Sunshine Jubilee*, ex-*Orange Confidence*, ex-*Pakarti Raya*, ex-*Quality of Life*, ex-*Gulf Ideal*). IMO 8316326. Bulk carrier. Length 172 m, 6,257 t. Mongolian flag. Classification society Sing Class International. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Sunrise Shipping Co Ltd (Singapore). Detained in 2009 in Ho Chi Minh City (Vietnam). Sold for demolition in India. 360 \$ per ton.



*Harmony* (ex-*Alhandra*, ex-*Stamatis S*, ex-*Sea Harmony*, ex-*Sanko Harmony*). IMO 8308989. Bulk carrier. Length 181 m, 7,065 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Sea Hawk Maritime SA (Greece). Sold for demolition in Pakistan.



*Harmony* in Great Bitter Lake, Suez Canal, Egypt July 2012 © foggy

*Hatice Akar* (ex-Taerri, ex-Ayrton, ex-Dodge, ex-Ayrton, ex-Kimolos IV, ex-Jotaerri, ex-Docecabo, ex-Cidade de San Paulo). IMO 7433335. Bulk carrier. Length 146 m, 4,110 t. Panamanian flag. Classification society Bureau Veritas. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by ENA Shipping & Trading Corp (Turkey). Detained in 1998 in Rotterdam (Netherlands), in 2000 for 98 days in Liverpool (United Kingdom), in 2003 in Novorossiysk (Russia), in 2004 in Monfalcone (Italy), in 2005 in Taranto (Italy) and in 2011 in Nikolayev (Ukraine). Sold for demolition in India.



*He Yuan* (ex-Daebo Frontier, ex-Prabhu Satram, ex-Milos). IMO 8316534. Bulk carrier. Length 189 m, 8,679 t. Panamanian flag. Classification society RINA. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Harmony Growing Ship Management Co (China). Sold for demolition in Bangladesh. 365 \$ per ton.

*Hera* (ex-Nipha Naree, ex-Handy Humanity, ex-Sanko Humanity). IMO 8307480. Bulk carrier. Length 175 m. Marshall Islands flag. Classification society Polish Register of Shipping. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by TST International (Greece). Detained in 2012 in Novorossiysk (Russia) and in 2015 in Teesport (United Kingdom). Sold for demolition in Turkey.



*Hera* loading at the Deep Water Berth. Hartlepool, United Kingdom. January 2015 © Stan Laundon

*Heythrop*. IMO 9113305. Bulk carrier. Length 288 m, 22,427 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Detained in 2009 in Dampier (Australia) and in 2011 in Dangjin (South Korea). Sold by her owner Eastern Pacific Shipping Pte Ltd (Singapore) to Red Ruby Group Ltd, a British Virgin Islands-based shell company prior to her departure for demolition in Bangladesh.

*Hoang Son Sun* (ex-Fonarun Naree, ex-Handy Rainbow, ex-Asia Rainbow, ex-Oregon Rainbow II). IMO 8323862. Bulk carrier. Length 157 m, 5,302 t. Pavillon Mongolie. Classification society Vietnam Register of Shipping. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Hoang Son Co Ltd (Vietnam). Detained in 2008 in Iskenderun (Turkey), in 2010 in Bandar Khomeini (Iran) and in 2012 in Qinzhou (China). Sold for demolition in Bangladesh.



*Hua Sheng Jiang* (ex-Hua Sheng Yang, ex-Ken Nichirin, ex-Nichirin, ex-May Star, ex-Nova Mariner). IMO 8312693. Bulk carrier. Length 176 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by Yangpu Tongli Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

*Huang Shan Hai*. IMO 9160255. Bulk carrier. Length 225 m, 11,969 t. Chinese flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Bulk Carriers (China). Sold for demolition in Jiangyin, China.

*Hyundai Prosperity*. IMO 8821632. Bulk carrier. Length 274 m, 18,673 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in South Korea for an unknown destination of demolition. 367 \$ per ton including 1,900 t of bunkers.



*Hyundai Universal*. IMO 8821591. Bulk carrier. Length 309 m, 25,788 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Detained in 2010 in Port Hedland (Australia). Sold as is in South Korea for an unknown destination of demolition. 373 \$ per ton including 680 t of bunkers.



At Kwangyang (South Korea), August 2008 © Ivan Meshkov

*India Coal Maru*. IMO 9123350. Bulk carrier. Length 240 m, 14,757 t. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mihara (Japan) by Koyo Docks. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 396 \$ per tonne.



*Irfon*. IMO 9113317. Bulk carrier. Length 288 m, 22,427 t. Singapore flag. Classification society China Corporation Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her owner Eastern Pacific Shipping Pte (Singapore) to Rossmere International Ltd, another British Virgin Islands-based shell company prior to her departure for demolition in Bangladesh.



*Jag Arjun (ex-Thalassini Axia)*. IMO 9117296. Bulk carrier. Length 288 m, 23,393 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Great Eastern Shipping Co Ltd (India). Detained in 2012 in Dalian (China) and in 2015 in Ningbo (China). The Indian *Jag Arjun* left Singapore, was announced for demolition in Bangladesh and finally headed towards Pakistan. 373 \$ per ton including 700 t of bunkers.




March 21, 2015 Gadani © Shahid



*Kai He (ex-C Duke, ex-Eastern Victory, ex-Western Express, ex-Fairway Express, ex-Sanko Canna)*. IMO 8314926. Bulk carrier. Length 181 m, 7,149 t. Panamanian flag. Classification society RINA. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by Kaili Shipping (Hong Kong, China). Detained in 2007 in Liverpool and in 2014 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.



 *Kestrel 1 (ex-Cape Kestrel)*. IMO 9036014. Bulk carrier. Length 280 m, 19,572 t. Deflagged from Liberian to Comoros for her last voyage as *Estre*. Classification society Bureau Veritas. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by MKTM Ltd (Ukraine). Detained in 2014 in Lianyungan (China). Sold for demolition in Bangladesh. 405 \$ per ton.



*LR Lily* (ex-*EW Harting*, ex-*Harting*, ex-*Trent*, ex-*Torm Ragnhild*, ex-*Lana*). IMO 8701521. Ex tanker converted in Bulk carrier in 2010. Length 170 m, 8,259 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1991 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Shanghai CP International (China). Detained in 2003 in Algeciras (Spain), in 2006 in Novorossiysk (Russia) and in Izmir (Turkey) and in 2015 in Mumbai (India). Sold for demolition in India. 375 \$ per ton including 450 t of bunkers.




*Maa Saleha Begum* (ex-*Asian Wave*, ex-*Bauta*, ex-*Yasnaya Polyana*, ex-*Oinoussian Prudence*). IMO 8412168. Bulk carrier. Length 184 m, 8,678 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2010 in Tianjin (China) and in Novorossiysk (Russia). Sold for demolition in Bangladesh.

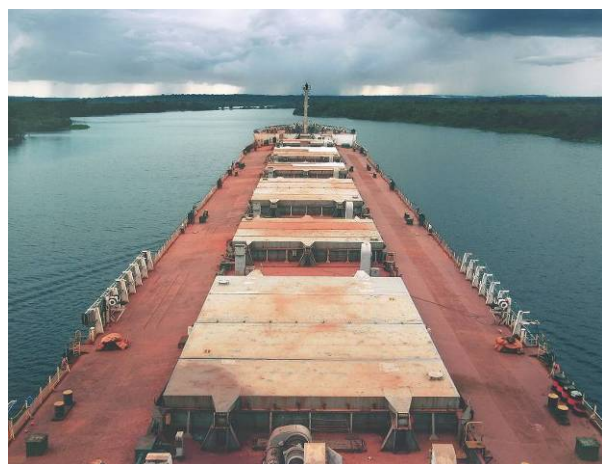



*Maa Samuda Khatun* (ex-*Ballangen*, ex-*Yamburg*, ex-*Oinoussian Fighter*). IMO 8419582. Bulk carrier. Length 184 m, 8,578 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Brave Royal Shipping Ltd (Bangladesh). Sold for demolition in Bangladesh.

*Martzoukos A* (ex-*Mineral Century*). IMO 9086095. Bulk carrier. Length 280 m, 19,874 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Marmaras Navigation Ltd (Greece). Detained in 2002 in Gladstone (Australia) and in 2013 in Abbot Point (Australia). Sold for demolition in Bangladesh. 420 \$ per ton including 300 t of bunkers.



 *Mary* (ex-*Evanthia*, ex-*Ken Emerald*, ex-*Sanko Emerald*). IMO 8307193. Bulk carrier. Length 179 m, 6,640 t. Deflagged from Sierra Leone to Tanzania for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Unimed Navigation SA (Romania). Detained in 2002 in Antofagasta (Chile), in 2003 in Aviles (Spain) and in 2006 in Ambarli (Turkey). Sold for demolition in India.



 *Mimosa K* (ex-*Lily*, ex-*Arpoador*). IMO 7433517. Bulk carrier. Length 218 m, 10,945 t. Deflagged from Brazil to St Kitts and Nevis flag for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in Rio de Janeiro (Brazil) by Caneco. Owned by Pancoast Navegacao Ltda (Brazil). Detained in 2002 in Belfast (United Kingdom). Sold for demolition in India.



*Mimosa K* on the Amazon River, carrying bauxite from Porto Trombetas, Brazil, for the Monkey Line. March 2010  
© Dimitrios

*Mona Liberty* (ex-*Kohju*). IMO 9008689. Bulk carrier. Length 273 m, 17,503 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Tsu (Japan) by NKK. Owned by New Asian Shipping Co (China). Detained in 2008 and in 2014 in Gladstone (Australia). Sold for demolition in India. 375 \$ per ton.



*Myron N* (ex-*Maersk Tasik*). IMO 8811364. Bulk carrier. Length 230 m, 10,672 t. Cyprus flag. Classification society Bureau Veritas. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Dalnave Navigation (Greece). Detained in 2002 and in 2004 in Newcastle (Australia), in 2007 in Amsterdam (Netherlands), in 2008 in New York (United States) and in 2009 in Port Kembla (Australia). Sold for demolition in India. 391 \$ per ton including 720 t of bunkers.





*Ning An 6*. IMO 9021526. Bulk carrier. Length 185 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Guangzhou (China) by Guangzhou International. Owned by China Shipping Bulk Carrier Co Ltd (China). Detained in 2003 in Moji/Kitakyushu (Japan). Sold for demolition in Jiangyin, China.



*Ocean Dawning* (ex-*Judi Muhieddine*, ex-*Goldeneye*, ex-*Luna Verde*, ex-*Sun Ocean*). IMO 8505329. Bulk carrier. Length 180 m, 5,494 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oshima (Japan) by Oshima Shipbuilding. Owned by Shenghao Marine Ltd (China). Detained in 1999 in Portland (United States), in 2009 in Relance (Canada) and in 2012 in Lianyungang (China). Sold for demolition in Bangladesh. 402 \$ per ton.



*Ocean Galaxy* (ex-*Amna S*, ex-*Margarita M*, ex-*Dooyang Glory*, ex-*Apollo Ace*). IMO 8418227. Bulk carrier. Length 160 m, 6,250 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1985 in Imabari (Japan) by Imabari Zosen. Owned by Shenghao Marine Ltd (China). Detained in 2001 in Kwinana (Australia), in 2004 in Taranto (Italy) and in 2013 in Yingkou (China). Sold for demolition in Bangladesh. 390 \$ per ton.



*Ore Tubarao* (ex-*Ocean Champion*, ex-*Onga Maru*). IMO 8323238. Bulk carrier minéralier. Length 300 m, 26,500 t. Liberian flag. Classification society Det Norske Veritas. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Vale SA (Brazil). Detained in 2007 in Dampier (Australia). Sold for demolition in Bangladesh. 372 \$ per ton including 800 t of bunkers.



*Peach Mountain* (ex-*Tao Hua Shan*). IMO 9110494. Bulk carrier. Length 195 m. Hong Kong flag. Classification society China Classification Society. Built in 1996 in Guangzhou (China) by Guangzhou Shipyard. Owned by China Shipping Bulk Carrier Co Ltd (China). Sold for demolition in Jiangyin, China.



Lightering operations after *Peach Mountain* ran aground in Surabaya channel after collision with container vessel *Uni Premier*, October 2006  
© Ivan Meshkov

*Pegasus* (ex-*White Shark*, ex-*Hans Oldendorff*, ex-*City of Newcastle*). IMO 9052733. Bulk carrier. Length 181 m, 7,190 t. Liberian flag. Classification society Bureau Veritas. Built in 1998 in Mangalia (Romania) by 2 Mai Mangalia ; completed by Bremerhavener Dock (Germany). Owned by Efthymiou Shipping (Greece). Detained in 2007 in Gdynia (Poland), in 2012 in Tarragona (Spain) and Falmouth (United Kingdom) and in 2014 in Zhanjiang (China). Sold as is on auction in Singapore for an unspecified destination of demolition. 275 \$ per ton. She has been renamed *Astraeus*, is officially "to be broken up" but still laid up.



*Peng Cai* (ex-*Sea Crane*, ex-*New League*). IMO 8408533. Bulk carrier. Length 190 m, 9,084 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

*Peng Jie* (ex-*Beatanavis*). IMO 8319500. Bulk carrier. Length 184 m, 8,856 t. Chinese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Sasebo (Japan) by Sasebo HI. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

*Peng Nian* (ex-Mass Success, ex-Channel Fortune). IMO 8512877. Bulk carrier. Length 225 m, 9,979 t. Chinese flag. Classification society China Classification Society. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (China). Sold for demolition in Jiangyin, China

*Polska Walczaca*. IMO 9011923. Bulk carrier. Length 229 m, 13,575 t. Vanuatu flag. Classification society Polski Rejestr Statkow. Built in 1992 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Polsteam (Poland). Sold for demolition in Bangladesh.



*Rodon* (ex-Talisman, ex-Oceanus). IMO 9045572. Bulk carrier. Length 225 m, 10,336 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Maryville Maritime Inc (Greece). Detained in 2007 in Vancouver (Canada) and Long Beach (United States). Sold for demolition in Pakistan.



Gadani, March 2015 © Shahid

*Rubin Phoenix*. IMO 9146584. Bulk carrier. Length 289 m, 19,951 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Kure (Japan) by Ishikawajima-Harima. Owned by Magsaysay (Philippines). Sold for demolition in India. 390 \$ per ton.

*Rubin Phoenix* Westbound in Kanmon Strait, Japan. April 2014 © Lappino



*Rui Fu Fa* (ex-SD Epos, ex-SD Glory, ex-Glory Cape, ex-Misaki). IMO 8419893. Bulk carrier. Length 225 m, 9,711 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Oppama (Japan) by Sumitomo. Owned by Rui Fu Ship Management Co (China). Detained in 2009 in Foynes (Ireland). Sold for demolition in Bangladesh. 360 \$ per ton.



*Sarwar Jahan* (ex-Custodia Athena, ex-H Hasan Yardim, ex-Western Village, ex-Sea Effi). IMO 8307832. Bulk carrier. Length 183 m, 6,764 t. Bangladeshi flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Mizushima (Japan) by Sanoyas Corp. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2002 in Jacksonville (United States) and in 2013 in Haldia (India). Sold for demolition in Bangladesh.





*Seagull D* (ex-Pangor, ex-Bolkar, ex-Star Gemini, ex-Aditya Usha, ex-Tardga, ex-Anna K, ex-San Vicente Ferrer, ex-Saint Vincent). IMO 8014382. Bulk carrier. Length 154 m, 4,855 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Usuki (Japan) by Minami-Nippon. Owned by Al Fadel Shipping Co (United Arab Emirates). Detained in 2000 in Ponce (Puerto Rico) and in 2002 in Antwerp (Belgium). Sold for demolition in India. 370 \$ per ton.




*Seagull D* at Mumbai, India. June 2012 © Viktor

*Shehab Almuhiedine* (ex-Paris Texas, ex-Alegre I, ex-Sanko Spruce). IMO 8316364. Bulk carrier. Length 167 m, 5,677 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Toyohashi (Japan) by Kanasashi. Owned by Eastern Star Shipping (Lebanon). Detained in 2005 in Cardiff (United Kingdom) and Bunbury (Australia), in 2007 in Foynes (Ireland) and Izmir (Turkey), in 2008 in Antalya (Turkey) and in 2011 in Larnaca (Cyprus). Sold for demolition in Pakistan. 380 \$ per ton.



*Shou Ning Hai*. IMO ,8316510. Bulk carrier. Length 189 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Imari (Japan) by Namura. Owned by COSCO (China). Sold for demolition in Xinhui, China.

 *Silver Bell*. IMO 8716033. Bulk carrier. Length 312 m, 25,343 t. Deflagged from Panama to Comoros for her last voyage as *Silver*. Classification society Korean Register of Shipping. Built in 1989 in Koje (South Korea) by Samsung. Sold by her South Korean owner Korea Line just prior to her departure for demolition in India.



*Silver Bell*, arriving Port Hedland, Australia to load iron ore. December 2007  
© Tropic Maritime Photos

*Silver Mariner* (ex-New Brisk, ex-Bungo, ex-Bungo Maru). IMO 9073488. Bulk carrier. Length 290 m, 21,478 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1995 in Chiba (Japan) by Mitsui. Owned by Sinokor Merchant Marine Co (South Korea). Detained in 2014 in Zoushan (China). Sold for demolition in Bangladesh. 437 \$ per ton including 700 t of bunkers.



*Silver Merchant* (ex-Brisbane, ex-Spring Brave, ex-Dyna Gemini). IMO 9106223. Bulk carrier. Length 273 m, 17,970 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1995 in Tsu (Japan) by NKK. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2003 in Dampier (Australia). Sold for demolition in Bangladesh. 413 \$ per ton including 1900 t of bunkers.





*Soryu Maru*. IMO 9100592. Bulk carrier. Length 233 m, 12,180. Deflagged from Liberia to St Kitts and Nevis for her last voyage as *So Yu*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oppama (Japan) by Sumitomo. Owned by Daiichi Chuo Marine Co (Japan). Sold for demolition in Bangladesh.



*Soryu Maru*, outbound Newcastle, New South Wales (Australia).  
May 2011 © BR\_Reef

*Star Julia* (ex-*Powerful*, ex-*Panthea*, ex-*Hai Ji*). IMO 9042233. Bulk carrier. Length 226 m, 12,092 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1994 in Shanghai (China) by Hudong. Detained in 2011 in Novorossiysk (Russia) and in 2014 in Zoushan (China). Owned by Starbulk SA (Greece). Sold for demolition in Bangladesh.



*Star Monika* (ex-*Birthday*, ex-*Galateia*, ex-*Gortys*). IMO 9047075. Bulk carrier. Length 224 m, 10,222 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1993 in Maizuru (Japan) by Hitachi. Owned by Starbulk SA (Greece). Sold for demolition in Bangladesh.



*Star Tatianna* (ex-*Fortezza*, ex-*Gulf Star*, ex-*Christina II*, ex-*Chungjin*). IMO 9057575. Bulk carrier. Length 225 m, 9,686 t. Panamanian flag. Classification society Bureau Veritas. Built in 1993 in Numakuma (Japan) by Tsuneish. Detained in 2001 in New Orleans (United States). Owned by Starbulk SA (Greece). Sold for demolition in Pakistan. 417 \$ per ton including 600 t of bunkers



*Star Yandi* (ex-*Iron Yandi*). IMO 9122904. Bulk carrier. Length 289 m, 20,535 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Charterwell Maritime SA (Greece). Detained in 2013 in Newcastle (Australia). Sold for demolition in Pakistan. 397 \$ per ton including 1000 t of bunkers.



*Steel Titan* (ex-*Hellenic Sea*, ex-*Nordbulk*). IMO 8905828. Bulk carrier. Length 225 m, 11,776 t. Liberian flag. Classification society Bureau Veritas. Built in 1991 in Shanghai (China) by Jiangnan. Owned by Dianik Bross Shipping Corp (Greece).



Detained in 2004 in Abbot Point (Australia), in 2006 twice in Newcastle (Australia), in 2012 in Paradip (India) and in 2014 in Nantong (China). Sold for demolition in Bangladesh. 422 \$ per ton including 380 t of bunkers.

*Steel Titan* on the Mississippi River, May 2014 © Dianik

*Suraya-Y* (ex-*Thuraya-Y*, ex-*Sac Flix*). IMO 8023319. Bulk carrier. Length 146 m, 4,188 t. Sierra Leone flag. Classification society Turk Loydu. Built in 1982 in Sevilla (Spain) by AESA. Owned by Indicator Marine Co Ltd (Egypt). Detained in 2009 in Mersin (Turkey), in 2012 in Novorossiysk (Russia) and in 2014 in Mersin again. Sold for demolition in India.





*Tai Shun Hai*. IMO 8919568. Bulk carrier. Length 190 m, 8,809. Chinese flag. Classification society China Classification Society. Built in 1991 in Shanghai (China) by Hudong. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

*Tarik 3 (ex-Arisbe, ex-Hasil, ex-Kota Hasil)*. IMO 8413473. Bulk carrier. Length 181 m, 6,515 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Shimonoseki (Japan) by Hayashikane Shipbuilding. Owned by Horizon Gemi Isletmeciligi (Turkey). Detained in 2013 in Novorossiysk (Russia). Sold for demolition in India.



*Tatio (ex-Western Andes, ex-Pacific Andes, ex-Western Andes, ex-Endurance, ex-Endurance I)*. IMO 8312772. Bulk carrier. Length 183 m, 7,258 t. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Administradora de Naves (Chili). Sold for demolition in India. 390 \$ per ton.



*Tatio* at the port of San Antonio, Chile. April 24, 2012  
© Tomislav Raymondi

*The Benefactor (ex-Veroika, ex-Alam Baru, ex-Doric Armour)*. IMO 8421119. Bulk carrier. Length 222 m, 9,438 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Tsurumi (Japan) by Nippon Kokan. Owned by Sea Lion Shipmanagement (India). Detained in 2002 in Newcastle (Australia) and in 2006 in Vancouver (Canada). Sold for demolition in India. 431 \$ per ton including 340 t of bunkers and a spare propeller.



*The Benefactor* at anchor in Sharjah, August 2012  
© Tejas Sharma

*The Watchful (ex-Marina Wave, ex-Torm Gerd)*. IMO 8903234. Bulk carrier. Length 225 m, 9,646 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Tadotsu (Japan) by Hashihama Zosen; completed in Numakuma by Tsuneishi. Owned by SNP Shipping Services (India). Detained in 2004 and 2005 in Newcastle (Australia). Sold for demolition in India. 400 \$ per ton including 750 t of bunkers.



*Thea K (ex-Dorothea, ex-Garnet Star)*. IMO 8309438. Bulk carrier. Length 155 m. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Shiogama (Japan) by Tohoku SB Co. Owned by Nova Marine Carriers SA (Switzerland). Detained in 2003 in Hong Kong, in 2013 in Canakkale (Turkey) and in 2014 in Pozzalo (Italy). Sold for demolition in Turkey.



*Tianshenghai*. IMO 9137600. Bulk carrier. Length 289 m, 20,098 t. Panamanian flag. Classification society China Classification Society. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

*Umang* (ex-Sveti Vlaho, ex-Thalassini Doxa, ex-Carol, ex-Garoufalia).



IMO 8306826. Bulk carrier. Length 189 m, 8,830 t. Liberian flag.



Classification society Lloyd's Register of Shipping. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by Arcelor Mittal Shipping Ltd (United Kingdom). Detained in 2006 in Ghent (Belgium), in 2008 in New Orleans (United States) and in 2012 in Contrecoeur (Canada). Sold for demolition in Pakistan. 391 \$ per ton including 500 t of bunkers.

Umang, Plaguemines, United States. August 2014

© **Captain Peter**

*Voyager* (ex-Yellow Rose, ex-Andhika Madonna, ex-Lady Madonna, ex-Southern Virgo). IMO 8421341. Bulk carrier. Length 179 m, 7,172 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kawajiri (Japan) by Kanda Zosenho. Owned by Aroania Maritime SA (Greece). Detained in 2002 in Valparaiso (Chile), in 2006 in Rotterdam (Netherlands) and in 2014 in Novorossiysk (Russia). Sold for demolition in Bangladesh. 420 \$ per ton.



*Voyager*, at Kherson (Ukraine), February 2010 © Ilkay Alboy

*Wan Shou Shan*. IMO 8601197. Bulk carrier. Length 195 m, 10,417 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Dalian (China) by Dalian Shipyard. Owned by China Shipping Bulk Carrier Co (China). Detained in 2000 in Yeosu (South Korea). Sold for demolition in Jiangyin, China.



*Western Triumph*. IMO 9030761. Bulk carrier. Length 88 m, 1,510 t. Papua New Guinea flag. Classification society American Bureau of Shipping. Built in 1992 in Singapore by Sing Koon Seng ; forepart replaced in 2002 and lengthened from 75 to 85 m. Owned by P&O Maritime Services (Papua New Guinea). Detained in 2005 in Brisbane (Australia). Sold for demolition in Bangladesh.



*Western Triumph* at Port Moresby, Papua New Guinea. November 2014 © **Robert Weber**





*Yenisey* (ex-FESCO *Yenisey*, ex-*Yenisey*, ex-*Yenisei*, ex-*CA Margaronis*). IMO 8311168. Bulk carrier. Length 187 m, 8,057 t. Marshall Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by FESCO (Russia). Detained in 2011 in Tilbury (United Kingdom). Sold for demolition in Bangladesh.



*Yenisey* at Vancouver, Canada (1990 app)  
© Rick Garcia / Mike Griffiths



Port of Rio Grande, Brazil. October 2007  
© Marcello Vieira

*Yi Jia* (ex-*Yick Jia*, ex-*Lydia V*, ex-*Sakura*). IMO 8510037. Bulk carrier. Length 220 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Kobe (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in Xinhui, China

*Zahranos* (ex-*Hay*, ex-*Xi Rui 5*, ex-*Danial*, ex-*Gem of Tuticorin*, ex-*Nordglimt*). IMO 8300652. Bulk carrier. Length 182 m, 7,912 t. Togolese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Zahra Maritime Services Co (Lebanon). Detained in 2005 in Odessa (Ukraine), in 2006 in Shanghai (China) and in 2010 in Brisbane (Australia). Sold for demolition in Pakistan. 385 \$ per ton including 330t of bunkers.



*Zhong Chang 68* (ex-*Regina Oldendorff*, ex-*St. Croix*). IMO 8120703. Bulk carrier. Length 195 m, 8,054 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Dalian (China) by Dalian SY Co. Owned by Zhongchang Shipping (China). Sold for demolition in China.



Shanghai, January 2010 © A.F. van Rhijn

## Tanker

### **Bay Ridge, the supertanker converted into FPSO *Kuito* : bad luck to the end**

*Kuito* (ex-*Prostor II*, ex-*Bay Ridge*). OMI 7391185. Tanker. Length 335 m, 43,673 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1979 in Brooklyn (United States) by Seatrain Shipbuilding Corp. *Bay Ridge* had 3 sisterships named *Brooklyn*, *Stuyvesant* and *Williamsburgh*. The 4 supertankers were built by the New York shipyard.



New York, 1978, *Bay Ridge* under construction © Frank J Trezza / Brooklyn Visual Heritage

Few months before the *Exxon Valdez* oil spill, there were worries on the side of Valdez, Alaska, the oil terminal supplying California. Twice, the *Stuyvesant* had dumped large quantities of crude oil in the sea and raging winds: 3600 et 2400 t. The fault lied on undetected cracks on the deck and hull of the ship. A few months after the disaster of the *Exxon Valdez*, the Tanker Advisory Center based in New York noted in its "Guide for the selection of tankships" that the *Stuyvesant* and her sistership *Bay Ridge* although relatively young, 12 and 11 year old, were victims of a premature aging and structural deformations. Experts attributed these anomalies to the exceptional length of the 2 tankers, to the very special sea conditions in subarctic waters and the considerable volume of oil in the tanks (200,000 tons). One should also say that prudence and adaptation of rotations to weather conditions were not the priority in Valdez where the Trans Alaska Pipeline produced every day 265,000 tons of crude oil, a giant tap which imposed the daily loading of 2 to 3 tankers. Statistics from Lloyd's, the American Bureau of Shipping and Coast Guards were unanimous to underline that supertankers were vulnerable and that after 10 years of age structural failures and serious mechanical malfunctions were much more numerous (60 %) than on recent ships.



*Bay Ridge* © Jaime Roco

The *Bay Ridge* family was single hull. Yet in 1997, the fragile *Bay Ridge*, after 16 years of oil traffic including 11 years as a shuttle between Alaska and the lower states, became the *Prostor II*, used as floating storage in the Rang Dong oil fields in Vietnam. Briefly.

She was then bought by SBM - Single Buoy Mooring- of Monaco which had her converted into FPSO, Floating, Production, Storage and Offloading unit, at Sembawang Shipyard in Singapore in 1998-99.



The accommodation structure was upgraded to cater 70 men instead of 35. The production capacity of this floating plant was 100,000 barrels per day, the storage capacity 1,5 million barrels. The *Kuito* has been permanently anchored and operated off Cabinda (Angola) by Chevron Texaco from 1999 on.

Conversion in Singapore © Sembawang Shipyard



Off Angola, the former supertanker still suffers from her cracks. In a 2004 report on the wear and tear of tanks, American Bureau of Shipping notes 21 cracks on the tank 3C in 2001 and 24 cracks on the C2 in 2002. The total of the various defects requiring repairs on the entire ship is estimated at 750. American Bureau of Shipping imputes these vulnerabilities to 1 - the Alaskan period and difficult operating conditions 2 - the loading and unloading constraints specific to FPSO. Repairs and reinforcements were carried out, 13 tons of metal were added to consolidate the fragile sides. Exceptional precautions were



taken before and during welding work to prevent explosions. The recent accident on board the *FPSO Cidade de São Mateus* (February 2015) showed that the maintenance and repair works are quite risky on such floating oil plants.

*Kuito*, off Angola © Bob Joshua

In 2015, the *Kuito*, 36 years of age, was towed for demolition in Turkey. End of the last chapter but one last controversy arose. The Chamber of Environmental Engineers under the Union of Chambers of Turkish Engineers and Architects suspects the *Kuito* to contain radioactive wastes, natural but concentrated. In support of this intervention by Turkish engineers, the analysis is that the oil and gas industry is faced with radium deposits in the tank bottoms, the inner side of the pipes and pumps. These risks are admitted by Euratom Directive 96/29. This is a major lesson for those who have a global vision of extractive industries.



Under tow to Aliaga



© Hurriyet Daily News

At the shipbreaking yard

The *Kuito* covers tens of kilometers of pipes. The detection of Enhanced Naturally Occurring Radioactivity requires a systematic and ongoing monitoring. Radium scales are not uniform. Deposits are random. There are risks of exposure for the 150 workers who for 1 year will tear apart the *Kuito*, for those who will handle and recycle metal scrap in the steel factories and in the long term for those who will be exposed to undetected radioactivity emitted by objects or radioactive equipment in their workplaces or in their daily lives. Radium is toxic and carcinogenic for thousands of years. The Turkish Atomic Energy Authority is committed to be vigilant.

Other ships such as phosphoric acid tankers are likely to carry radium contamination.

All sisterships of *Kuito* former *Bay Ridge* were scrapped in the 90's. The *Stuyvesant*, at age 15, in China in 1992, the *Williamsburg*, at age 20, in Thailand in 1994 and the *Brooklyn*, at age 24, in Bangladesh in 1997.

In 2009, the former tanker *Serepca 1* used as FPSO off Cameroon since 1984, was demolished in China after prior extraction of 15 t of liquid PCBs, the electrical transformers and other toxic waste, under the supervision of Total; hazardous materials were transported to Europe for disposal. See the dismantling terms of *Serepca1* in [Shipbreaking # 18](#), p. 10.

ACS 8 (ex-Navakun 21, ex-Kyoei Maru n°1). IMO 8400268. Tanker. Length 102 m, 1,849 t.




Thai flag. Unknown classification society. Built in 1984 in Imabari (Japan) by Higaki. She was one of the wind-assisted ships built in Japan in the 80's. *Kyoei Maru n°1* had a total sail area of 216 m<sup>2</sup>; the sail has been removed a long time ago. Owned by ACS Marine Co Ltd (Thailand). Sold for demolition in Bangladesh. 410 \$ per ton.



ACS 8, arriving at Bangkok (Thailand), October 2014  
© bs1mrc / Shipspotting

More on hybrid ships in [Shipbreaking # 33](#), « Sails...and diesel », p 80-81.

★  *African Gazelle* (ex-Mare, ex-Overseas Cleliamar, ex-Cleliamar, ex-Double Pride, ex-Chemoil Pride). IMO 9001590. Tanker. Length 226 m, 13,453 t. Deflagged from Liberia to Panama for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1993 in Shanghai (China) by Jiangnan Shipyard. Sold in November 2014 to Jacinta Marine Corp (Nigeria) prior to her departure for demolition in Pakistan.




February 2011, arrival at Curaçao, Netherlands Antilles © Cees Bustran



March 215, demolition in Gadani © Shahid

*Alba* (ex-Albatross, ex-Samco, ex-Fina Samco). IMO 8616518. Tanker. Length 322 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by SBM Production Contractors Inc (Switzerland). Laid up since mid-2011 in Labuan (Malaysia). Sold as is for demolition in Pakistan. 290 \$ per ton.



 *Bei Hai Zhi Xing* (ex-Tian Xing Zhou, ex-Venetikos, ex-Yugawasan, ex-Yugawasan Maru). IMO 9057006. Tanker. Length 235 m, 12,396 t. Deflagged from China to St Kitts and Nevis for her last voyage as *Bei Hai*. Classification society China Classification Society. Built in 1993 in Imari (Japan) by Namura Zosen. Owned by Shanghai North Sea Shipping Co Ltd (China). Sold for demolition in Bangladesh. 415 \$ per ton.



*Bei Hai Zhi Xing* at Zhoushan Anchorage, China, July 2013. © Shipspotting




*Byar Ali* (ex-*Vassilios III*). IMO 8327545. Tanker. Length 66 m, 548 t. St Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1981 in Perama (Greece). Owned by Prince Shipping Services (United Arab Emirates). Sold for demolition in Pakistan. 310 \$ per ton.




June 2010 in Port Said (Egypt). © **Andreas Spörri**




 *Caribbean Faith* (ex-*Calitea*). IMO 8420385. Tanker. Length 160 m, 6,370 t. Panamanian flag. Classification society RINA. Built in 1986 in Genoa (Italy) by Fincantieri Italiani. Owned by GMA Maritime SA (Greece). Sold for an unknown destination of demolition. Late March, the tanker was still in the Cuban waters but has just been deflagged to Togo.



*Caribbean Faith*, in Mariel, Cuba, December 2014. © **Kenny Heidman**.

 *Choyang Pride* (ex-*Brotojoyo*, ex-*Tomoe 75*). IMO 7926899. Tanker. Length 104 m, 2,040 t. Deflagged from South Korea to Tuvalu for her last voyage as *Yang Pride*. Classification society Korean Register of Shipping. Built in 1980 in Imabari (Japan) by Asakawa. Sold by her South Korean owner to Doehle Danautic based in India prior to her departure for demolition in Bangladesh.

*Coastal Energy Resolution* (ex-*Acushnet*, ex-*Alden W Clausen*). IMO 7929683. Tanker converted to Floating storage unit in 2008. Length 179 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1981 in Kobe (Japan) by Mitsubishi. Owned by U Coastal Ltd (Thailand). Sold for demolition in Pakistan.

 *Da Qing 436* (ex-*Nortank Gulf*, ex-*Gulf Current*). IMO 8300808. Tanker. Length 170 m. Deflagged from China to St Kitts and Nevis for her last voyage as *King*. Classification society China Classification Society. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Nanjing Tanker Corp (China). Sold for demolition in Pakistan.



Shanghai, December 2012, the Chinese tanker *Da Qing 436* on her way to the open sea © **Andreas Schlatterer**



*Dart* (ex-*Dartagnan*, ex-*Centaurus Mar*, ex-*Fumi*). IMO 8315138. Tanker. Length 224 m, 13,545 t. Deflagged from Panama to Tuvalu in June 2014 then to St Kitts and Nevis in August 2014. Classification society International Ship Classification. Built in 1984 in Nagasaki (Japan) by Mitsubishi. In summer 2014, her owner was the Greek Worldwide Green Tanker. The ex-*Dartagnan* was sold successively to 2 shell companies, was renamed *Dart* and then *Art* and also deflagged twice before she was announced to be broken up. Though, she had to wait until 2015 and the resumption of shipbreaking activities in Pakistan to be finally beached in Gadani.



*Dartagnan*, December 2006 in Kill Van Kull, NJ, United States © Foggy/Shipspotting



↕ now the *Art*, in Gadani, March 2015 © Shahid



*Dawn Meerut* (ex-*Eagle Meerut*, ex-*Bunga Kekaras*). IMO 9073737. Tanker. Length 178 m, 6,994 t. Indian flag. Classification society Indian Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Singapore and in Daesan (South Korea). Sold by her Indian ship owner AET Tankers to Doehle Danautic, one of the Indian specialists in ships to be broken up; the final destination is up to date unknown. 360 \$ per ton including 150 t of bunkers.



*Dildar* (ex-*Fair Energy*, ex-*Sea Monarch*, ex-*Antinoor*, ex-*Striggl*a, ex-*Lisbet*). IMO 8820901. Tanker. Length 179 m, 9,680 t. Sierra Leone flag. Classification society Bureau Veritas. Double hull ship built in 1990 in Kherson (Ukraine) by Khersonskiy SZ. Owned by NKD Maritime Ltd (United Kingdom). Sold for demolition in Pakistan.



*Elsa* (ex-*Olysa*, ex-*Polys*, ex-*Overseas Polys*, ex-*Polys*, ex-*Double Glory*). IMO 9001605. Tanker. Length 226 m, 13,453 t. St Kitts and Nevis flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Shanghai (China) by Jiangnan. Owned by Sahara Mina LLC (United Arab Emirates). Detained in 2003 in San Francisco (California, United States). Sold for demolition in India.



*Polys* arriving Willemstad, Port of Curacao. Netherlands Antilles. October 2011 © Cees Bustraan



*FPSO Brasil* (ex-Moscliff, ex-Esso Freeport, ex-Esso Saba). IMO 7360849. Tanker. Length 348 m, 35,476 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1974 in Bremen (Germany) by Weser AG ; converted in 2002 to FPSO (Floating Production Storage and Offloading unit) by Singapore shipyards. Owned by Single Buoy Moorings Inc / SBM (Switzerland). Operated by the Brazilian company Petrobras on Roncador oilfield, her storage capacity was 1,708,000 barrels (228,000 tons) and production capacity 90,000 barrels/day (12,000 tons). Decommissioned in November 2014. Another ship of the SBM fleet, the *Kuito*, has just arrived for demolition in Turkey. *FPSO Brasil* is on her way to the Chinese shipbreaking yards at Zoushan, via the Strait of Magellan. Will her dismantling include a radiological monitoring just as that of her FPSO colleague *Kuito* does (See the details on *Kuito*'s career in the introduction of the chapter « Tanker », p 60).



On the right *FPSO Brasil* at work © Erik Azevedo / Auke Visser

*Green Line* (ex-Sea Pride I, ex-Damaris I, ex-Saldus). IMO 8725670. Tanker. Length 77 m, 1,050 t. St Kitts and Nevis flag. Unknown classification society. Built in 1985 in Rousse (Bulgaria) by Ivan Dimitrov shipyards. Owned by Prince Shipping Services (United Arab Emirates). Sold for demolition in Pakistan. 325 \$ per ton.





*Heli* (ex-Sad Samudra). IMO 9044413. Tanker. Length 177 m, 7,415 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1993 in Tokyo (Japan) by Ishikawajima-Harima. Owned by IMS SA (Greece). Sold for demolition in Pakistan.



*Heli*'s lifeboats in Gadani © Shahid

*Hua Hui* (ex-A Prologue, ex-Med Prologue, ex-World Prologue). IMO 8007224. Tanker. Length 171 m, 7,460 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Skaramanga (Greece) by Hellenic Shipyard. Owned by Hua Xiang Shipping Co Ltd (China). Detained in 1998 in Algeciras (Spain), in 2004 in Bari (Italy) and in 2006 in Bandar Abbas (Iran) and in Tianjin (China). Sold for demolition in Bangladesh.



 *Jawaharlal Nehru*. IMO 8609644. Tanker.  Length 237 m, 17,065 t. Deflagged from India to Sierra Leone for her last voyage as *Jawa*. Classification society Indian Register of Shipping. Built in 1992 in Cochin (India) by Cochin Shipyard. Owned by Shipping Corporation of India - SCI (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 380 \$ per ton.



Seen in Singapore Strait on November 2006 © Ivan Meshkov



*Kirpili*. IMO 8923612. Tanker. Length 60 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Rousse (Bulgaria) by Rousse Shipyard. Owned by Novorossiysk Port Fleet JSC (Russia). Sold for demolition in Turkey.



*Kirpili* at Novorossiysk Port, Russia, February 2013  
© Sushkov Oleg

*Kuito (ex-Prostor II, ex-Bay Ridge)*. IMO 7391185. Tanker. See the introduction of the Chapter « Tanker » p 60.

*Letta (ex-Jaffna, ex-Jamar, ex-Overseas Jamar, ex-Jamar, ex-Petrobulk Jaguar)*. IMO 8609515. Tanker. Length 172 m, 10,730 t. St Kitts and Nevis flag since June 2014. Classification society Lloyd's Register of Shipping. Built in 1988 in Tamise (Belgium) by Boelwerf. Owned by Sahara Mina LLC (United Arab Emirates). Sold and beached for demolition in India as *Asian*.




As *Petrobulk Jaguar* in Cuxhaven (Germany), June 1998 © Andreas Spörri

*Orapin 3 (ex-Spanish Ayes, ex-Ionian Eagle, ex-Kobe II, ex-Matsuyama Maru n°21)*. IMO 8126094. Tanker. Length 100 m, 1,948 t. Thai flag. No Classification society according to her last Port State Control. Built in 1981 in Akitsu (Japan) by Taihei Kogyo. Owned by Thai International Tankers Co (Thailand). Sold for demolition in Bangladesh.



*P Ocean (ex-Ama II, ex-Om II, ex-Hai Heng 88, ex-Sari Sawit, ex-Eiko Maru n°1)*. IMO 7106281. Tanker. Length 72 m, 635 t. Thai flag. Unknown classification society. Built in Chofu (Japan) by Kyokuyo. Owned by PINK Transport (Thailand). Sold for demolition in Bangladesh.



 *Pratibha Chandrabhaga (ex-Umm Al Lulu)*. IMO 8026218. Tanker. Length 176 m, 10,935 t. Deflagged from India to St Kitts and Nevis for her last voyage as *Leo 1*. Classification society Indian Register of Shipping. Built in 1983 in Pusan (South Korea) by Korea SB & E Corp ; rebuilt in 1993 and shortened from 193 to 176 m. Owned by Pratibha Shipping (India). Sold for demolition in Bangladesh.

*Pratibha Chandrabhaga* in Kandla (India), July 2007  
© Khavara Manish







*Sunway B* (ex-*Spyros K*, ex-*Bum Dong*). IMO 7925027. Tanker. Length 136 m, 4,730 t. Deflagged from Panama to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1980 in Pusan (South Korea) by Korea SB & E Corp. Sold for demolition in Bangladesh.



*Sunway B* in the sunset in Lagos harbour Nigeria October 16, 2011 © elgvin / Shipspotting



*Tulja* (ex-*Al Samidoon*). IMO 9005261. Tanker. Length 322 m, 31,667 t. Deflagged from Panama to Comoros for her last voyage. Classification society Det Norske Veritas. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by Deep Frontline Shippers Ltd (Nigeria). Detained in 1999 in Bergen (Norway), in 2001 in Qingdao (China) and in 2002 in Rotterdam (Netherlands). Sold for demolition in Pakistan.



*Zaizoom* (ex-*Sarah Folk*, ex-*Agios Nikoas*, ex-*Samudra Ayu*, ex-*Agios Nikoas*, ex-*Samudra Ayu*, ex-*Hope N°1*, ex-*Jeddah Hope*, ex-*Tatsumiya Maru N°8*). IMO 7821491. Tanker. Length 98 m, 2,171 t. St Kitts and Nevis flag. Classification society Biro Klasifikasi Indonesia. Built in 1979 in Imabari (Japan) by Imabari Zosen. Owned by Soqya Commercial Broker (United Arab Emirates). Sold for demolition in Pakistan.

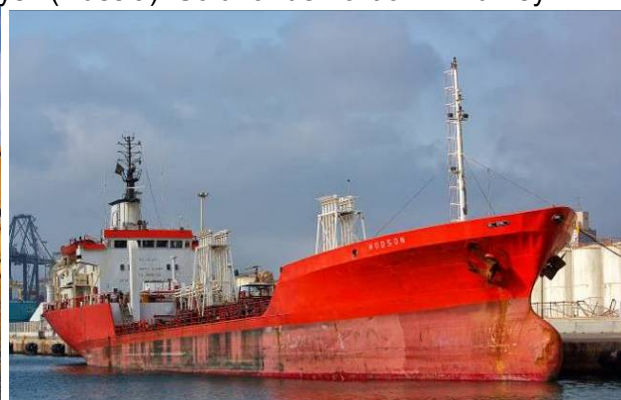


## Chemical tanker

*Hudson* (ex-*Othello*, ex-*Odet*). IMO 7361697. Chemical tanker. Length 90 m. Cook Islands flag. Classification society Ukraine Register of Shipping. Built in 1975 in Busum (Germany) by Busumer. She was delivered as the wine tanker *Odet* under the flag of the French Southern and Antarctic Lands and has been operated by Transports Vinicoles Leduc (Leduc Wine Transport) then by the Navale Française after Leduc merged with Société Finistérienne de Cabotage. Owned by Volgo-Don Shipping Agency Ltd (Russia). Detained in 2002 in Vasto (Italy), in 2003 in Barcelona (Spain) and in 2012 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Odet* in Sète, in March 1996  
© Régis Zaia



*Hudson*, berthed at Turia dock, Valencia Port on June 2014. © Manuel Hernández Lafuente

*Indisun I* (ex-*Synnove Knutsen*). IMO 9007207. Chemical tanker. Length 141 m, 6,353 t. Belize flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Sestao (Spain) by AESA. Owned by Elegant Ship Management (India). Sold for demolition in India.



*Indisun II (ex-Ellen Knutsen)*. IMO 8910134. Chemical tanker. Length 141 m, 6,940 t. Belize flag. Classification society Det Norske Veritas. Double bottom ship built in 1992 in Sestao (Spain) by AESA. Owned by Elegant Ship Management (India). Sold for demolition in India.



*Pacific Sun (ex-Bow Pacifico, ex-Bow Saphir)*. IMO 8009753. Chemical tanker. Length 161 m, 6,363 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 in :Hoylandsbygd (Norway) by Eides Sonner. Owned by Salhus Shipping (Norway). Detained in 2013 in Tuticorin (India). Sold for demolition in India for a price of 680 \$ per ton including 765 tons of stainless steel; this is the highest rate this trimester.



*Sea Rose (ex-Golden Harvest, ex-Sky Light, ex-Mariana, ex-Zamzam, ex-Vassilios VI, ex-Silva, ex-Asian Explorer, ex-Samurai I, ex-Hokuryu Maru)*. IMO 7930498. Chemical tanker. Length 86 m. Tanzanian flag. Classification society National Cargo Bureau. Built in 1980 in Ishinomaki (Japan) by Yamanishi. Owned by Qimat Al Mazaya (United Arab Emirates). Detained in 2010 in Safaga (Egypt). Sold as is in Singapore. 350 \$ per ton. Her final destination is up to date unknown.



*Tradewind (ex-Botany Tradewind, ex-Tradewind Express)*. IMO 8504636. Chemical tanker. Length 123 m, 3,611 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Akitsu (Japan) by Taihei Kogyo. Owned by Pendulum Shipmanagement Inc (Greece). Detained in 2003 in Melbourne (Australia). Sold for demolition in India. 420 \$ per ton.



*Tradewind* at Durban, South Africa, August 24, 2014 © Dave Leonard

## Gas tanker

*Bilis (ex-Geomitra)*. IMO 7347732. Gas tanker. Length 258 m. Brunei flag. Classification society Lloyd's Register of Shipping. This LNG tanker with a capacity of 77,700 cubic meters was built in 1975 by Constructions Navales et Industrielles de la Méditerranée (CNIM), at La Seyne, as the British *Geomitra* for Shell. She was transferred in 1986 to Brunei Shell Tankers and reflagged to Brunei, while the ship management remained to Shell Trading and Shipping Company (STASCO). During her whole life, she has been transporting natural gas from Lumut terminal (Brunei) to Japan. She was delivered to Zhoushan (China) shipbreaking yard on December 2, 2014.



*Geomitra*  
© Helder Line



*Bilis*, Uraga Channel (Japan), March 2012  
© Yuichi Morita



*Bubuk*. IMO 7359785. Gas tanker. Length 258 m. Brunei flag. Classification society Lloyd's Register of Shipping. Built in 1975 in La Seyne (France) by les Constructions Industrielles de la Méditerranée. Sister-ship of *Bilis*, this LNG tanker had exactly the same career. Built as the British *Genota* (Shell) at La Seyne, in 1986 she became the Brunei-flagged *Bubuk* (Brunei Shell Tankers). She has been devoted to the transport of natural gas from Lumut to Japan. Sold and delivered for demolition in Zhoushan (China).



*Genota*

© Helder Line

*Bubuk*

*Capricornio Gas (ex-Fortunato)*. IMO 8011043. Gas tanker. 100 m. Peruvian flag. Classification society Bureau Veritas. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Owned by Transgas Shipping Lines (Peru). Sold for an unknown destination of demolition. Late March 2015, she was still in the Caribbean area.

*East Med Gas (ex-Gaschem Ben Flor, ex-Ben Flor)*. IMO 8409630. Gas tanker. Length 127 m, 4,148 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1985 in Leer (Germany) by Jansen. Owned by Benelux Overseas Inc (Greece). Sold for demolition in India. 595 \$ per ton including 200 t of stainless steel.



*Eastern Honor (ex-Hanyang Ethlene, ex-Cap Elene, ex-Capo Amaranto)*. IMO 8013247. Gas tanker. Length 100 m, 2,463 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Leghorn (Italy) by Orlando. Owned by NHL Development Co Ltd (South Korea). Sold for demolition in India.



*Eastern Honor*, Kanmon Strait, May 2013  
© V. Tonic

*Gas Coral (ex-Sigloo Endurnace, ex-Polar Endurance, ex-Eurogas Seconda)*. IMO 8608456. Gas tanker. Length 131 m, 5,290 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Viareggio (Italy) by Benetti Gecan. Owned by Asia Shipping Management (United Arab Emirates). Detained in 2010 in Houston (United States). Sold for demolition in India.



*Gas Crystal* (ex-*Hamilton*, ex-*Mariotte*). IMO 8913215. Gas tanker. Length 106 m, 2,525 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Anan (Japan) by Shinjama DY Co. Owned by Stealth Maritime Corp SA (Greece). Detained in 2004 in Rotterdam (Netherlands), in 2007 in Bordeaux (France) and in 2010 in Houston (United States). She left the Gulf of Mexico in February, and was beached for demolition in India in early April. 420 \$ per ton.



November 2014, at Santo Domingo, Dominican Republic © Alex Matevko

*Gas Kaizen* (ex-*Gas Courchevel*, ex-*Fernando Clariana*). IMO 8818817.



Gas tanker. Length 105 m, 2,761 t. Marshall Islands flag.



Classification society Bureau Veritas. Double bottom ship built in 1991 in Gijon (Spain) by Juliana Gijonesa. Owned by Stealth Maritime Corp (Greece). Detained in 2002 in Bergen (Norway), in 2007 in Venice (Italy), in 2009 in Gela (Italy). Sold for demolition in Bangladesh. 420 \$ per ton.

Leaving Damen Shiprepair Brest, ex-Sobrena, after hull repairs, March 2014 © Erwan Guéguénat

*GSN Unity* (ex-*Butanone*, ex-*Najma*, ex-*Pangaion*, ex-*Transgas 1*, ex-*NorgasVictory*, ex-*Oslo Victory*, ex-*Gaz Victory*, ex-*Marksman*, ex-*Skaugas*, ex-*Havlyn*). IMO 8017061. Gas tanker. Length 128 m, t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1982 in Drammen (Norway) by Drammen Slip & Verksted. Owned by Far East Ship Management Ltd (Hong Kong, China). Sold for demolition in India.



*Veroniki Dio* (ex-*Chiccogas*, ex-*Kaitos*, ex-*New Star*, ex-*Newmarket*, ex-*Kyoseki Maru n°3*). IMO 7701562. Gas tanker. Length 65 m. Greek flag. Classification society RINA. Built in 1977 in Taguma (Japan) by Naikai. Owned by Stefanus Shipping Co (Greece). Sold for demolition in Turkey.



*Veroniki Dio* at Elefsis, Greece. June 2010 © Dennis Mortimer



beached in Aliaga © Captain Selim / Instagram



## Miscellaneous

### Offshore supply vessel.

*Huahai (ex-Baldeer Vaasa)*. IMO 7817086. Offshore supply vessel. Length 65 m. Liberian flag. Classification society China Classification Society. Built in 1979 in Turku (Finland) by Wartsila. Owned by Shenzhen Huawei Offshore (China). Sold for demolition in Xinhui, China.



*Ios Victory (ex-Smit-Lloyd 120)*. IMO 8202795. Offshore supply vessel. Length 58 m, 1,963 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1983 in Zaltbommel (Netherlands) by De Waal. Owned by Petra Offshore Ltd (Malaysia). Sold for demolition in Bangladesh.



Malacca Strait (Malaysia), September 2010  
© sea apache / Marine Traffic

*Maersk Mariner*. IMO 8409381. Offshore supply vessel. Length 82 m. Isle of Man flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Lindo (Denmark) by Odense Staalskibs. Owned by AP Moller Maersk (Denmark). Sold for demolition in Turkey.



August 2010, anchored at Guanabara Bay, Rio de Janeiro, Brazil. © Erik Azevedo



*Maersk Mariner* arriving for demolition at full speed in Aliaga © Captain Selim

*Offshore Defender (ex-Atlantic Defender, ex-Big Orange XII)*. IMO 7909188. Production testing vessel. Length 63 m, 927 t. Indian flag. Classification society Indian Register of Shipping. Built in 1979 in Nandan (Japan) by Teraoka. Owned by Raj Shipping Agencies Ltd (India). Sold for demolition in India in Mumbai.

### Standby-Safety vessel

*Timor Challenger (ex-Viking Challenger, ex-Britannia Challenger, ex-Britannia de*



*Hoop, ex-De Hoop)*. OMI 6402901. Standby-Safety Vessel. Length 64 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1964 in Bolnes (Netherlands) by Pot; ex hospital ship converted in 1990 to standby-safety vessel. Owned by Hakvoort Transport Shipping (Netherlands). Sold for demolition in Turkey.



*Timor Challenger* at IJmuiden, (Netherlands), June 2008.  
© Snaphaan

## Training ship.

*Petar Beron* (ex-*Alkaid*, ex-*Brandanger*). IMO 5050309. Training ship. Length 139 m. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1949 in North Sands (United Kingdom) by JL Thompson. Ex reefer docked in the port of Varna and used as training ship by Navibulgar (Bulgaria). Sold for demolition, she left Varna under tow bound for Turkey and Aliaga shipbreaking yards.



The Reefer *Brandanger*, at Vancouver, May 1955  
Archives of the City of Vancouver



2015, the ex training ship *Petar Beron*, at the shipbreaking yard in Aliaga © Nik Kopper

## Research vessel

*CGG Symphony* (ex-*Aker Sympony*, ex-*Atlantic Horizon*, ex-*Moletta*, ex-*Minna*, ex-*Stralsund*, ex-*Shtralzund*). IMO 8607189. Research vessel. Length 121 m. French flag (International French Register) until February 2014, then deflagged to Bahamas. Classification society Bureau Veritas.



She was built as a factory ship in 1988 at Stralsund by the East German shipbuilding yard (Volkswerft VEB) and delivered to the Soviet fishing fleet. She was one of the *Moonzund* class -or project Atlantik 488- supertrawlers. The family was able to produce 60 t of frozen fish, 50-60 t of fish meal, 4 t of fish liver oil and 25,000 cans per day. 37 vessels of this type have been built between 1987 and 1993. According to the initial specifications, her lightweight tonnage was 5,800 Ldt and she used Freon 22 as refrigerant. She was manned by 115 sailors.



Sistership *Oleg Naydenov* (ex-*Leonid Galchenko*), IMO 8607309, built in 1990, suffered a fire on April, 12 2015. She was towed outside the port of Las Palmas, Canary Islands but foundered 3 days later with 1,400 t of bunkers and polluted extinguishing waters.

© Salvamento Maritimo



*CGG Symphony*, arriving at Santander (Spain), April 2012 © Prieto

In 1999, the supertrawler and factory ship was converted to seismic research vessel and equipped with an helicopter deck. Her last ship owner was Compagnie Générale de Géophysique, or CGG Veritas (France) founded by Conrad Schlumberger in 1931. In 2014, CGG was in financial troubles but declined a take-over offer from Technip, French leading oil services company. CGG is rejuvenating its fleet and getting rid of its oldest units. *CGG Symphony* spent the year 2014 laid-up in Dunkirk; in February 2015, she was towed for demolition at Galloo Recycling yard in Ghent, Belgium.



*Geo Endeavour* (ex-*Algozaibi 23*). IMO 8409927. Ex offshore supply vessel converted to seismic research vessel in 1998. Length 46 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Tongyeong (South Korea) by Shin A SB Co. Owned by Fugro Marine Services BV (Netherlands). In February 2015, *Geo Endeavour* left Pointe-Noire (Congo) and headed for Turkey and Aliaga shipbreaking yards.



← May 2014 © Nimul / Marine Traffic



Aliaga, March 2015 © Captain Selim

*Hannah-II* (ex-*Hannah 2*, ex-*Kaze Maru*, ex-*Keifu Maru*). IMO 7002186. Research vessel. Length 82 m, 1,364 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1969 in Tokyo (Japan) by Ishikawajima-Harima. Owned by TMS Korea Co Ltd (South Korea). Detained in 2001 in Yeosu (South Korea) and in Kobe (Japan), in 2009 in Busan (South Korea) and in 2014 in Incheon (South Korea). Sold for demolition in Bangladesh.



*Hannah II* in Kota Kinabalu (Malaysia), April 2013 © timbo2

*Lorna* (ex-*Nolsoyar Pall*, ex-*Le Noroit*). IMO 7035717. Research vessel. Length 51 m, 526 t. Unknown flag. Unknown classification society. This ship was built in 1970 as *Le Noroit* by Ateliers et Chantiers du Havre



(ACH) for CNEXO (Centre National pour l'Exploitation des Océans), merged in 1984 in IFREMER (French Research Institute for Exploitation of the Seas).



At berth in St Nazaire, in 1995 © Gilbert Cailler

She was the first unit of the “N.O.R.O.I.S.” type vessels (Oceanographic Research Ships, Observation and Support). She could sail on her own power for 20 days at a speed of 12 knots. She could cater 20 sailors and 10 scientists. She has been operated in the Channel, the Atlantic Ocean and the Mediterranean but also in the Pacific Ocean where she was spotted in 1972-1973 or in 1991. She was decommissioned in 1995 and sold in 1996 to the Faroe Islands Government (Foroyar Landsstyri); she was renamed *Nolsoyar Pall* after the Faroan 18th Century sailor and poet. She was acquired in 2002 by Suffolk Petroleum Services, based in Lowestoft (United Kingdom) and became *Lorna*. She has been decommissioned in Lowestoft for several years, and was towed for demolition towards Ghent and Galloo Recycling yard; she arrived there on March 26).



Nolsoyar Pall statue in Torshavn (Faroe Islands) © Mynd Vagnur

© IFREMER



Lowestoft, March 25, 2015, about to leave for Ghent © Mike 714 →



*Polar Sea* (ex-*Lisbeth C*, ex-*Santa Paula*, ex-*Lisbeth C*, ex-*Pacific Peru*, ex-*Lisbeth C*). IMO 9042283. Seismic research vessel. Length 92 m. Bahamian flag. Classification society Bureau Veritas. Built in 1993 in Frederikshavn (Denmark) by Orskov Christensens ; ex cargo converted to seismic research vessel for the oil industry in 2007. Owned by Petroleum Geo-Services ASA (Norway). Sold for demolition in Esbjerg, Denmark, by Smeedegarden.



### Nuclear material and nuclear waste carrier

*Sigyn*. IMO 8025941. Nuclear material and nuclear waste carrier. Length 90 m. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Le Havre (France) by Ateliers & Chantiers du Havre for Société franco-suédoise d'armement maritime (Sofrasam) whose shareholders were SKB (Svensk Kärnbränslehantering A/B or Swedish Nuclear Fuel & Waste Management Company) 68%, and Compagnie Générale des Matières Nucléaires (Cogema), 32%. She was a Ro Ro vessel (stern ramp), but a crane could also be used to handle cargo vertically via the hatches. *Sigyn's* double hull was ice-strengthened; she had double bottoms and two totally independent engine rooms. The cargo was isolated from the accommodation spaces by protective shields.



Due to a lack of activity, *Sigyn* remained decommissioned at Oskarshamn from January 1984 to April 1985. In January 1984, Oskarshamn shipyard carried out a few works in order to improve her maneuverability; in particular, a larger rudder and a keel were laid. When she was recommissioned in April 1985, she was 100 % owned by SKB, reflagged to Sweden and under management of Rederi A/B Gotland, based in Visby.

In 2012, the shipmanagement was handed to Furetank Rederi A/B.

See The END in the following pages.



## The END

### ***Sigyn*, the end of a nuclear servant.**

*Sigyn* is to be destroyed. "To be broken up," says the specialized database Equasis. Named after a Scandinavian divinity considered to be an antidote against poisons, *Sigyn* had two lives. Under the French flag, she was cursed; under the Swedish flag, she has been serving well and loyally for 20 years and contributed with unfailing support to the program of management of new or spent nuclear fuel and nuclear waste.



At the ACH shipbuilding yard, April 1982, Le Havre (France) Archives Robin des Bois

Dedicated during her entire career to the transportation of high-level radioactive materials, *Sigyn* knew her first troubles in the French port of Le Havre on the day of her christening in September 1982. The Swedish ambassador to France, the godmother - wife of the director of SKB, the Swedish nuclear consortium - and around fifteen Swedish journalists attended the intrusion aboard *Sigyn* and her brief occupation by anti-nuclear activists from Cherbourg, her first homeport. Cherbourg was destined to be the platform of reception and expedition of nuclear waste and materials treated at the atomic factory in the peninsula of La Hague, Normandy. It was a baptism of fire, and bad luck has constantly been persecuting *Sigyn* for two years. Obviously, goddess *Sigyn* could not do anything against the "poison" of French anti-nuclear activists.



1982, maiden voyage to Barsebäck nuclear plant  
© Barsebäck kraft / Marine Traffic



Unloading of spent fuel in Cherbourg, January 31,  
1983 Archives Robin des Bois

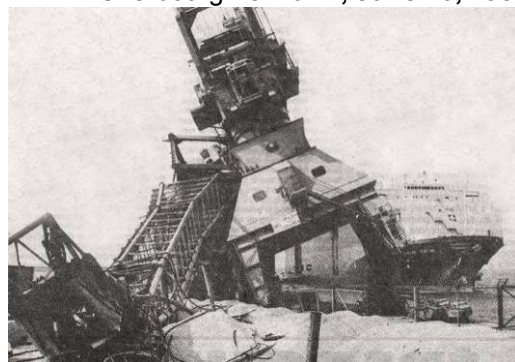
On her maiden voyage on November 25, 1982, *Sigyn* tore the exterior side of her double hull on a rock in the basin of the Swedish nuclear plant of Barsebäck. Around 20 journalists were witnesses. *Sigyn*, instead of loading spent nuclear fuel bound for Cherbourg, was immediately directed toward the Landskrona shipyards. The repair works lasted between three weeks and a month. It was only at the end of January 1983 that the first packages of spent nuclear fuel arrived in Cherbourg aboard *Sigyn*. They were waited for by protestors, some of whom, under the eyes of Swedish journalists again and despite the police forces, succeeded in climbing one of the "casks" and settled at the top in order to slow down the atomic train.

On February 27, 1983, for *Sigyn's* third entry into the port of Barsebäck nuclear plant, a drifting cable got mixed up with a bow thruster and paralyzed the ship's movements despite the assistance of two pilots and three tugboats.

Not long after, the Franco-Swedish contract for spent nuclear fuel reprocessing, initially dealing with 762 tons, was cancelled thanks to the initiative of Birgitta Dahl, Swedish Minister for the Environment.

Cherbourg Le Marin, June 10, 1983

On Tuesday, June 7, 1983, *Sigyn* was awaiting orders in the port of Cherbourg. *European Venture*, a car carrier full of Toyotas, was berthing on the wharf opposite in the large basin. A black out during the maneuvering -crosswinds, inoperative anchor dropping- the *European Venture* came slowly and inexorably to bump into the stern of *Sigyn*, which broke her mooring and banged against an Irish ferry. By the way, the two cranes dedicated to the unloading of spent nuclear fuel were pushed out of their tracks by the bow of the Liberian car carrier. There were no deaths or injuries – only helplessness, fright and 60 million francs (9 million euros) worth of damages, not counting the repair of the ships and definitively the bad luck striking *Sigyn*. Three weeks later, the Danish Minister for the Environment requested the immediate ban of *Sigyn* in Danish waters.



Ringhals nuclear plant, December 2012  
© Andreas Simonsson



At berth in Donsö, May 2013  
© Andreas Simonsson

Since 1985, *Sigyn* had been flying the Swedish flag. In 1987, she carried out 7 shipments of MOX (Mixed oxide fuel, made from plutonium and uranium) between Lübeck and Sweden in spite of large protest demonstrations in Germany and Sweden. An 8<sup>th</sup> shipment was planned in February 1988 but was not allowed by the regional authorities of Schleswig-Holstein). Apart from the 7 shipments above mentioned, *Sigyn* was exclusively dedicated to the transport of spent nuclear fuel between Swedish nuclear plants and storage sites of spent nuclear fuel and intermediate-level wastes. Making between 50

and 60 trips per year, she crossed 20,000 nautical miles every year without having encountered any apparent problems. However, the fact remains that the garage deck of *Sigyn* is susceptible to have been radioactively contaminated. She was sold for demolition to the Swedish company Stena Recycling and will be dismantled at Falkenberg, Sweden.



*Sigyn* off Oskarhamn, December 2013  
© Mattias Kallman

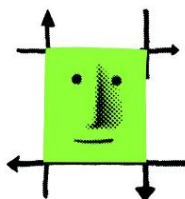
*Sigrid*, *Sigyn's* successor, designed by the Dutch group Damen, was built by their Romanian shipyard in Galati. A bit longer than *Sigyn* with 99,5 m in length, 1,600 Dwt and a capacity of 12 waste containers ("casks") compared to 10 for her predecessor, she was delivered in October 2013.



**Sources:**

*Aliaga Denizcilik ; American Bureau of Shipping; American Shipper; Armada Española; Auke Visser; Black Sea Memorandum of Understanding; Bureau Veritas; Cebu Daily News (the); Chittagong Port Authority (the); DDG Hansa; Det Norske Veritas; Equasis; European Maritime Safety Agency; European Naval Force; G Captain ; Germanischer Lloyd; Global Marketing Systems; Global Security; Hurriyet Daily News; IFREMER; Indian Ocean Memorandum of Understanding; Instagram; Levante, el Mercantil Valenciano; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Los Angeles Times (the); Marin (le); Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Monde (le); New York Times (the); Nippon Kaiji Kyokai; Optima Shipbrokers; Otago Daily Times; Ouest-France ; Philippines Coast Guard ; Port to Port ; Presse-Ocean ; Presse de la Manche (la) ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping; Russian Trawler.narod; SBM Offshore; Seafarer Time (the); Shipspotting; Stuff.co; Sud-Ouest; Svensk Kärnbränslehantering AB (SKB); Telegramme (le); Tokyo Memorandum of Understanding; Trade Winds; Tsavliris; Turkish Maritime; United States Coast Guard; United States Maritime Administration; Vessel Finder; Vessel Tracker ; Walton & Morse LLP.*

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ROBIN DES BOIS

# Shipbreaking

Bulletin of information and analysis on ship demolition

# 40, from April 1<sup>st</sup>, to June 30<sup>th</sup>, 2015

July 21, 2015

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Piece by piece, the ex car carrier *Baltic Ace* is re-emerging from the sea bottom.



© Jan Oosterboer




## Grexit for two bulkers.

The bad economic context and decreasing freight rates are pushing bulkers towards demolition. Especially when their owners are leaving them abandoned for months without any concern for the crews. This quarter, 2 examples of painful end of career implicate Greek ship owners.



The glorious arrival of *AG Vartholomeos* at Saint-Nazaire on December 11, 2013. © Erwan Guéguéniat

On December 11, 2013, **AG Vartholomeos**, 18 years of age, and her crew of 27 Ukrainian, Egyptian and Burmese seafarers docked at Nantes grain terminal (France) in order to load a cargo of barleycorn bound for Jordan.

 *AG Vartholomeos* is typical of the labyrinth of global maritime shipping. She flies the Panamanian flag. Since June 2012, she is officially the property of the Greek Blueshell Shipping, actually a shell-company for another Greek company, Skyjet Shipping; both are facing a complaint filed by the Court of Constanta at the request of the Ustyuzhanin family, with regard to the death of a family member on board the ship while she was in the Romanian waters in fall 2013. For its part, Nantes commercial court assumes the real ship owner is the Russian ship operator Fedcominvest specialized in sulphur, fertilizer and grain trade, and in addition sponsor of the AS Monaco football club.



On December 16, the ship was seized at the request of Evasia Bunker Ltd, a British Virgin Islands-based company, claiming for unpaid bunker bills totalling 1.2 million €.



Nantes grain terminal. © GM / pss-archi.eu

The mammoth is about to block the quays and ship traffic in Nantes. On December 20, 2013, the seizure is cancelled on condition financial guarantees to be provided and the port is allowed to “shift” the ship. The buck is passed to .... Montoir, a little downstream on the River Loire where the bulk carrier is supposed to finish loading prior to “resume her sea voyage”, according to an idyllic vision. As a matter of







© Erwan Guéguénat



© JTAshipphoto

In its very last years of activity, the Danish shipbuilding yard– gone bankrupt in 1996 – had specialized in series of economic bulkers (and OBOs) using a minimum of shaped metal plates; they are distinguished by their massive and square silhouette and an almost straight bow. A few cousins of the *Solidarnosc* type, built on the same concept, have been beached for demolition in the past months (see the landing of Polish Legions – *Legiony Polskie* – at Gadani beach, “Shipbreaking” #37).



*Szare Szeregi*  
© L. Blaszcak



*Legiony Polskie*  
© Shahid



*Jindal Varad*  
© W K Reich



Rio Grande entrance channel. © Port of Rio Grande.com

The *Adamastos*, 19 years of age, a bulk carrier flying the Liberian flag, ran aground late July 2014, on the coast of Rio Grande Do Sul, the most southern State in Brazil. She had just departed Rio Grande Super Port after loading 55,000 t of transgenic soya bound for China. The ship was refloated but the Port inspectors pointed out a series of 25 deficiencies, including some related to the main engine propulsion and auxiliary engine. *Adamastos* was sneaking out of Brazil leaving various unpaid bills and unpaid quay fees. Therefore, she was retained and anchored with her crew 12 km off the port entrance.



© Kostas Papadimoulis

The 22 crewmen from the Philippines, Greece, Georgia, Romania, Egypt and Ukraine, have been practically left on their own for months. From August 2014 onwards, Equasis declared the *Adamastos* a « total loss ». In December, the crew ran out of supplies and power. Half of the sailors were repatriated on sanitary grounds. The Brazilian officials filed legal actions targeting several companies linked to the vessel, not only the ship owner Phoenix but also the charterer, the classification society RINA, the insurer American Club, and the Brazilian exporter CEAGRO. A potential financial solution would be a court order allowing the sale of the ship and cargo estimated worth 18 millions \$.



© Kostas Papadimoulis

Late January 2015, the Court of Porto Allegre ordered the 11 sailors still on board to be freed. They were allowed to leave after 177 days in custody.

In March 2015, the rumour said the *Adamastos* might be towed to China. Late June, she arrived on her own power in the area of Gibraltar Strait. Professional sources announce her to be soon demolished in Aliaga.



« We need help », December 2014. © World Maritime News

*Adamastos* (ex-V-Rod, ex-Bertram, ex-Salmas, ex-Miltiadis, ex-Atlantic Leader). IMO 9087269. Bulk carrier. Length 225 m, 10,486 t. Liberian flag. Classification society RINA. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Phoenix Shipping & Trading (Greece). Detained in 2007 in Gladstone (Australia) and in 2013 in Belem (Brazil).



June 14, 2015, Cadiz (Spain), last call before Aliaga? © Eddie Walker



## Canada is clearing up the Past

“Shipbreaking” # 38 left the North American Great Lakes, St. Lawrence Seaway and the Canadian coastlines congested with a procession of grounded, abandoned or derelict vessels (See the chapter Great Lakes – St. Lawrence Seaway, p 4-10). The horizon is clearing up but there was no implementation of a policy favoring recycling practices in accordance to the proximity principle. Exports of old ships along with their polluting materials and waste are going on. There remains the case of *Kathryn Spirit* that took root in Beauharnois upstream Montreal.

**The *American Fortitude***, a 62 year-old veteran, has benefited from wisdom. In December 2014, she was secured for winter lay-up in Oswego (New York State) on the Ontario Lake after her unsafe towing towards Texas was interrupted; the tug boat was undersized, old hydrocarbons were still in the ship’s bottom. On May 11, 2015, the pair *Molly M* and *Jarrett M* took charge of her, towing her back through the locks of the Welland canal joining Ontario and Erie Lakes; they arrived on May 14 at the Canadian shipbreaking facility Marine Salvage in Port Colborne. She sailed her last voyage anonymously, her name covered up with black paint.



December 2014, aborted towing towards Texas.  
© Marc Piché



May 2015, en route towards Port Colborne.  
[See photo report Boatnerd](#) © Marc Dease

The ***Phoenix Sun*** was rusting at Sorel-Tracy, between Montreal and Quebec City (“Shipbreaking” # 38, p 9-10), unseaworthy, without crew, and auctioned for 680.000 \$ to Holborn Shipping International based in the Marshall Islands. This was back in November 2014. The promises of this miraculous buyer broke apart, nothing moved in Sorel, especially not the *Phoenix Sun*.

The ship was resold in January 2015. The terms of the sale are unclear. She became the simple *Phoenix*. The official buyer, London Bridge Shipping Ltd, is based in the Cayman Islands. Exit the previous plan to dismantle the ship in Turkey. After repair works which should enable her to leave Canada on her own power with a new crew, the *Phoenix* will be given, they say, a second youth in Dubai Shipyards. A surprising future indeed whereas moribund freight rates are pushing bulk carriers towards demolition yards.



Despite it all, optimism is prevailing in Sorel-Tracy. The local authorities are confident, « the ship owner is reliable and has the means to fulfill his ambitions»; he was given a plate and the flag of the town in gratitude. An agreement is found on the quay and electricity fees, contractors get paid, the engine and the navigation equipment get paid and Transport Canada allows the departure of the vessel.

Departing maneuvers in Sorel-Tracy. © Le Soleil

*Phoenix* and her new crew set sail down the St. Lawrence on May 22 under the supervision of the *Ocean Delta*, an ocean-going tug accustomed to the Great North. After barely 24 hours, the engine broke down and the ship had to be docked for repair at Quebec City. “It’s normal for a ship remained inactive for such a long time” says the spokesperson of Transport Canada. « It’s only a matter of days ». Indeed, on May 29, *Phoenix* leaves the quay 104 of the port of Quebec city ... to be anchored further down off the southern edge of Orleans Island, in a waiting area permitted but rarely used and where pilotage is compulsory. The intrusion of *Phoenix* in this area make the other vessels’ maneuvers more difficult.



Berthed at quay 104 in Quebec City and anchored off Orleans Island. © Le Soleil / Patrice Laroche

Suddenly, social issues bounce back. The 17 Indian crewmen file a complaint alleging they have not been paid for the last 3 months. « Blame it on the ship manager; the ship owner is going to put up the money” say, reassuring, ITF and Transport Canada. The detention is extended until payment of the wages. Officially, this is the 3<sup>rd</sup> Port State Control detention within 2 years in a country of the Memorandum of Paris: *Phoenix* was controlled and detained twice in Sorel in August 2014 and in April 2015. In accordance with the substandard ship-hunt policy, *Phoenix* will be refused any access and anchorage in the Paris MoU region as from June 7 onwards. A bad news for her supposed new life.

In the morning of June 9, she leaves Quebec City, bound– she says- for Dubai. On June 19, she sails north off the Azores Archipelago heading to the Strait of Gibraltar and the Mediterranean. The announced destination is still Dubai, via Port Said and the Suez Canal. And then? Behind London Bridge, a company based in Mumbai, India is hiding; a more probable and final destination would be Alang beach, or Gadani beach on the way.

The ***Algoma Montréalais*** was the last and still active Canadian steamer; last year she was still transporting the season 2014 record grain harvest. Her retirement was expected.



*Algoma Montrealais*, 2012, under her latest colours. © Simon Laberge

After a winter lay-up in Montreal, the old laker was renamed *Mont* flying the St. Kitts and Nevis flag. This is bad omen; it feels like exile and graveyard.





*Mont* has been waiting patiently the arrival of the Malta-registered Greek tug *Diavlos Pride* on June 5. « A real goodie, not too outdated or worn out » comment the observers. Nothing but the ex *Carangue*, operated from Toulon, France and chartered by the French Navy from January 1994 to July 2009 as “high seas support vessel” in the Mediterranean.



*Carangue* in Toulon (April 5, 2005).  
© JM Roche



*Diavlos Pride*, January 2014, Rotterdam.  
© Dave van Spronsen

The convoy left Montreal on June 10. The final destination was revealed. No surprise: the ships are heading to Aliaga. No need to say that aboard the old steamer, Canadian quality asbestos is guaranteed. Not really a first-class gift for the Turkish workers and a typical example of hazardous material exportation via ships to be demolished. *Mont* arrived at her destination on July 10.

Trois-Rivieres, Canada, « *Mont* » under tow in the St. Lawrence,  
June 10, 2015 © Jacques Gauthier



Aliaga, July 10, end of the voyage  
© Captain Selim

The **Canadian Miner** cleared the shoreline of Nova Scotia after a near 4-year occupation. The removal works were delayed late 2014 when an additional 32 t of asbestos and 26 t of oil were discovered on board. On June 22, 2015, the last piece of the wreck was officially removed from the coastline of Scatarie Island. Fishermen and the Community of Main-A-Dieu are relieved. The camp and provisional structures have to be dismantled so that the island and the environment would recover their initial state. A black mark will remain in the memories: the failure of the Federal State which left the Province take all the responsibility of a disaster it actually was the victim of. Transport Canada and the port of Montreal had imprudently let the *Canadian Miner* leave for demolition in Aliaga under tow of the out-of-age Greek tug *Hellas*.



The *Miner* last remains and Scatarie Island. Photos Cape Breton Post (the)

## Corrective “*Perintis* the Damned”

In July 2014, « Shipbreaking » #36 related in front page under the title « *Perintis* the Damned » the fatal accident that occurred while a tanker beached in Alang as *Perin* was being dismantled. This ship had been identified by the Editors of “Shipbreaking” as the *Perintis*, used as a floating storage off Malaysia. Wrongly, since in August 2014, a certificate from the port of Pasir Gudang (Malaysia) cleared *Perintis* to head for the port of Labuan, still in Malaysia. We hereby retract the information published in « Shipbreaking » #36 about *FPSO Perintis* and apologize to M3ENERGY FPSO *Perintis* SDN BHD, owner of the *Perintis* and to all affected parties for all inconveniences caused by this inaccurate information. *Perintis* is still in existence, in the port of Labuan, according to M3ENERGY based in Kuala Lumpur.

Under the *Perin* was actually hiding the *Perla* n°IMO 8405842.

### ***Perin, ex-Perla, the Damned.***

In June 2013, 2 Filipino sailors were severely hurt on her board by a fire in the machine room. She finished her career by killing at least 5 Indian workers at the Alang ship-breaking yard. Arrived under tow in early April 2014, the ex OBO, IMO 8405842, had obtained her demolition permit by the authorities of Gujarat in early May. She had been beached on plot 140 operated by Paras Steel Corporation under the name ***Perin***. June 28, at least 5 workers were killed because of an explosion while they were cutting tanks #4 and #5; 10 others were hurt.

Before the end of the investigation, authorities charged the management of the yard for non-compliance with standards set by the Gujarat Maritime Board. They did not question the conditions for obtaining environmental clearance and demolition permit from the GMB.

The yard is closed until the end of the investigation. The victims' families will receive a "compensation" of 500,000 rupees, or 8,325 US\$; the sale of the demolished *Perin/Perla* grossed nearly \$ 7 million for her owner.



February 2009, Suez Canal. © Neil Haste

### **The chaotic life of *Perin, ex-Perla, ex-Perka, ex-Puma, ex-Marina, ex-Marina L, ex-Probo Britt*.**

IMO 8405842. Ex OBO converted to tanker. Length 183 m, 13,650 t. Liberian flag. Classification society Bureau Veritas. Detained in 2005 in St Croix (United States) and in 2010 in Ashdod (Israel).



Ordered in 1984 to the South Korean shipbuilding yard Hyundai in Ulsan by the Norwegian company A/S Bill Brit, she should have been named *Probo Britt*. 2 sisterships, *Probo Biakh* and *Probo Brali*, had already been delivered to the Norwegian shipowner. These combined carriers or OBO (Ore/Bulk/Ore) were presented as “the examples of Norwegian ships of the future” by the Norwegian Shipping Association but the contract for a third ship of the kind was cancelled before delivery.

*Probo Britt* © bobs / Shipnostalgia



The construction started in 1986 and was completed in 1988. The ship was eventually delivered to the Greek ship owner La Fontana Nobla Ltd and named *Marina L*.



*Marina*, at New Orleans (United States), November 2000 © gwrDave/Shipspotting

She changed hands several times, was renamed and reflagged with a preference for the Liberian colours. As *Perka* in March 2009, she suffered an outbreak of fire that the crew was able to put out while the ship was at anchorage in Falmouth Bay (United Kingdom). 2 months later, she ran aground at Lagos (Nigeria) with a cargo of 33,000 t of gasoil and gasoline. She was refloated, her hull temporarily patched and the cargo transhipped at Tema (Ghana); *Perka* was then towed to Greece to be repaired.



*Puma* © Steinar Norheim.



Grounded at Lagos © Atlantic Marine Services

In July 2010, she was acquired by Perla Navigation based in Piraeus (Greece) and renamed *Perla*. In June 2013, the tanker was sailing in the Arabian Sea. She had departed Argentina with a cargo of soya bean oil to be delivered in Bandar Abbas, Iran. On June 7, the ship suffered a machinery fire off the Somalian coast. Powerless and adrift, she was vulnerable to pirate attacks. *HMAS Newcastle*, an Australian frigate conducting maritime security operations in the region as part of the Combined Maritime Forces came to the rescue. Casualties were provided medical treatment; 2 Filipino seamen were badly injured with 3<sup>rd</sup> degree burns and had to be evacuated to a hospital at Port Victoria, Seychelles, by another navy vessel, the Spanish *SPS Numancia*.



© Department of Defence - Australia

The Greek company Five Oceans Salvage was contracted the salvage operations but the ship was declared a total loss as at June 7, 2013.

In February 2014, *Perla* was acquired by Total Marine based in Mumbai (India) and towed for demolition in Alang...

## 2<sup>nd</sup> quarter 2015 overview: return to the Asian beaches

### tonnage recycled

- 1 Bangladesh 681,000 t (34%)
- 2 Pakistan 563,000 t (28%)
- 3 India, 423,000 t (21%)
- 4 China, 186,000 t (9%)
- 5 Turkey, 120,000 t (6%)

### ship

- 1 Bangladesh, 67 (31%)
- 2 India, 58 (26%)
- 3 Pakistan, 39 (18%)
- 4 Turkey, 24 (11%)
- 5 China, 20 (9%)

219 : the number of ships to be broken up has decreased, at a pace of 17 units per week compared to 20 in the previous quarter. The overall decrease reaches 15% in tonnage. It is of 21% in India, 27% in Turkey and 59% in China ; Pakistan has seen a substantial rise in shipbreaking activity (+40%), Bangladesh a slighter one (3%). For the third consecutive quarter, Bangladesh ranks n°1 with 33% of tonnage to recycle, ahead of Pakistan (27%) and India (21%). China (9%) and Turkey (5%) are left behind.

The prices offered by shipbreaking yards eroded, down to around 350 \$ per tonne in the Indian subcontinent, hardly 400 \$ for tankers.

The lightweight tonnage of ships to be demolished has reached 2 million t. 53 (24%) ships have been built in Europe, 67 (30%) belong to European owners (European Union or EFTA), 202 (93%) have been sent to demolition in shipbreaking yards established in the Indian subcontinent, China or Turkey, 7 (3%) are being dismantled in facilities of the European Union, among which 2 damaged ships, *Lysblink Seaways* (p 32) and *Baltic Ace* (see the chapter The END, p 68).

The outflow has worsened among bulkers: 121 ships (55%) representing 72% of the tonnage to be broken up, among which 32 capesize (over 110,000 t deadweight).

### tonnage recycled

- 1 : bulk carrier, 1.5 million t (72%)
- 2 : tanker, 184,000 t (9%)
- 3 : general cargo, 155,000 t (8%)
- 4 : container ship, 129,000 t (6%)

### category

- 1 : bulk carrier, 121 (55%)
- 2 : general cargo, 33 (15%)
- 3 : tanker, 20 (9%)
- 4 : container ship, 14 (6%)

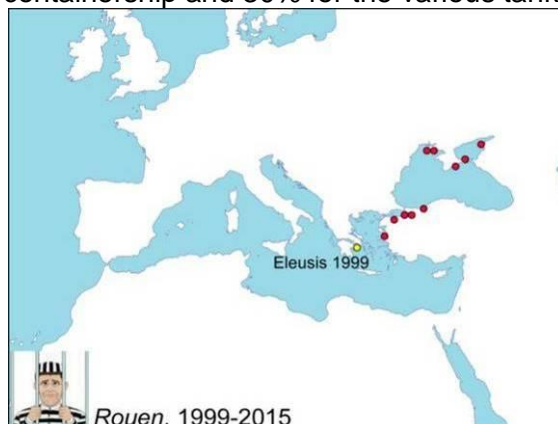
At least 30 navires (14%) were deflagged just prior to their departure for demolition towards Bangladesh, India, Pakistan and Turquie. The favourite flag remains St. Kitts and Nevis. A newcomer appeared: Sudan, a flag adopted by the *Oriental Queen* (p 60).

### After bars, demolition

37 (17%) ships were controlled by a classification society not belonging to the IACS (International Association of Classification Societies) or without any classification. Substandard ships are still uppermost sent for demolition: at least 130 (59%) have been previously detained in world ports with a detention rate of 79% for general cargo carriers, 50% for containership and 30% for the various tankers.



*Rouen*, a river and sea-going ship born on the River Danub in Slovakia. © Gerolf Drebes



The podium distinguishes 3 general cargo carriers, all to be broken up in Turkey: *Rouen* (11 detentions, p 34), *Rimma* and *Agri* (10 detentions each, p 33 and 28).



## Years and meters

The age of ships leaving the merchant fleet ranges from 54 years for the livestock carrier *Miracle* to 8 years for the wrecked ship *Baltic Ace* which spent a quarter of her life underwater (see The END, p 68). The other junior ships, 15 year-old, are the 2 bulk carriers *Glory Claire* and *Georgia K* and the 2 general cargo carriers *Medazov Victoria* and *Lysblink Seaways*; the latter did not survive her grounding on the Scottish shore. The average age is 28 years. It is of 24 years for container ships and 25 years for bulk carriers. In 2014 the average age of bulkers was 28 years.

67 ships measured less than 150 m, 83 between 150 and 199 m and 69 over 200 m. The convoy of ships sent for demolition this quarter would stretch out over 39 km compared to 46 km the previous quarter.

The longest ship, and the heaviest one, is the *Berge Vik*, an ex combined carrier or OBO (Oil/Bulk/Ore) built in Brazil, converted in 2004 to bulker, beached in Pakistan, 332 m in length, 310,686 deadweight, and 46.000 lightweight.



*Berge Vik*, Gadani Beach © Shahid

## Alert: Enhanced Natural Radioactivity



In addition to artificial radioactivity for military, energy, and medical use, and natural radioactivity of cosmic and telluric origin, there is a 3rd type of radioactivity from extractive industries. The objective of these industries is not to produce radioactive elements or nuclear energy.

Enhanced natural radioactivity is produced by the exploitation of minerals and of other geological resources. Industrial extraction, separation, processing, refinery, and purification processes concentrate natural radioactivity in industrial equipment and in intermediate and processed products.

In 1974, 2 American scientists from the University of Texas, Thomas Gesell and Howard Prichard, considered that natural radioactivity had to be distinguished from what they called Technologically Enhanced Naturally Occurring Radioactive Materials, TENORM.

The deballasting station in a Malaysian oil port accumulated 6,000 t of sludge from washing oil tanker tanks. Malaysian regulations consider that this sludge is low-level radioactive waste [source: Hamzah R - Distribution of radium in oil and gas industry wastes from Malaysia. Applied Radiation and Isotopes (2004)].

In Canada, rail cars of liquefied natural gas under maintenance after 450 trips contain 10 liters of dust. The dust contains 32 Bq/g (becquerels per gram) of lead 210 and 29 Bq/g of polonium 210. "To our knowledge up until now, there is no data on the health impacts on those who repair and clean these rail cars." [source: Blanc C.J, Chiu N. Accumulation of 210 Pb activity on particulate matter on LPG rail cars. Applied Radiation and Isotopes, Vol 47 n<sup>os</sup> 9-10 (1996)].

Alone, the offshore platforms of the United Kingdom in the North Sea would produce at least 1,200 t of radium scales to be extracted prior to dismantlement.

The dismantlement of phosphoric acid production units reveals very high levels of radium 226 in scales stuck on the inside walls of the piping and in the storage tanks. Such a waste is considered as radioactive and for instance is awaiting terminal storage in the industrial and port area of Le Havre, in western France.



© Robin des Bois

Euratom Directive 2013/59, which should be transposed into the laws of each Member State by 2018 at the latest, requires all industrial facilities that may expose workers to radiological overexposure to be identified.

The Member States must require radiological inspections for facilities involved in oil and gas production, as well as in phosphoric acid production. The Directive cites 16 industry sectors in all. FPSO units, oil tankers, chemical tankers specialized in transporting phosphoric acid, and ships transporting gas in all its forms are all at risk of containing long-lived radioactive dust or scales. Although the Directive does not explicitly mention them, it applies to them.

Certain types of ships must undergo radiological inspection, especially as Euratom Directive 2013/59 highlights the major risk of importing radioactive metals from recycling facilities located in third-party countries. Ship recycling sites are obviously one of these at-risk facilities.

"Shipbreaking" n°40 estimates that in just a single quarter in 2015, between April 1 and June 20, 160,000 tons of metal have been recycled from oil tankers, chemical tankers, and gas transporters. In the current state of inspection and information dissemination, who could claim that in this stock meant for the 2<sup>nd</sup> melting stage, there aren't any radioactive batches that are hazardous for workers and future users?

Cargo ships are storage facilities. We could say they are floating plants that are operated for decades. The tank bottoms, walls, pipe elbows, valves, and pumps are subject to Technologically Enhanced Naturally Occurring Radioactive Materials, just like plants and storage on land.

This is why specialists focused on the FPSO unit *Kuito* (cf. "Shipbreaking" n°39, p. 60).



# The European regulation on ship recycling

## Part II – hazardous materials and waste

The European Union has removed the crude term "demolition" from its vocabulary. The exclusive use and concept of the term "recycling" allows the regulation to include requirements on how to manage and eliminate waste.

Warships are excluded. Warships are thus exempt from the obligation to keep an on-board inventory of hazardous materials contained in the structure or equipment of the ship, by 2020 at the latest.

For civilian ships flying a flag of one of the European countries, and which are departing for recycling, the inventory must be available as soon as the European Union will have published a list of authorized ship recycling facilities worldwide. This list should be ready by the end of 2016 at the latest.

The hazardous materials that must be inventoried are asbestos, halons, CFCs and other ozone-depleting substances, PCBs, tin antifouling coating, cadmium, hexavalent chromium, lead, mercury and mercury compounds, 2 brominated flame retardant agents, PBBs (polybrominated biphenyls) and PBDEs (polybrominated diphenyl ethers), chlorinated paraffins and naphthalenes, and radioactive substances such as fire alarms and possibly radioactive gauges. In terms of which hazardous substances must be quantified and located as per European regulations, in general, they are the same hazardous materials that the Hong Kong Convention requires, with additionally perfluorooctanesulfonic acids (PFOSs) and all brominated flame retardants. PFOSs are reprotoxic and toxic for aquatic life. On ships and platforms, PFOSs are used in firefighting foam, cable sheaths, joints, and paint. Brominated compounds, in the same way as PCBs, are bioaccumulative and toxic for marine organisms. On ships and offshore platforms, brominated compounds are used in cryogenic insulation, refrigerated facilities, paint, expanded polystyrene, and thermal insulation boards.

If operationally generated wastes remain aboard at the time of demolition, they must be mentioned in Part II of the inventory. In any case, during their last months or years, ships that depart for recycling must be managed so that the quantity of cargo residues, residual fuel oil, and operationally generated waste is minimized.

The ship recycling plan is the responsibility of the recycling facility and mentions, if relevant, whether pre-treatment operations, identification of potential hazards, and removal of stores will have to be conducted in another facility. The recycling plan must describe the protocol for managing and storing hazardous materials and waste, and the external disposal sites which "will be operated in accordance with human health and environmental protection standards that are broadly equivalent to relevant international and Union standards."

Shipbuilding yards seem to still use asbestos in engine rooms. In 2015, in the port of Newcastle, the case of tugboats built in China and exported to Australia with asbestos-free certificates was reported: they were actually containing asbestos. In 2009, the case of a chemical tanker built in Turkey and delivered to a Dutch shipowner was reported. In an even more underhanded way, repair shipyards may also use heat insulation made of second-hand asbestos, or tin antifouling coating from the remaining stock. The inventory of hazardous substances contained in the structure and equipment of a ship requires much more vigilance and checking at the end of their life cycle.



*Svitzer Warunda* in Australia, riddled with asbestos.  
© Sioni Haver

To be continued in « Shipbreaking » #41

## 2<sup>nd</sup> quarter 2015: the Top 14 of best ports

For « Shipbreaking », one of the prime qualities of a commercial port is to control the condition of ships which are calling in order to avoid shipwrecks, the death of seafarers and damages to the environment. Detention is likely to result in demolition and reinforces maritime safety.



1 Hamburg (Germany) - 13 detentions



2 Novorossiysk (Russia) - 13 detentions



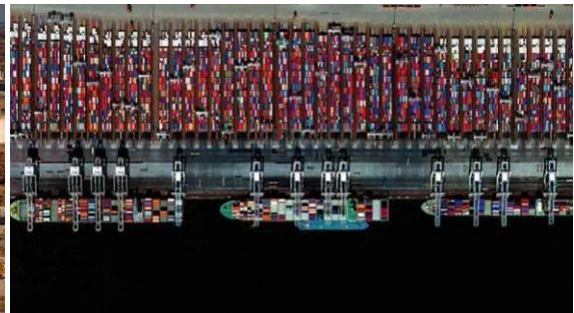
3 Anvers (Belgium) - 11 detentions



4 Newcastle (Australia) - 11 detentions



5 Dampier (Australia) - 9 detentions



6 Rotterdam (Netherlands) - 7 detentions



7 Gladstone (Australia) - 6 detentions



8 Nanjing (China) - 6 detentions





9

Tianjin (China) - 6 detentions



10

Aliaga (Turkey) - 5 detentions



11

Iskenderun (Turkey) - 5 detentions



12

Kwinana (Australia) - 5 detentions



13

Nikolayev (Ukraine) - 5 detentions



14

Singapore - 5 detentions

1 [www.hafen-hamburg.de](http://www.hafen-hamburg.de) - 2 Martin Jensen - 3 Eugène Boudin - 4 Steel Guru.com - 5 Pilbara Ports - 6 Benjamin / inkulte.com - 7 Seaneews.com - 8 54-Seaman / Panoramio - 9 Giuseppe Caterina - 10 Hasan Eser İHA - 11 Vesseltracker - 12 The Mission to Seafarers - 13 Ukraine Trek - 14 Financial.am



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.

Flags of the last voyage



Cambodia



Comoros



Kiribati



Liberia



Palau



Panama



St. Kitts  
& Nevis



Sierra  
Leone



Sudan



Tanzania



Togo

## The livestock carrier will never carry Humans.

*Miracle* was one of the livestock carrier designated by « Shipbreaking #38 » as a ship which could possibly be used for migrant trafficking, as was the *Ezadeen*. ([Shipbreaking #38](#), p 17, « From cattle carrier to human trafficking »).



The Dutch cargo ship *Nashira*, in the 60's.  
© PWR / Shipspotting





*Miracle* at Istanbul Anchorage, Turkey June 21 2014.  
© Bengt-Rune Inberg

In 1990, after a 29-year career as a general cargo carrier, the ship had been converted to livestock carrier. According to the available databases, she was detained in 2001 in Sète (France), in 2001 in Tarragona (Spain), in 2002 and 2003 in Sète again, and in 2006 in Koper (Slovenia) and one more time in Sète. The list is not exhaustive: thus, maritime archives mentioned she was already detained at Port-La-Nouvelle (France) by December 9-12, 1994 for lack of certificate, lack of beacon, out-of-date marine charts and defective fire detection.

Lately, she was owned by the Syrian Enamar Management Ltd, flying successively the flags of Comoros, Togo and Sierra Leone, 3 flags on the black list of the Memorandum of Paris. Happily, renamed *Simental Livestock* again, she was beached for demolition in Aliaga on May 23, 2015.



At Aliaga, May 2015 © Captain Selim

 *Miracle* (ex-*Simental Livestock*, ex-*Zaher II*, ex-*Iskkandar M*, ex-  
 *Kythera Bridge*, ex-*Ritsa M*, ex-*Solon*, ex-*Nashira*). IMO 5247524.

Livestock carrier. Length 77 m. Deflagged from Togo to Sierra Leone for her last voyage. Classification society Overseas Marine Certification Services. Built in 1961 in Bolnes (Netherlands) by Boele's.





## Factory ship / fishing ship

*Aleksandr* (ex-*Pacific Keeper*, ex-*Kapitan Kuznetsov*). IMO 7943158. Factory ship. Length 104 m, 5,074 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Nikolayev South (Ukraine) by Chernomorskiy SZ. Owned by Turnif (Russia). Homeport Vladivostok. Sold for demolition in India.

After *Dalny Vostok* foundered in the Okhotsk Sea on April 2, 2015, 69 fatalities, this is another *Pulkovskiy Meridian* type big predator which is dying out. The ex-*Kapitan Kuznetsov* was number 20 in this serie of 113 units built from 1974 to 2011 by the Ukrainian shipyard. (Cf. « [Shipbreaking #39](#) », p 15).



*Aleksandr*, in the Okhotsk Sea, January 2015 © Ilya Dolgov

*Antares* (ex-*El Greco*, ex-*Orca*). IMO 7404396. Fishing ship. Length 80 m, 1,714 t. Cambodian flag. Unknown classification society. Built in 1985 in Cartagena (Spain) by Bazan. She departed Nakhodka in the Russian Far East early March, she was beached for demolition in India on April 5.



April 01, 1995. *El Greco* fishing in South America, Atlantic Ocean © carlosd2x/ Shipspotting



2015, beached in Alang © Alang Ship Info

*Jupiter* (ex-*Ryong n°758*, ex-*Haeng Bok n° 519*, ex-*Han Yang n°33*). IMO 7418024. Fishing ship. Length 55 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1975 in Pusan (South Korea) by Daedong SB Co. Owned by Seo Kyung Shipping (South Korea). Broken up in Las Palmas de Gran Canaria (Spain).

May 2015, *Jupiter*, waiting to be scrapped in Las Palmas de Gran Canaria, Spain © Patalavaca



*Peregrino* (ex-Moskam Alfa, ex-Ultimate n°3, ex-Eikyū Maru n°86). IMO 8304218. Fishing ship. Length 58 m, 797 t. Cambodian flag. Unknown classification society. Built in 1983 in Niigata (Japan) by Niigata Engineering. Owned by Grace Shipmanagement (South Korea). Detained in 2014 in Hakata (Japan) and Tokyo (Japan). Broken up in Busan (South Korea).



Tokyo (Japan), November 2014 © **Mikeneko**



Demolition in Busan (South Korea), May 2015 © **Lappino**

*Proliv Starka* (ex-Joon Sung n°3, ex-Dong Bang, ex-Olaf I Gardastovu, ex-Reynsatindur, ex-Assunta Tontini Madre). IMO 7365241. Factory ship. Length 108 m, 3,409 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Viareggio (Italy) by Esercizio. Owned by Ussuri Co Ltd (Russia). Sold for demolition in Bangladesh.



*Proliv Starka*, August 2007, Vladivostok, Russia © **Sushkov Oleg**

*Ussuri* (ex-Dae Sung Ho, ex-Dae Sung). IMO 7395959. Factory ship. Length 104 m, 3,104 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Niigata (Japan) by Niigata Engineering. Owned by Ussuri Co Ltd (Russia). Sold for demolition in Bangladesh.



© V. Tonic

*Ussuri*, passing by Geoje Island (South Korea), October 2013 © **V. Tonic**

## Tanker





*Alina XXIII* (ex-*Patriot Spirit*, ex-*Patriot*). IMO 9006904. Tanker. Length 243 m, 13,964 t. Deflagged to St. Kitts and Nevis for her last voyage as *Ina*. Classification society Biro Klasifikasi Indonesia. Built in 1992 in Koje (South Korea) by Samsung. Owned by Inti Energi Lines (Indonesia). Sold for demolition in Pakistan.



*Alina XXIII*, alias *Ina*, May 2015, Gadani beach © **Shahid**



*Amadeo* (ex-*Rea*, ex-*Sea Witch I*, ex-*Loida*, ex-*Rigel*, ex-*Navodan*). IMO 8601836. Tanker. Length 190 m, 11,509 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Amade*. Classification society Det Norske Veritas. Double hull ship built in 1996 in Galati (Romania) by Galati Santierul Naval. Owned by Ultrapetrol SA (Argentina). Detained in 2002 in Daesan (South Korea) and in 2004 in Singapore. Sold as is in Argentina for an unspecified destination of demolition. After departing the port of Recaleda, she was off Port-Louis (Mauritius) in early July. 282 \$ per ton.



*Lages*. IMO 8301802. Tanker. Length 173 m. Deflagged from Brazil to Tanzania for her last voyage as *Lage*. Classification society Det Norske Veritas. Built in 1991 in Jacuacanga (Brazil) by Verolme Do Brazil. Sold by her Brazilian owner Transpetro prior to her departure for demolition in Pakistan.



Arriving Rio de Janeiro, September 2011  
© **Pedro Santos**



*Lia* (ex-*Lia C*, ex-*Lia*). IMO 8400933. Tanker. Length 176 m, 6,811 t. Deflagged from Panama to Togo for her last voyage. Classification society RINA. Built in 1985 in Kudamatsu (Japan) by Kasado Docks. Owned by Caroil Transport Marine (Cyprus). Detained in 2005 in Mersin (Turkey) and in 2013 in Matanzas (Cuba). Sold for demolition in Bangladesh.



Arriving Willemstad, Port of Curacao.  
Netherlands Antilles, June 2008  
© **Cees Bustraan**

*Nadiya Megane* (ex-*Orca I*, ex-*Sungai*, ex-*Fair Hawk*, ex-*Artemis II*, ex-*Artemis I*, ex-*Essa Star*, ex-*Cuyo Island*, ex-*Genei Maru*). IMO 8221820. Tanker. Length 89 m, 1,137 t. Equatorial Guinea flag. Classification society Bureau Veritas. Built in 1983 in Kinoe (Japan) by Sasaki Zosen KK. Owned by Nautical Paradise (Malaysia). Sold for demolition in Pakistan.



*Oloibiri*. IMO 7517882. Ex tanker converted to Floating, Production, Storage and Offloading unit (FPSO) and used in the offshore oilfields in Nigeria. Length 332 m, 38,984 t. Deflagged from Nigeria to St. Kitts and Nevis for her last voyage as *Olo*. Classification



society American Bureau of Shipping. Built in 1976 in Pula (Croatia) by Uljanik for Texaco Overseas. In late 2014 Nigerian National Petroleum Corporation (NNPC) is renewing its fleet and put the 2 old FPSO *Tuma* and *Oloibiri*, then laid up in Lagos, for sale. On June 22, *Oloibiri* was beached for demolition in Bangladesh. *Tuma* had arrived there some times earlier as *Zuma*. 380 \$ per ton.



*Oloibiri* © Auke-Visser



*Orange Blossom*. IMO 8407931. Refrigerated fruit juice tanker. Length 145 m, 5,207 t. Deflagged from Liberia to Palau for her last voyage as *Blossom*. Classification society Lloyd's Register of Shipping. Built in 1985 in Brevik (Norway) by Trosvik Verksted. Owned by Atlanship S.A. (Switzerland). Sold for demolition in India.



*Orange Blossom*: with a refrigerated fruit juice capacity of 9,624 m<sup>3</sup>, she could provide an orange juice glass for breakfast to each citizen of Barcelona for one month. © **Alexi Lindström**

*Palenque II* (ex-*Choapas II*, ex-*Fearless*, ex-*Torm Gyda*). IMO 9006136. Tanker. Length 182 m. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Dalian (China) by Dalian SY Co. Owned by TMM Division Maritima SA de CV (Mexico). Sold for demolition in Pakistan. 430 \$ per ton.

*Tirta Samudra XII* (ex-*Jian She 7*). IMO 8829490. Tanker. Length 107 m. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1986 in Ruichang (China) by Jiangxi Jiangzhou. Owned by Tirtacipta Mulyapersada (Indonesia). Sold for demolition in Bangladesh.







*Tuma*, (ex*Sea Breeze*). IMO 7388700. Tanker. Length 280 m. St. Kitts and Nevis flag for her last voyage as *Zuma*. Classification society International Register of Shipping.



Built in 1975 in Goteborg (Sweden) by Eriksbergs ; converted in 1985 to floating storage. Sold by her Nigerian owner to the Indian broker Doehle Danautic just prior to her departure for demolition in Bangladesh. 427 \$ per ton.

*Tuma*, seen berthed at Ishibras shipyard - RJ Sao Cristovao, Rio de Janeiro, Brazil. August 2010  
© Erik Azevedo

*Varg Star* (ex-*Varg*). IMO 9045376. Tanker. Length 243 m, 16,000 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Kerch (Ukraine) by Zaliv. Owned by Estoril Navigation Ltd (Greece). Sold for demolition in Pakistan. 368 \$ per ton.

## Chemical tanker

*Castillo de Plasencia* (ex-*Stolt Aspiration*, ex-*Golden Angel*). IMO 8610019. Chemical tanker. Length 129 m, 4,330 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Shimonoseki (Japan) by Mitsubishi. Owned by Empresa Naviera Elcano SA (Spain). Sold for demolition in India. 600 \$ per ton including 725 t of stainless steel.



*Great Increase* (ex-*Aidin*, ex-*Destiny I*, ex-*Regents Park*, ex-*Lacerta*, ex-*RF Potomac*, ex-*Mercantil Parati*, ex-*Jacuhy* IMO 8128195. Chemical tanker.



Length 171 m, 6,951 t. Deflagged from Nigeria to Tanzania for her last voyage. Classification society RINA. Built in 1984 in Dunkirk (France) by Chantiers du Nord et de La Méditerranée. In the first part of her career, this chemical tanker was operated under Brazilian flag by Empresa de Navegacao Mercantil and had 3 successive names: *Jacuhy* when she was first commissioned in 1984, *Mercantil Parati* in 1988 and *R.F.Potomac* in 1991.

She was sold in 1994 and became the Maltese *Lacerta* of the Greek shipowner Economou, then in 1996 she was handed over to the Monaco-based Ofer Group as *Regents Park* flying the Liberian flag. Later on, she was acquired by 2 Greek shippers and reflagged to Panama, Harmony Navigation in 2006 as *Destiny 1*, then Vigour Oil Trading in 2009 as *Aidin*. Her ultimate owner, from 2012 on, was Hepa Global Energy, based in Lagos, that had her renamed *Great Increase* under Nigerian flag. Detained in 2007 in Bandar Khomeini (Iran) and in Aqaba (Jordan), in 2008 in Antwerp and in Ghent (Belgium) and in 2009 in Ghent again. Sold for demolition in Pakistan.



Apapa, Lagos, Nigeria. February 2011. In the foreground *Aidin*, future *Great Increase* © Ivan Meshkov

*Naparima*. IMO 9136694. Chemical tanker. Length 175 m, 7,967 t. Isle of Man flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Usuki (Japan) by Minami Nippon. Owned by Mitsui OSK Lines (Japan). Sold for demolition in Turkey.



*Naparima* on the River Seine (France).  
Homeport Douglas, Isle of Man © Stéphane Zunquin




« Napa » at Aliaga.  
© Captain Selim

*Theresa Pelingtung* (ex-Skarven, ex-Bunga Cenderawasih). IMO 8618231. Chemical tanker. Length 172 m, 9,331 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1990 in Pusan (South Korea) by Korea SB & E Corp. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1999 in Rotterdam (Netherlands), in 2008 in Hamburg (Germany) and in 2009 in Geelong (Australia). Sold for demolition in India. 385 \$ per ton.



### Gas tanker

 *Eratan* (ex-BW Hebris, ex-Hebris). IMO 8128963. Gas tanker. Length 158 m, 8,261 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Fredriksstad (Norway) by Nye Fredriksstad. Owned by Newship Nusabersama PT (Indonesia). Sold as is in Singapore for an unspecified destination of demolition. 362 \$ per ton including 300 t of bunkers.



*Navakun 14* (ex-Yang Zhou n°2, ex-Tenyu). IMO 7913866. Gas tanker. Length 62 m, 799 t. Thai flag. Unknown classification society. Built in 1979 in Mukaishima (Japan) by Sanyo. Owned by Navakun Transport Co Ltd (Thailand). Sold for demolition in Bangladesh.



Thai LNG *Navakun 14*, leaving Bangkok, Thailand, October 2014 © bs1mrc Shipspotting





*Philippine* (ex-Lady Eline). IMO 9074858. Gas tanker. Length 96 m. French flag (RIF). Classification society Bureau Veritas. Built in 1995 in Nandan (Japan) by Teraoka. As a Liquid Petroleum Gas carrier with a total capacity of 3,000 m<sup>3</sup> (2 tanks), *Philippine* has served all of her carrier the Geneva-based Geogas Group. Initially operated under Liberian flag but French management by Marima, she was reflagged in 1999 to Tonga Islands under management by Oceangas Services Australia, Geogas subsidiary company for its Pacific operations. She was reflagged to France in 2003 (first flag, then later RIF) under management of V.Ships France; since then, she had been providing Corsica in butane and propane from Lavera terminal. She was delivered to Aliaga breakers (Turkey) on June 1, 2015. She was replaced on the Lavera-Corsica service by the Maltese gas carrier *B.Gas Supreme*, 3,500 m<sup>3</sup> capacity, built in 2014.



*Philippine* in Ajaccio on the 21th of december 2008 © Oursben



At Aliaga © Captain Selim

*Sea Pride* (ex-Sapphire I, ex-Gaz Atmosphere, ex-Sigloo Crystal, ex-Polar Belgica, ex-Eurogas Terza, ex-Polar Belgica, ex-Eurogas Terza). IMO 8810188. Gas tanker. Length 131 m, 5,237 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Viareggio (Italy) by Benetti Gecan. Owned by Mare Liberum Shipping DMCC (United Arab Emirates). Detained in 2011 in Houston (United States). Sold for demolition in India.



*Sigloo Crystal*, February 2011,  
In Aratu, Brazil  
© Vladimir Knyaz



*Seagas General* (ex-Sigas General, ex-Kilgas General, ex-Balder Phenix). IMO 8129814. Gas tanker. Length 105 m, 2,953 t.



Cyprus flag. Classification society RINA. Built in 1982 in Fukuoka (Japan) by Fukuoka Zosen. Owned by KJP Seagas General Ltd (Cyprus). Detained in 1998 in Hamina (Finland) and in 2006 in Bordeaux (France). Sold for demolition in India.



*Seagas General* at Urinj oil terminal at the entrance of Bakar bay, Rijeka, Croatia with the tug "Lukas" fighting to hold it in place in the sea boiling with gale force "bora" wind...April 07, 2013. © Lappino

## Miscellaneous

### Dredger

*Arco Humber* (ex-*Deepstone*). IMO 7204318. Dredger. Length 107 m. United Kingdom flag. Classification society Bureau Veritas. Built in KIndiardijk (Netherlands) by IHC Smit. Owned by Hanson Aggregates Marine Ltd (United Kingdom). Sold for demolition in Gravendeel, Netherlands.



*Arco Humber* leaving the River Tyne August 2009  
© Paul Whitelaw



*Arco Humber* being broken up at Gravendeel, Dordrecht, Netherlands April 30, 2015 © Pilot Frans

*Frans*. IMO 7331783. Dredger. Length 65 m. Dutch flag. Built in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Van Oord Ship Management BV (Netherlands). On the occasion of the annual hull and structure inspection, the ship's classification society, Bureau Veritas, pointed out a whole list of various deficiencies - corrosion, cracks, hydraulic oil leakages, out-of-use equipment- to be definitively fixed before June 22, 2015, unless the ship leaves to be broken up. *Frans* was permitted to a single direct voyage on ballast from Besiktas shipyard at Yalova (Turkey) to Simseker shipbreaking yard in Aliaga. She was beached on June 18. It was high time.



*Frans*, seen at Barendrecht, Holland, on the river Oude Maas. November 2011 © Joop Klaasman

*Sulawesi II*. IMO 7381740. Dredger. Length 92 m, 2,685 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Owned by Pengerukan Indonesia (Indonesia). Sold for demolition in Mumbai, India.



*Sulawesi II*, at Belawan, February 2004 © Hans Rosenkranz

### Offshore supply vessel

*Avenger* (ex-*Huada*, ex-*Val Cadore*). IMO 8223232. Offshore supply vessel. Length 65 m, 1,624 t. Liberian flag. Classification society Det Norske Veritas. Built in Viareggio (Italy) by Esercizio. Owned by Hermes Maritime Services (India). Detained in 2013 in Hong Kong. Sold for demolition in India.





*Barasun I* (ex-Malaviya Six, ex-Tender Behanzin). IMO 8026359. Offshore supply vessel. Length 53 m, 1,004 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Tomrefjord (Norway) by Langsten Slip & Båtbyggeri As. Owned by Krishna Maritech Pvt Ltd (India). Sold for demolition in Mumbai, India.



*Mainport Elm* (ex-Moray, ex-Smit-Lloyd 31). IMO 8213897. Offshore supply vessel. Length 57 m, 1,151 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1983 in Delfzijl (Netherlands) by Niestern Sander. Owned by Mainport (Ireland). Sold for demolition in India.



*Mainport Elm*, outbound at Great Yarmouth, United Kingdom. June 2014 © Paul Gowen



*Malaviya Five* (ex-Tender Benin). IMO 8026347. Offshore supply vessel. Length 53 m, 991 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Flekkefjord (Norway) by Iversen. Owned by Gol Offshore Ltd (India). Sold for demolition in Mumbai, India.



© Simek / Marine Traffic

*Samudrika 15*. IMO 8413801. Offshore supply vessel. Length 51 m, 962 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapore by Southern Ocean. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.

*Samudrika 16*. IMO 8413813. Offshore supply vessel. Length 51 m, 948 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapore by Southern Ocean. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.



The Indian offshore supply vessel *Samudrika 16* is seen here during the President's Fleet Review (PFR-2011) off Colaba, Mumbai, December 20, 2011 © JerryE / Shipspotting

*Samudrika 2*. IMO . Offshore supply vessel. Length 55 m, 977 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Vasco da Gama (India) by Goa Shipyard. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.

*Vos Iona* (ex-Viking Iona, ex-Bue Iona, ex-Coral, ex-Hornbeck Coral, ex-Seaboard Coral, ex-Boa Coral, ex-Ocean Coral, ex-Highland Piper I, ex-Highland Piper). IMO 7413127. Offshore supply vessel. Length 61 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Durban (South Africa) by James Brown & Hamer. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



Vroon Field Support Ship *Vos Iona* at James Watt Dock in Greenock (Scotland) on September 15<sup>th</sup>, 2012. © **Dave Forbes**



April 29, 2015, Grenaa, Denmark. The last remnants of *Vos Iona* © **Bendt Nielsen**

*Vos Tiree* (ex-Viking Tiree, ex-Bue Tiree, ex-Supreme, ex-Hornbeck Supreme, ex-Seaboard Supreme, ex-Sapucaia). IMO 7711294. Offshore supply vessel. Length 56 m. United Kingdom flag. Classification society American Bureau Of Shipping. Built in 1981 in Manaus (Brazil) by Estanave. Owned by Offshore Support Services Ltd (United Kingdom). Sold for demolition in Denmark



## Tug

*Barracuda I* (ex-Champ, ex-Champion Z, ex-Sete, ex-Petrola's Oceanmaster, ex-Petrola's Oceanmaster XXIV, ex-Euroman, ex-Bremen). IMO 6717019. Tug. Length 55 m, 1,135 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1967 in Bremerhaven (Germany) by Weser Seebeck. Owned by Hermes Maritime Services (India). Sold for demolition in Bangladesh.



*Barracuda II* (ex-Kosko 101, ex-Ocean Korea, ex-Shinko Maru, ex-East Sea, ex-South Sea). IMO 7639006. Tug. Length 60 m, 967 t. St. Kitts and Nevis flag. Classification society RINA. Built in 1977 in Iwagi (Japan) by Imai Seisakusho. Owned by Total Marine (India). Detained in 2001 in Niigata (Japan). Sold for demolition in Mumbai, India.



*Kosko 101*, August 2014, © **Bushmakin**



beached in Mumbai © **Alang Ship Info**

*Golfo de Bengala* (ex-Smit-Lloyd 116). OMI 7422312. Tug. Length 64 m, 1,527 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1976 in Zaltbommel (Netherlands) by De Waal. Acquired in November 2011 from the Hong Kong ship owner Star Matrix by the Indian broker Prayati Shipping. Sold for demolition in India.





## General cargo

*Advantage* (ex-*Tacna II*, ex-*Thermopylae*, ex-*Als Confidence*, ex-*Barber Thermopylae*, ex-*Thermopylae*). IMO 7515339. General cargo. Length 171 m, 9,378 t. United States flag. Classification society American Bureau of Shipping. Built in 1977 in Tsu (Japan) by NKK. Owned by Sealift Inc (United States). Sold for demolition in India. 380 \$ per ton.



*Advantage* in Rozenburg (Netherlands), avril 2007  
© Dennis Adriaanse

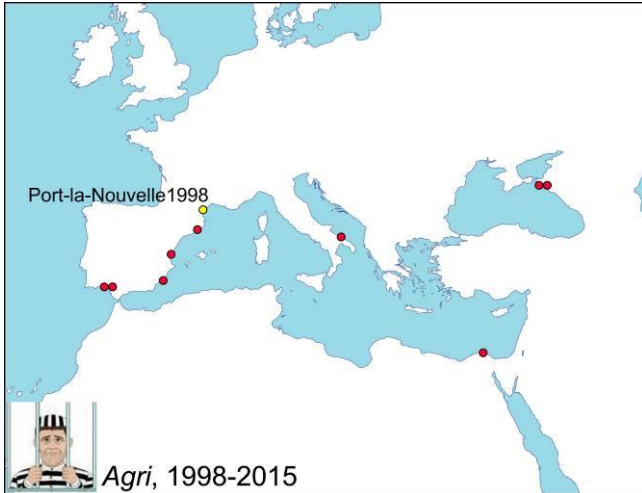


Welcome by Alang bikers d'Alang, June 2015  
© Divyaraj Sinh Gohil

*Agri*. IMO 7364326. General cargo. Length 87 m. Turkish flag. Classification society



Turkish Lloyd Built in 1974 in Camialti (Turkey) by Denizcilik Bankasi ; jumboized in 1986 and lengthened from 80 to 87 m. Owned by Canmar Denizcilik (Turkey). Detained in 1998 in Port-la-Nouvelle (France), in 1999 in Novorossiysk (Russia), in 2001 in Valencia (Spain) and Bari (Italy), in 2002 in Tarragona (Spain), Sevilla (Spain) and again in Novorossiysk, in 2003 again in Sevilla then in Cartagena (Spain) and in 2009 in Damietta (Egypt). Silver medallist on the substandard ship podium with 10 detentions. Sold for demolition in Turkey.



© Robin des Bois

*Atlantic Nyala* (ex-*Aladdin Dream*, ex-*OBL Winner*, ex-*Lykes Winner*, ex-*Thorshope*, ex-*Cobra*, ex-*Nordana Kampala*, ex-*Global Hawk*, ex-*Alioth Star*, ex-*Marcela R*, ex-*Yevgeniy Mravinskiy*). IMO 8811699. General cargo. Length 174 m, 9,210 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Warnemünde (Germany) by Warnowwerft. Owned by Baltic Mercur Ltd (Russia). She was said to be sold for demolition in India at 510 \$ per ton in "Shipbreaking" #37 and in the Equasis database updated on September 5, 2014.



Meanwhile, she kept sailing. In June 2015, she is announced again sold for demolition, still in India but at 370 \$ per ton only. In May 2015, she loaded metal pipes and cables in Antwerp.

Her way led her to Toamasina (Madagascar); then, late June, she was beached for real in Bangladesh.



Loading in Antwerp, Belgium, May 8, 2015  
Report by Johnny Verhulst

*Birch 3* (ex-*Pacific Glory*, ex-*Kent Pioneer*, ex-*Mathilde Oldendorff*). IMO 9150731. General cargo. Length 149 m, 6,363 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Wuhu (China) by Wuhu Shipyard. Owned by Birch Shipping Ltd (Hong Kong, China). Sold for demolition in Mumbai, India. 402 \$ per ton including 390 t of bunkers.

*Black Sea Glory*, ex-*La Paloma*, ex-*Newhope*, ex-*Reina*, ex-*Renata*, ex-*Ataduru*, ex-*Antwerpa*, ex-*Arma*, ex-*Antonio Machado*). IMO 7826491. General cargo. Length 144 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1981 in Olaveaga (Spain) by Ast Espanoles (AESAs). Owned by Arados Shipping Co (Romania). Detained in 1998 in Rotterdam (Netherlands), in 2002 in Eleusis (Greece), in 2006 in Ambarli (Turkey), in 2013 in Izmir (Turkey), in 2014 in Novorossiysk (Russia) and in 2015 in Iskenderun (Turkey). Early 2015, she was renamed *Dominator*; according to her status she was “repairing”; she arrived off Aliaga on June 3; she hesitated. She was irremediably beached on July 2.



*Black Sea Glory* departing Avlemonas Bay, Kythira Island (Greece), October 2012.  
© Samios Georgios

*Burak A.*(ex-*Ahmet Akgul I*, ex-*Necati Atasoy*, ex-*Nazli Meltem*, ex-*Atakan Aksu*, ex-*Yuksel Guler*). IMO 7900297. General cargo. Length 102 m. Turkish flag. Classification society Bureau Veritas. Built in 1983 in Yarimca (Turkey) by Marmara. Owned by Azak Shipping & Trading Co Ltd (Turkey). Detained in 2000 in Novorossiysk (Russia), in 2001 in Molfetta (Italy) and in 2006 in Ravenna (Italy). Sold for demolition in Turkey.

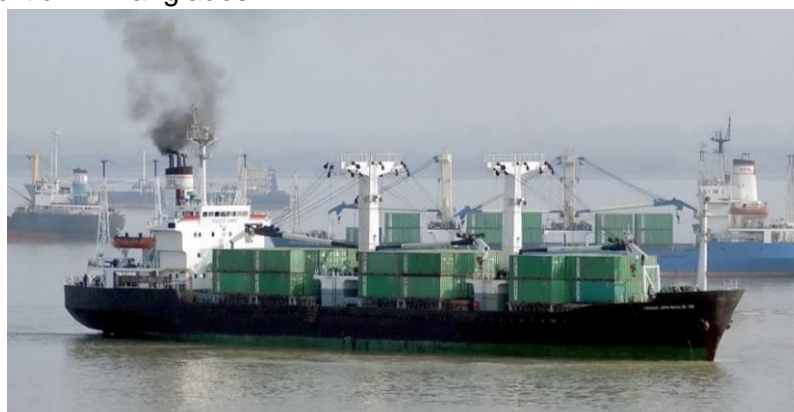


*Burak A.* Port of Gdańsk - Zbożowe quay, October 2009. © Piotr Jaglinski

*Caraka Jaya Niaga III-30*. IMO 9018323. General cargo. Length 98 m, 1,941 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1994 in Surabaya (Indonesia) by PAL Indonesia. Owned by Pann Persero Pt (Indonesia). Detained in 2001 in Singapore. Sold for demolition in Bangladesh.



*Caraka Jaya Niaga III-30*  
Leaving anchorage at Surabaya (Indonesia) in November 2006 © Ivan Meshkov





*Djorf*. IMO 7420223. General cargo. Length 126 m. Algerian flag. Classification society Germanischer Lloyd. Built in 1977 in Travemünde (Germany) by Schlichting. Owned by CNAN NORD SPA (Algeria). Detained in 1998 in Hamburg (Germany), in 1999 in Antwerp (Belgium), in 2000 in Gdansk (Poland), in 2012 in Antwerp again and in 2013 in Hamburg again. Sold for demolition in Turkey.



*Djorf*, at Aliaga shipbreaking yard © Captain Selim

*Djurdjura*. IMO 7420211. General cargo. Length 126 m, 2,940 t. Algerian flag. Classification society Germanischer Lloyd. Built in 1977 in Travemünde (Germany) by Schlichting Werft. Owned by CNAN (Algeria). Detained in 1999 and 2001 in Antwerp (Belgium) and in 2003 in Hamburg (Germany). Sold for demolition in Turkey.



*Green Lotus* (ex-Asian Fair II, ex-New Lucky II, ex-Tanjung Priok). IMO 8801723. General cargo. Length 108 m, 2,739 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Imabari (Japan) by Nishi Zosen. Owned by Hoang Thanh Shipco Ltd (Vietnam). Detained in 2008 in Pyeongtaek (South Korea), in 2011 in Zhangjiagang (China) and Taizhou (China) and in 2014 in Humen (China) and in Calcutta (India). Sold for demolition in India.



*Ibn Khaldoun II*. IMO 7711854. General cargo. Length 126 m. Algerian flag. Classification society Germanischer Lloyd. Built in 1977 in Travemünde (Germany) by Schlichting. Owned by CNAN (Algeria). Detained in 1999 and in 2002 in Hamburg (Germany), in 2003 in Bilbao (Spain) and Antwerp (Belgium), in 2003 in Antwerp again and in 2006 in Ambarli (Turkey). Sold for demolition in Turkey.



*Ibn Sina II*. IMO 7720934. General cargo. Length 126 m. Algerian flag. Classification society Germanischer Lloyd. Built in 1978 in Travemünde (Germany) by Schlichting. Owned by CNAN Group Spa (Algeria). Detained in 1997 in Hamburg (Germany) and in 2001 in Antwerp (Belgium). Sold for demolition in Turkey.



*Ibn Sina II* leaving Antwerp for Morocco, September 2012 © bs1mrc /Shipspotting

*Ismael Mehieddine* (ex-*Isis I*, ex-*Palagruza*, ex-*Kritonas*, ex-*Hand Fortune*). IMO 7616171. General cargo. Length 130 m, 3,353 t. Comoros flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Hiroshima (Japan) by Ujina Zosenho. Owned by MTM United Co (Lebanon). Detained in 2001 in Rotterdam (Netherlands, in 2007 in Alexandria (Egypt), in 2008 in Antalya (Turkey), in 2011 in Damietta (Egypt) and in 2014 in Aliaga (Turkey). Sold for demolition in Pakistan.



Istanbul, September 2014 © Frank Behrends



Gadani, Pakistan, May 2015 © Shahid

*Jibreel Ameen* (ex-*Langanger*, ex-*Star Langanger*, ex-*Hawthorne Hill*, ex-*Geliga*). IMO 8322519. General cargo. Length 195 m, 10,800 t. Bangladeshi flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Silvia Shipmanagement (Singapore). Detained in 2012 in Dumai (Indonesia). Sold for demolition in Bangladesh.



*Lisbeth* (ex-*Carolina*, ex-*Bellatrix*, ex-*Thies*). IMO 7233668. General cargo.

Length 75 m. Norwegian flag. Classification society Bureau Veritas. Built in 1972 in Neuenfelde (Germany) by Sietas. Owned by Rolf Wagle AS (Norway). Detained in 2014 in Svendborg (Denmark). Sold for demolition in Grenaa, Denmark.



Warnemünde, Rostock, Germany, February 2015 © Marcus-S



*Log-In Santos* (ex-*Frotasantos*). IMO 9082829. General cargo. Length 168 m, 7,984 t. Brazilian flag, Togolese flag for her last voyage as *Santos*. Classification society Bureau Veritas. Built in 1996 in Jacuacanga (Brazil) by Verolme-Ishibras. Owned by Frota Oceanica E Amazonica S.A. (Brazil). Sold for demolition in India.



At Mar del Plata, Argentina, november 2008 © Marine Traffic



Under repairs at Guanabara Bay/Rio de Janeiro, Brazil in February 2010 © Edson de Lima Lucas



*Lu Xun*. IMO 8513716. General cargo. Length 159 m, 7,455 t. Chinese flag. Classification society China Classification Society. Built in 1988 in Shanghai (China) by Jiangnan Shipyard. Owned by Chipolbrok (China). Detained in 2006 in Rotterdam (Netherlands). Sold for demolition in India. 405 \$ per ton.

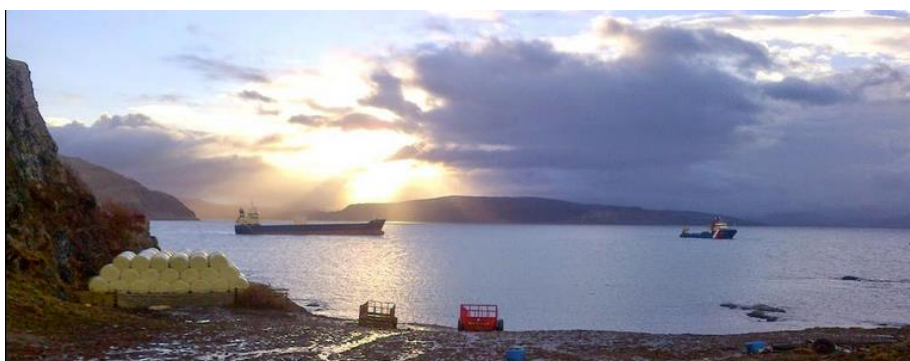
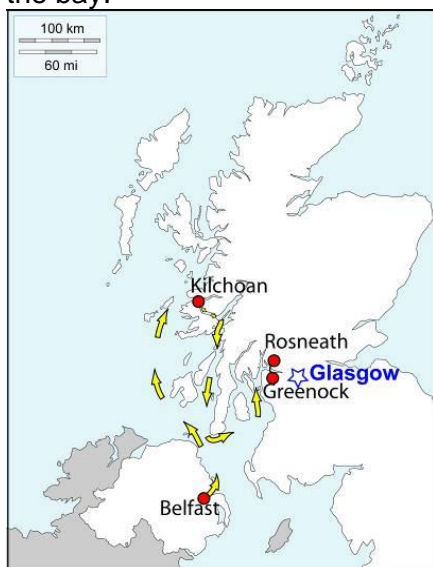


*Lysblink Seaways* (ex-*Lysblink*). IMO 9197313. General cargo. Length 129 m, t. United Kingdom flag. Classification society Det Norske Veritas. Built in 2000 in Surat (India) by ABG ; jumboized in 2004 and lengthened from 102 to 129 m. Owned by DFDS Seaways (Denmark).



*Lysblink Seaways* aground, on February 18, 2015. Photo:RNLI

On February 18, 2015, the ship left Belfast with a load of paper bound for Norway. She ran aground on rocks in Kilchoan in the West Highlands, Scotland. She was towed 150 miles to a yard in Greenock near Glasgow to be repaired. The hull was heavily damaged, below the waterline; repair works were not considered economically viable. The ship was eventually towed for demolition in Rosneath, just across the bay.



*Lysblink Seaways* refloated and under tow. photo MCA via BBC

*Mahakam River* (ex-*Markham River*, ex-*Sutter*, ex-*Delmas Africa*, ex-*Sutter*, ex-*Tiger Force*, ex-*Mette Sif*, ex-*Tiger Force*, ex-*Mette Sif*, ex-*OOCL Italia*, ex-*Mette Sif*). IMO 8131166. General cargo. Length 115 m, 2,413 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Frederikshavn (Denmark) by Orskov Christensens ; jumboized in 1989 and lengthened from 102 to 115 m. Owned by Meratus Line Pt (Indonesia). Detained in 1998 in Moerdijk (Netherlands). Sold for demolition in India.



*Medazov Victoria* (ex-*Sudertor*, ex-*Delmas Seychelles*, ex-*Papuan Gulf*, ex-*Sudertor*, ex-*Ibn Bajjah*, ex-*Sudertor*). IMO 9141728. General cargo. Length 116 m. Deflagged from St. Vincent & Grenadines to Panama for her last voyage. Classification society Germanischer Lloyd. Built in 2000 in Yangzhou (China) by Jiangsu Jiangyang. Owned by Marco Shipping SA (Ukraine). Detained in 2009 in Malaga (Spain), in 2011 in Castellon de la Plana (Spain) and in 2012 and 2013 in La Spezia (Italy). Sold for demolition in Turkey.



*Meem* (ex-Sun Rise V, ex-Sun, ex-Thor Sun, exBureba, 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 Ho Chi Minh City (Vietnam). Auctioned as is in India for demoltion in a local yard. 317 \$ per ton.



*Merry Trans* (ex-Star Providence, ex-Maratha Providence). IMO 8317289. General cargo. Length 188 m, 10,188 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Dalian Haida International (China). Detained in 2005 in Aliaga (Turkey) and in 2008 in Tianjin (China). Sold for demolition in India. 410 \$ per ton.



*Omolon* (ex-Arctic Spirit, ex-Balkan Trader, ex-Thirza, ex-Bothnia Stone, ex-Sea Trader, ex-Pavlin Vinogradov). IMO 8419128. General cargo. Length 132 m, 4,174 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Gdansk (Poland) by Gdanska Lenina. Owned by Sakhalin Shipping Co (Russia). Detained in 2001 in Ijmuiden (Netherlands), in 2002 in Falmouth (United Kingdom), in 2004 in Bremen (Germany), in 2008 in Antalya (Turkey), in 2009 in Loviisa (Finland) and in 2010 in Gdynia (Poland). Sold for demolition in India. 364 \$ per ton.



*Omolon*, Sovetskaya Gavan, Russian Far East, April 2015 © **Bushmakin**

*Pola Med* (ex-Brazilian Confidence, ex-Eagle, ex-Western Eagle, ex-Sheerness, ex-Wani Lake, ex-Wani Lake, ex-General Mata, ex-Saltnes). IMO 8313221. General cargo. Length 170 m, 8,745 t. Deflagged from Malta to St. Kitts and Nevis for her last voyage as *La Med*. Classification society Bureau Veritas. Built in 1985 in Oppama (Japan) by Sumitomo. Owned by Pola Med Ltd (Malte). Detained in 2001 in Dampier (Australia), in 2005 in Antwerp (Belgium) and in 2011 in Rio Grande (Brazil). Sold for demolition in India.



*Rimma* (ex-Ludmila, ex-Ludmila 1, ex-Volgo-Balt 129). IMO 8874902. General cargo. Length 114 m, 1,340 t. Cambodian flag. Classification society Ukraine Register of Shipping. Built in 1970 in Komarno (Slovakia) by Zavody Tazkeho Strojarsstva Yard. Owned by Poseidon Ltd (Ukraine). Detained in 2003 in Castellon de la Plana (Spain), in 2009 in Nikolayev (Ukraine), in 2010 in Constanta (Romania), in 2011 in Aliaga (Turkey), in 2012 in Mersin (Turkey), in 2013 in Iskenderun (Turkey) and in Temryuk (Russia), in 2014 in Azov (Russia) and Taganrog (Russia) and on June 12, 2015 in Aliaga again. This is the coup de grâce: she is finally beached for demolition in the same port. Silver medallist on the podium of substandard ships this quarter with 10 detentions.



Arriving at Aliaga © **Captain Selim**



*Rouen* (ex-Volgo-Balt 157). IMO 8230223. General cargo. Length 114 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1972 in Komarno (Slovakia) by ZTS Yard. Owned by Vernon Shipping Ltd (Ukraine). Detained in 1999 in Eleusis (Greece), in 2005 in Izmit (Turkey), in 2006 in Gemlik (Turkey), in 2007 in Nikolayev (Ukraine), in 2008 in Eysk (Russia), in 2009 in Izmit again and in Nikolayev then in Kerch (Ukraine), in 2011 in Theodosia (Ukraine), in 2013 in Kdz Eregli (Turkey) and in 2014 in Aliaga (Turkey). Sold for demolition in Turkey. Gold medallist on the podium of substandard ships this quarter with 11 detentions.



*Rouen* at Beyrouth, (Lebanon) October 2010  
© Sohulyayev Anton

*Sea Effort* (ex-Century 7, ex-Ocean Ace, ex-Shinnichifuji Maru). IMO 7425601. General cargo. Length 84 m, 1,097 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1975 in Kinoe (Japan) by Sasaki. Owned by Dalitora Projects Ltd (Russia). Detained in 2003 in Yokkaichi (Japan) and in Chiba (Japan), in 2005 in Chinhae (South Korea), in 2006 in Pohang (South Korea), in 2011 in Nanjing (China), in 2012 in Fushiki (Japan), in 2013 and 2015 in Hakata (Japan). Sold for demolition in Bangladesh.



*Sea Tiger* (ex-Kestrel, ex-Bakengracht). IMO 8014356. General cargo. Length 80 m, 2,041 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Shimizu (Japan) by Miho. Owned by Grand Marine Co Ltd (Russia). Detained in 2003 in Port-de-Bouc (France) and in 2014 in Vladivostok (Russia). Sold for demolition in Bangladesh. 370 \$ per ton.



*Star Dieppe* (ex-Star Shiraz). IMO 7507265. General cargo. Length 183 m. Norwegian flag (NIS). Classification society Det Norske Veritas. Built in 1977 in Tamano (Japan) by Mitsui. Owned by Grieg Star AS (Norway). Sold for demolition in Xinhui, China.



By Double Bluff, Washington State, Whidby Island in backlit early morning haze. Salish Sea. May 2013  
© Clark Crawford



*Sunrise R* (ex-Little Miss, ex-Al Waleed, ex-Sevilla, ex-Widar, ex-7386946. General cargo. Length 93 m. Sierra Leone flag. society Dromon Bureau of Shipping. Built in 1973 in Neuenfelde by JJ Sietas. Owned by SC Rezkozan Impex (Romania). Detained in 1998 in Gioia Tauro (Italy), in 1999 in Heraklion (Greece), in 2000, 2001 and 2004 in Gioia Tauro again, in 2010 in Izmit (Turkey) and in 2012 in Damietta (Egypt). Sold for demolition in Turkey.



*Wiking*. IMO Classification (Germany) by

*Toscana* (ex-Star Toscana, ex-Cielo Di Monfalcone, ex-Toscana). IMO 9158410. General cargo. Length 190 m, 11,442 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Huludao (China) by Liaoning Bohai ; jumboized in 2006 and lengthened from 174 to 190 m. Owned by H Bertling Reederei GmbH (Germany). Detained in 2014 in Civitavecchia (Italy) and in Xiamen (China). Sold for demolition in India. 407 \$ per ton.



*Xin Yang 9* (ex-Fengshun 16, ex-Tokuyama Maru). IMO 8415990. General cargo. Length 70 m, 755 t. Sierra Leone flag. Classification society Overseas Marine Certification Services. Built in 1984 in Saiki (Japan) by Miura. Owned by Integrity Ocean Co Ltd (Hong Kong, China). Detained in 2001 in Tokuyama, Niigata and Yokohama (Japan), in 2002 de nouveau in Yokohama, in 2010 in Taizhou (China), in 2011 in Onomichi (Japan) and Yingkou (China) and in 2014 in Penang (Malaysia). Sold for demolition in Bangladesh.



*Zheng Yang* (ex-Tasman PathfindIndiar, ex-La Esperanza). IMO 8918253. General cargo. Length 177 m, 8,704 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Setoda (Japan) by Naikai. Owned by Eastern Rain International Ship Management Co Lt (China). Detained in 1999 in Los Angeles (United States), in 2010 in Nanjing (China), in 2013 in Guangzhou (China) and Tianjin (China) and in 2014 in Hong Kong. Sold for demolition in Bangladesh. 382 \$ per ton.



As *Tasman Pathfinder* in Bluff, New Zealand, June 2007 © Chris Howell

## Heavy load carrier

*Jumbo Spirit*. IMO 9083122. Heavy load carrier. Length 94 m. Dutch flag.



Classification society Lloyd's Register of Shipping. Built in 1995 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Kahn Scheepvaart BV (Netherlands). Detained in 2003 in Marina di Carrara (Italy). Sold for demolition in Turkey.



*Jumbo Spirit* leaving Hamburg, Germany; seen from Bubendey Ufer, June 2014 © Jens Boldt



## Reefer

*Baltic Sky* (ex-Asian Reefer). IMO 7632278. Reefer. Length 144 m, 7,281 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Nagasaki (Japan) by Hayashikane. Owned by Ost-West-



Handelund Schifffahrt GmbH (Germany). Detained in 2003 in Saint Petersburg (Russia), in 2007 in Antwerp (Belgium) and in 2010 in Vlissingen (Netherlands). Sold for demolition in Bangladesh. 423 \$ per ton.



© Foto Flite

## Container ship

*An Chun*. IMO 8501658. Container ship, 1238 teu. Length 150 m, 4,647 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines Ltd (Taiwan). Detained in 2000 in Mizushima (Japan) and in Hong Kong (China). Sold as is in Hong Kong for demolition in India. 305 \$ per ton.



*AT 14* (ex-Suzanne, ex-Thor Suzanne, ex-Maersk Basse Terre, ex-Thor Suzanne, ex-



*Suzanne Sif*, ex-Norasia Adria, ex-Suzanne Sif). IMO 9002403. Container ship, 960 teu. Length 134 m, 4,540 t. Togolese flag. Classification society Bulgarian Register of Shipping. Built in 1992 in Frederikshavn (Denmark) by Orskov Christensens. Owned by T Fleet Management Ltd (Lebanon). Sold for demolition in India. 367 \$ per ton.



© Alang Ship Info



*Suzanne Sif* © Ship Base



At Marsaxlokk waiting area anchorage, Malta. February 2011

© Danylo Myachyn

*Banga Bonik* (ex-Dolphin Express, ex-Eagle Breeze). IMO 8126159. Container ship, 456 teu. Length 127 m, 3,335 t. Bangladeshi flag. Classification society GermanischerLloyd. Built in 1983 in Ishinomaki (Japan) by Yamanishi. Owned by HRC Shipping Ltd (Bangladesh). Detained in 1999 in Guam (United States) and in 2006 in Colombo (Sri Lanka). Sold for demolition in Bangladesh.



*Easeline Tianjin* (ex-PU Harmony, ex-Nantai Princess). IMO 8421573. Container ship, 1232 teu. Length 156 m, 4,701 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1985 in Kochi (Japan) by Shin Yamamoto. Owned by Tianjin International Marine Shipping Co (China). Detained in 2009 in Yantai (China). Sold for demolition in Bangladesh.



*Hanjin Elizabeth* (ex-Hanjin Barcelona). IMO 9015539. Container ship, 4024 teu. Length 290 m, 18,949 t. Deflagged from Panama to Comoros for her last voyage as *Hanji*. Classification society Korean Register of Shipping. Built in 1992 in Busan (South Korea) by Hanjin HI Co. Owned by Tsakos Columbia Shipmanagement (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 422 \$ per ton including 250 t of bunkers.



*Hanjin Elizabeth*, Savannah, Georgia, United States, March 2012 © Frank Crowe

*Heidelberg Express* (ex-Ville de Verseau, ex-Heidelberg Express). IMO 8711370. Container ship, 2803 teu. Length 236 m. Bermuda flag. Classification society Germanischer Lloyd. Built in 1989 in Kiel (Germany) by Howaldtswerke-DW ; jumboized in 1992 and lengthened from 206 to 236 m. Owned by Hapag-Lloyd AG (Germany). Detained in 2005 in Aqaba (Jordan). Sold for demolition in Turkey.



*Heidelberg Express* at Melbourne (Australia), December 2009 © Andrew Mackinnon


*Hub Grandiose* (ex-Micronesia Nations). IMO 9123958. Container ship, 714 teu. Length 129 m, 4,428 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1995 in Iwagi (Japan) by Iwagi Zosen. Owned by Hub Shipping (Malaysia). Sold for demolition in Bangladesh.



*Hub Stellar (ex-Micronesia Navigator)*. IMO 9084774. Container ship, 714 teu. Length 129 m, 4,400 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1994 in Iwagi (Japan) by Iwagi Zosen. Owned by Hub Shipping (Malaysia). Sold for demolition in Bangladesh. 410 \$ per ton.



At Singapore, July 2013 © John Regan

 *Maestra Atlantico (ex-Norsul Atlântico, ex-Atlantico Sul, ex-Lloyd Atlantico)*. IMO 8300016. Container ship. Length 188 m, 10,339 t. Deflagged from Brazil to St. Kitts and Nevis for her last voyage as *Atlantico*. Classification society RINA. Built in 1986 in Rio de Janeiro (Brazil) by Ishikawajima Brasil for Lloyd Brasileiro. In 2002, the Brazilian Navy intended to use her as a logistic support vessel under the name *Atlantico Sul* G40; the ship remained in Lloyd Brasileiro merchant fleet. In 2009 she was acquired by Companhia de Navegação Norsul S.A then in 2010 by Maestra Navegação e Logística S/A.. Maestra went bankrupt in December 2013. 3 vessels of the Brazilian ship owner already left for demolition (Cf. "[Shipbreaking](#)" #37). *Atlantico* will follow *Maestra Caribe* and *Maestra Pacifico* in Alang; *Maestra Mediterraneo* was beached in Bangladesh. All had been deflagged to St. Kitts and Nevis.



Lloyd Brasileiro , Norsul and Maestra, the 3 colours of the Brazilian container ship © NaviosBrasileiros



*MOL Wisdom (ex-Alligator Wisdom)*. IMO 9101601. Container ship, 2542 teu. Length 245 m, 15,729 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Numakuma (Japan) by Tsuneishi. Owned by Mitsui OSK Lines (Japan). Sold for demolition in India. 435 \$ per ton

*MOL Wisdom*, Keelung (Taiwan); November 2012  
© Chun-Hsi

*Xiang Xiu* (ex-Dolphin Bravery, ex-Xiang Xiu). IMO 9079822. Container ship, 316 teu. Length 108 m. Panamanian flag. Classification society China Classification Society. Built in 1994 in Busan (South Korea) by Daedong SB Co. Owned by Shanghai Puhai Shipping Co Ltd (China). Detained in 2000 in Busan (South Korea). Sold for demolition in Jiaojiang, China.



*Xiang Xi*, leaving Kobe (Japan) in August 2007 © Ivan Meshkov

*Ya He* (ex-Dainty River). IMO 9043017. Container ship, 2021 teu. Length 188 m, 8,870 t. Chinese flag. Classification society China Classification Society. Built in 1993 in Incheon (South Korea) by Halla HI. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

*Zhong Wai Yun Hu Men* (ex-Northern Trust, ex-COSCO Bremerhaven, ex-COSCO Norfolk, ex-Choyang Phoenix, ex-Ville de Lyra). IMO 9064841. Container ship, 3330 teu. Length 240 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Sinotrans (China). Detained in 2011 in Shenzhen (China). Sold for demolition in China in Xiasha.



*Zim Asia* IMO 9113654. Container ship, 3429 teu. Length 254 m, 16,900 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kiel (Germany) by Howaldtswerke-DW. Owned by Zim Integrated Shipping (Israel). Detained in 2010 in Hamburg (Germany) and in 2012 in Novorossiysk (Russia). Sold for demolition in India. 400 \$ per ton.



*Zim Asia*, Busan New Port, Rep. of Korea, April 2012 © V Tonic



## Bulk carrier

*ABM Dynamic* (ex-*Pan Dynamic*, ex-*Rubin Doga*, ex-*Sophia*). IMO 8502810. Bulk carrier. Length 167 m, 5,487 t. Dominica flag Classification society Korean Register of Shipping. Built in 1985 in Onishi (Japan) by Shin Kurushima. Owned by Mallah Ship Management Co (Greece). Detained in 2009 in Liverpool (United Kingdom). Sold for demolition in Pakistan.



At Avonmouth/Bristol to load scrap metal for Chennai, India. March 2009. © **Arthur Terry**



April 2014, Gadani beach © **Shahid**


*Adamastos* (ex-*V-Rod*, ex-*Bertram*, ex-*Salmas*, ex-*Miltiadis*, ex-*Atlantic Leader*). IMO 9087269. Bulk carrier. Length 225 m, 10,486 t. Liberian flag. Classification society RINA. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Phoenix Shipping & Trading (Greece). Detained in 2007 in Gladstone (Australia) and in 2013 in Belem (Brazil). Sold for demolition in Turkey. See the chapter « Grexit for 2 bulk carriers », p 2



The cargo vessel *V-ROD* at anchor on the Columbia River while awaiting orders to travel up river. Astoria, Oregon USA. March 2012 © **Beth E. Parrish**

*Aeolian Glory* (ex-*Martha Verity*, ex-*Dyna Caroway*). IMO 9116709. Bulk carrier. Length 280 m, 19,431 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Sasebo (Japan) by Sasebo H.I.. Owned by Swissmarine Inc (Greece). Detained in 2009 in Dampier (Australia), in 2013 in Zoushan (China) and in 2014 in Newcastle (Australia). Sold for demolition in Bangladesh. 382 \$ per ton including a 34 t working propeller.



 *AG Vartholomeos* (ex-*Voge Prosperity*, ex-*National Prosperity*). IMO 9110511. Bulk carrier. Length 225 m, 11,750 t. Deflagged from Panama to Liberia for the end of her life. Classification society Det Norske Veritas. Built in 1995 in Copenhagen (Denmark) by Burmeister & Wain Skibsvaerft. Detained in 2003 in Vancouver (Canada), in 2006 in Kwinana (Australia), in 2007 in Murmansk (Russia) and in 2015 in Hamburg (Germany). Sold and beached for demolition in Bangladesh as *Ancona*. 365-380 \$ per ton. See all the details in the chapter « Grexit fo 2 bulk carriers », p 2.

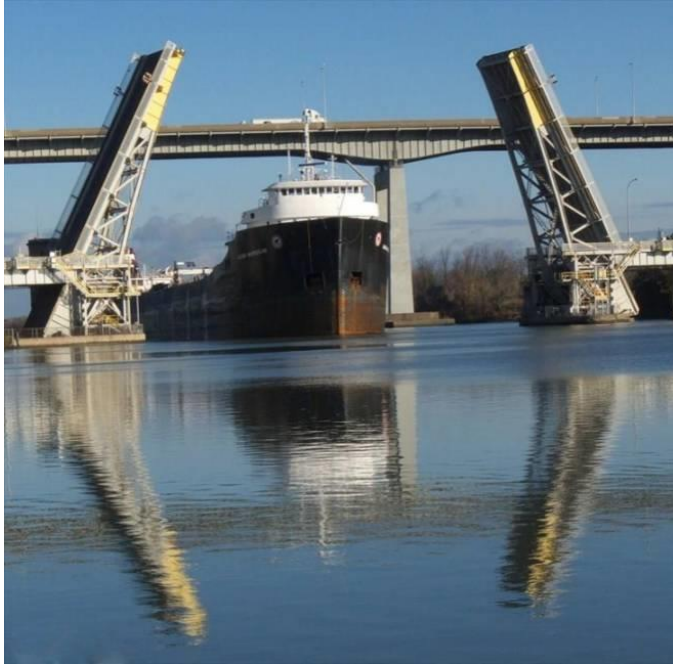




*Algoma Montrealais* (ex-*Montrealais*). IMO 5241142. Bulk carrier. Length 222 m. Deflagged from Canada to St. Kitts and Nevis for her last voyage under tow as *Mont.* Unknown classification society. Built in 1962 in Montreal (Canada) by Canadian Vickers ; fore



section built in Lauzon by GT Davie. Owned by Algoma Central Corp (Canada). For her last voyage, this pure laker will have to cross the Atlantic and the Mediterranean under tow. Sold for demolition in Turkey.



See also p 6, « Canada is clearing out the Past”.

*Montrealais* passing under Homer Bridge, St. Kitts on the Welland canal. November 2013  
© David Brown

*Alpha Action* (ex-*Action*, ex-*World Action*). IMO 9074494. Bulk carrier. Length 275 m, 18,615 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Alpha Bulkers Shipmanagement (Greece). Detained in 2009 in Dampier (Australia) and in 2011 in Shenzhen (China). Sold for demolition in Pakistan. 421 \$ per ton including 500 t of bunkers.



© Robin des Bois



*Aman Trader* (ex-*Med Trust*, ex-*China Trader*, ex-*Libra*, ex-*Zirje*). IMO 8906535. Bulk carrier. Length 192 m, 10,166 t. St. Kitts and Nevis flag. Classification society RINA. Built in 1990 in Split (Croatia) by Brodosplit. Owned by Seacon Shipsmanagement (Hong Kong, China). Detained in 2000 in Novorossiysk (Russia), in 2001 in Bell Bay (Australia), in 2007 in Iskenderun (Turkey), in 2009 in Antwerp (Belgium), in 2012 in New Orleans (United States) and in 2014 in Durban (South Africa). Sold for demolition in Bangladesh. 368 \$ per ton.



*China Trader*, March 2002, Inward Bound for Ravensbourne Fertilizer Works, Dunedin (New Zealand)  
© Wayne ACourt



*Amar Muhieddine* (ex-*Spirit of Alpha*, ex-*Papayiannis*, ex-*Merah Hati*, ex-*Young Sprout*). IMO 8413942. Bulk carrier. Length 160 m, 5,733 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Imabari (Japan) par. Imabari Zosen Owned by Judi Group (Lebanon). Detained in 1999 in Gulfport (United States), in 2001 in Middlesbrough (United Kingdom) and in 2012 twice in Novorossiysk (Russia). Sold for demolition in Pakistan. 404 \$ per ton.



*Amar Muhieddine*, April 2011, at Rio Grande, Brazil. © Rogério Cordeiro

*Amira Nadya* (ex-*Lea*, ex-*Drake*, ex-*Oriental Viking*, ex-*Sanko Silver*). IMO 8307430. Bulk carrier. Length 190 m, 7,778 t. Tuvalu flag. Classification society RINA. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Maritime Agencies Co (Egypt). Sold for demolition in Pakistan.



In June 2010 at Istanbul, Turkey © Gerolf Drebes



In May 2015, at Gadani, Pakistan © Shahid

*Anangel Omonia*. IMO 9111955. Bulk carrier. Length 225 m, 10,473 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services (Greece). Sold as is in Fujairah for demolition in Pakistan. 400 \$ per ton including 200 t of bunkers. She was renamed *EI Omonia* for her last voyage.



July 2008 © Marine Traffic



*Anangel Splendour*. IMO 9045560. Bulk carrier. Length 270 m, 19,462 t. Deflagged from Greece to Comoros for her last voyage as *Angel*. Classification society American Bureau of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services (Greece). Sold for demolition in Pakistan. 413 \$ per ton including 520 t of bunkers.



June 2015, a big shark on Gadani beach.  
© Nomi Raheem



23/05/2015 12:52

*Andhika Sharmila* (ex-*Glory Guangzhou*, ex-*Pontodromon*, ex-*Crystal Grace*). IMO 8318702. Length 225 m, 10,380 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by Andhika Lines (Indonesia). Detained in 2005 in Foynes (Ireland) and San Antioco (Italy), in 2007 in Genoa (Italy) and in 2011 in Vungtau (Vietnam). Sold as is in Singapore for demolition in Bangladesh. 340 \$ per ton.



*Aquagem*. IMO 9120956. Bulk carrier. Length 283 m, 22,095 t. Liberian flag. Classification society Det Norske Veritas. Built in 1997 in Samho (South Korea) by Halla. Owned by C Transport Maritime SAM (Monaco). Detained in 2010 in Port Hedland (Australia). Sold for demolition in Pakistan. 381 \$ per ton.



*Aquagem*, anchored at Guanabara Bay/Rio de Janeiro Brazil.  
June 22, 2014 © Edson de Lima Lucas



19/05/2015 12:38

Beached at Gadani, May, 19 2015 © Nomi Raheem



*Armia Ludowa*. IMO 8502535. Bulk carrier. Length 195 m, 8,421 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Polsteam (Poland). Detained in 2009 in Rouen (France) and in 2012 in Mersin (Turkey). Sold for demolition in Bangladesh. 400 \$ per ton.



October 2014, at Malaga, Spain © Franela

*Asean Prosper* (ex-Baltic Frontier, ex-Sincere Success). IMO 9019030. Bulk carrier. Length 174 m, 6,439 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Usuki (Japan) by Minami Nippon. Owned by Glory Ship Management (Singapore). Detained in 2006 in Geraldton (Australia), in 2008 in San Francisco (United States), in 2009 in Useless Loop (Australia) and in 2012 in Useless Loop again, then in Onahama (Japan) and in Kandla India). Sold for demolition in India. 370 \$ per ton.



© Robin des Bois

*Bao Long* (ex-Yong Ping 9, ex-Golden, ex-Golden Trader, ex-Golden Venture, ex-New Lilac, ex-Sanko Lilac). IMO 8307909. Bulk carrier. Length 188 m, 7,179 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Yang Pu Zhe Hai Shipping (Hong Kong, China). Detained in 2000 in Dampier (Australia), in 2009 in Rotterdam (Netherlands) and in 2013 in Zhanjiang (China). Sold for demolition in Bangladesh.

*Bashundara-1* (ex-Topaz). IMO 8316211. Bulk carrier. Length 189 m, 8,650 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kobe (Japan) by Kawasaki. Owned by Symphony Ship Management (Bangladesh). Detained in 2011 in Paradip (India), in 2012 in Tianjin (China) and in 2013 in Nanjing (China). Sold for demolition in Bangladesh, 380 \$ per ton.

*Berge Prosperity* (ex-SG Prosperity, ex-Lauderdale, ex-SG Prosperity). IMO 9115705. Bulk carrier. Length 312 m, 25,596 t. Isle of Man flag. Classification society Det Norske Veritas. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Berge Bulk (Singapore). Detained in 2014 in Tianjin (China). Sold for demolition in Pakistan. 395 \$ per ton.



*Berge Prosperity* at Gadani, May 2015  
© Nomi Raheem

*Berge Vik* (ex-BW Vik, ex-Berge Vik, ex-Tijuca). IMO 8314483. Ex combined carrier (OBO) converted to ore carrier in 2004. Length 332 m, 46,262 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1987 in Rio de Janeiro (Brazil) by Ishibras. Owned by Berge Bulk (Singapore). Sold for demolition in Pakistan. 430 \$ per ton. She is the biggest ship to be broken up this quarter.

In Brazilian times, the OBO *Tijuca*  
© Auke Visser



*Bergen Max* (ex-Bunga Saga Tiga). IMO 9050383. Bulk carrier. Length 225 m, 10,489 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by EnterprisesShipping & Trading (Greece). Detained in 1999 in Amsterdam (Netherlands), in 2000 in Gladstone (Australia), in 2004 in Newcastle (Australia), in 2005 in Seattle (United States) and in 2006 in Esbjerg (Denmark). Sold for demolition in Pakistan. 380 \$ per ton.



Port of Santos, in São Paulo (Brasil), October 2010. Transgenic soya bean dust flying over her deck  
© by Rogério Cordeiro

*Best Trader* (ex-CE Express, ex-Action Express). IMO 8914063. Bulk carrier. Length 225 m, 12,982 t. Panamanian flag. Classification society RINA. Built in 1990 in Tadotsu (Japan) by Hashihama Zosen ; completed in Numakuma by Tsuneishi. Ex tanker converted to bulk carrier in 2011 by the Chinese yard COSCO Zoushan. Owned by Skaarup Management (Hong Kong, China). Detained in 2000 in Incheon (South Korea). Sold for demolition in Bangladesh. 408 \$ per ton.



*Boonrika Naree* (ex-Port Star). IMO 8914738. Bulk carrier. Length 177 m, 6,054 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Toyohama (Japan) by Kanasashi. Owned by Precious Shipping Public Co Ltd (Thailand). Detained in 2005 in Silvertown (United States), in 2009 in Grundartangi (Iceland) and in 2012 in Portocel (Brazil). Sold for demolition in India. 370 \$ per ton.





*Brazil* (ex-Grand Nike, ex-Nike, ex-China Transport). IMO 9106613. Bulk carrier. Length 270 m, 18,835 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Sold for demolition in Bangladesh. 7,2 millions, i.e. 382 \$ per ton.



*C Ballad* (ex-Enforcer, ex-Priory Bay, ex-Trichord Success-). IMO 9046265. Bulk carrier. Length 167 m, 6,818 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Hakodate (Japan) by Hakodate Dock. Owned by Blossom Maritime Corp (Greece). Detained in 2003 in Singapore and in 2011 in Port Kembla (Australia). Sold for demolition in India.



*C Way* (ex-Piran). IMO 8511524. Bulk carrier. Length 151 m, 5,404 t. St. Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Pula (Croatia) by Uljanik. Owned by Century Shipping & Trading (Singapore). Detained in 2003 in Hong Kong, in 2007 in Gwangyang (South Korea), in 2008 in Yokohama (Japan) and in 2009 in Dunkirk (France). Sold for demolition in Bangladesh.



*Cape London* (ex-Lian Fu Star, ex-Hai Shi, ex-Pacific Yuansheng, ex-Bet Performer, ex-Mineral Poterne, ex-Channel Poterne). IMO 9127485. Bulk carrier. Length 289 m, 20,737 t. Liberian flag. Classification society Bureau Veritas. Built in 1997 in Tsu (Japan) by NKK. Owned by MKTM Ltd (Ukraine). Detained in 2004 in Dampier (Australia). Sold for demolition in Bangladesh. 364 \$ per ton.



*Cape Melbourne* (ex-Melbourne, ex-Hanjin Melbourne, ex-Westin Seven). IMO 8517982. Bulk carrier. Length 291 m, 21,831 t. Dominica flag. Classification society Bureau Veritas. Built in 1987 in Ulsan (South Korea) by Hyundai. Detained in 2001 in Rotterdam (Netherlands), in 2002 in Port Walcott (Australia), in 2007 in Gijon (Spain) and in 2012 in Rizhao (China). Owned by Leader Shipmanagement (Ukraine). Sold for demolition in India and renamed *Omega* for her last voyage. 370 \$ per ton.



*Cape Melbourne*, June 2012 at Istanbul, Turkey © Frank Behrend



*Cape Pioneer* (ex-Dong-A Saturn, ex-Bao Shan). IMO 9044322. Bulk carrier. Length 270 m, 18,567 t. Panamanian flag, St. Kitts and Nevis flag for her last voyage as *de Pioneer*. Classification society CR Classification Society. Built in 1994 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Sea Pioneer Marine Corp (Taiwan). Detained in 2004 in Gladstone (Australia), in 2005 in Newcastle (Australia), in 2012 in Newcastle again then in Norfolk (United States) and Yuzhnyy (Ukraine). Sold for an unspecified destination of demolition, she was finally beached in Chittagong on July 13. 6,4 millions \$, i.e. 350 \$ per ton.

*Capt Nazih* (ex-Valparaiso, ex-Pretty Lady, ex-Senorita, ex-Solar Eterna, ex-Eastern Gloria, ex-Tsukubasan Maru). IMO 8324385. Bulk carrier. Length 186 m, 8,032 t. Belize flag. Classification society RINA. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by GMZ Ship Management Co (Lebanon). Sold for demolition in Pakistan. 376 \$ per ton.

*Captain Nihat* (ex-Ardno, ex-Gardno, ex-Kopalnia Miechowice). IMO 7725726. Bulk carrier. Length 159 m, 5,000 t. Georgian flag. Classification society Polski Rejestr Statkow. Built in 1980 in Govan (United Kingdom) by Govan SB. Owned by Derpina Shipping and Trading (Turkey). Detained in 2007 in Nikolayev (Ukraine). Sold for demolition in India.



*Captain Nihat*, port of Odessa, Ukraine, loading at berth 12. March 2015 © vovashap



Waiting for demolition in Alang © Alang Ship Info

*Channel Alliance*. IMO 9127461. Bulk carrier. Length 289 m, 20,850 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Tsu (Japan) by NKK. Owned by Golden Ocean Group (Norway). Detained in 2001 in Dampier (Australia). Sold for demolition in Bangladesh. 395 \$ per ton.



*Channel Navigator*. IMO 9127473. Bulk carrier. Length 289 m, 20,770 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Tsu (Japan) by NKK. Owned by Golden Ocean Group (Norway). Detained in 2010 in Hay Point (Australia). Sold for demolition in Pakistan. 395 \$ per ton.



*Channel Navigator*, in Rio de Janeiro (Brazil) December 2007 © Cesar T. Neves



At Gadani © Shahid

*Charles Martin* (ex-Algonquin, ex-Raymond E Galvin, ex-Chevron Pacific). IMO 8005006. Bulk carrier. Length 179 m, 6,938 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kobe (Japan) by Mitsubishi. Owned by



FML Ship Management Ltd (Cyprus). Detained in 2010 in Galveston (United States). Sold for demolition in India. 382-392 \$ per ton.

February 14, 2013  
*Charles Martin* at Kenner anchorage, New Orleans, LA, USA © Foggy / Shipspotting



*Chikuzen 8 (ex-Chikuzen Maru)*. IMO 9044463. Bulk carrier. Length 270 m, 18,295 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mizushima (Japan) by Sanoyas Hishino Meisho ; completed in Sumitomo by Oppama. Owned by Zhong Yuan Shipping Co Ltd (Hong Kong, China). Detained in 2006 in Newcastle (Australia). Sold for demolition in Pakistan. 421 \$ per ton.



*Constantia (ex-Cape Mercury, ex-First Mercury)*. IMO 9132686. Bulk carrier. Length 289 m, 20,000 t. Bahamian flag. Classification society Bureau Veritas. Built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by Enterprises Shipping & Trading (Greece). Detained in 2009 in Gladstone (Australia). Sold for demolition in Pakistan. 384 \$ per ton.



*Constantia*, in Narvik (Norway), October 2009 © Dagfinn Aspnes

*Dong Ping Shan*. IMO 8601252. Bulk carrier. Length 195 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Dalian (China) by Dalian SY Co. Owned by China Shipping Development Co (China). Sold for demolition in Jiangyin, China.

*Emerald II (ex-Varanasi)*. IMO 8321101. Bulk carrier. Length 189 m, 10,206 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1987 in Okpo (South Korea) by Daewoo. Owned by Gulf of Aden Shipping (United Arab Emirates). Detained in 2011 in Bandar Khomeini (Iran) and in 2014 in Kandla (India), Suez (Egypt) and Constanta (Romania) and in Suez again. Sold for demolition in Pakistan.



© Tropic Maritime Photos



A piece of *Emerald II*, Gadani © Shahid

*Empress*. IMO 9039145 Bulk carrier. Length 274 m, 17,777 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by H-Line Shipping Co Ltd (South Korea). Sold for demolition in Pakistan. 375 \$ per ton.



Inbound Hamburg (Germany),  
September 2010  
© PixelOpa

*Eternity* (ex-*Carbon M*, ex-*Puma*, ex-*Ocean Grace*, ex-*Katendrecht*, ex-*Dunaj*). IMO 8701480. Bulk carrier. Length 195 m, 8,980 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Makro Denizcilik (Turkey). Detained in 2002 in Portland (United States) and in 2014 in Nanjing (China). Sold for demolition in Bangladesh.



*Eva* (ex-*Ocean Roya*). IMO 8517994. Bulk carrier. Length 191 m, 8,715 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Vulcanus Technical Maritime Enterprises SA (Greece). Sold for demolition in India.



*Ever Glory* (ex-*Tradco I*, ex-*Zini*). IMO 7501338. Bulk carrier. Length 156 m, 5,105 t. Panamanian flag. Classification society International Register of Shipping. Built in 1976 in Mukaishima (Japan) by Hitachi. Owned by Universal International Corp (Taiwan). Detained in 2003 in Salerno (Italy), in 2009 in Guangzhou and in 2011 and 2013 in Zhangjiagang (China). Sold for demolition in India.



*Ever Glory* at Baoshan, Shanghai, China  
May 2009 © AAA / Shipspotting



*Fengli 1* (ex-*Cape Africa*). IMO 9010735. Bulk carrier. Length 270 m, 18,430 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1991 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Glory Asia Ocean Shipping Ltd (China). Detained in 2002 in Amsterdam (Netherlands), in 2003 in Hamburg (Germany), in 2004 in Gijon (Spain) and in 2006 and 2007 in Dampier (Australia). Sold for demolition in Bangladesh. 382 \$ per ton including 800 t of bunkers.






*Georgia K* (ex-*Birch 4*, ex-*Singapore Grace*, ex-*Millenium Bright*, ex-*Jodi F Millenium*). IMO 9224099. Bulk carrier. Length 160 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Imabari (Japan) by Imabari Zosen. Owned by Birch Shipping Ltd (Hong Kong, China). Sold for demolition in China.



*Birch 4* berthed at Napier (New Zealand), October 2010 unloading phosphate from Nauru © Tony des Landes

*Glory Claire* (ex-*Cape Eregli*, ex-*Obeliks*). IMO 9190913. Bulk carrier. Length 289 m, 20,557 t. Marshall Islands flag. Classification society China Classification Society. Built in 2000 in Kure (Japan) by Ishikawajima-Harima. Owned by Seastar Shipping (China). Detained in 2013 in Dampier (Australia). Sold for demolition in Pakistan. 394 \$ per ton.



 *Glory Comfort* (ex-*Blazing River*). IMO 9072628. Bulk carrier. Length 270 m, 18,475 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Leo II*. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mihara (Japan) by Koyo Dock. Owned by Taiwan Maritime Transportation Co(Taiwan). Detained in 2011 in Bandar Khomeini (Iran). Auctioned as is in Hong Kong and beached for demolition in Bangladesh. 390 \$ per ton.



*Glory Comfort*, October 27, 2012, Hay Point, Australia, alongside HPS Hay Point, loading coal. © Tropic Maritime Photos, Australia

*Gold Sand* (ex-*Jui Tai N° 2*, ex-*Hai Shen*, ex-*Theoskepasti*, ex-*Genesis*, ex-*Beau Genesis*, ex-*Kazuei Maru*). IMO 7638985. Bulk carrier. Length 148 m, 4,595 t. Panamanian flag. Classification society International Register of Shipping. Built in 1977 in Imabari (Japan) by Imabari Zosen. Owned by Vanguard Shipping Safety Management Consultant Co Ltd (Taiwan). Detained in 2002 in Fuzhou (China), in 2003 in Guangzhou (China), in 2008, 2010 and 2012 in Ningde (China), in 2013 in Xiamen (China) and in 2014 in Ningde again. Sold for demolition in Bangladesh.



*Golden Bell*. IMO 8813661. Bulk carrier. Length 312 m, 24,736 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Koje (South Korea) by Samsung. Owned by Korea Line Corp (South Korea). Sold for demolition in Pakistan. 390 \$ per ton.



Iron ore carrier *Golden Bell* arriving at Port Hedland (Australia), July 2007 © boyesy/ Shipspotting

*Grand Rodosi* (ex-*Rodosi Breeze*, ex-*Mehmet Bey*, ex-*Silvaplane*). IMO 8800327. Bulk carrier. Length 225 m, 10,244 t. Liberian flag. Classification society Bureau Veritas. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 2012 in Port Giles (Australia). Sold for demolition in Bangladesh.



*Great Bless*. IMO 9129926. Bulk carrier. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Samho (South Korea) by Halla. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in Jingjiang, China.

*Great Bright*. IMO 9138991. Bulk carrier. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 1997 in Samho (South Korea) by Halla. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2003 in Quebec City (Canada) and in 2011 in Port Hedland (Australia). Sold for demolition in Xinhui, China.

*Great Calm*. IMO 9116345. Bulk carrier. Length 186 m, 7,966 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Tadotsu (Japan) by Hachihama Zosen. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in Jiangyin, China.

*Great Eternity* (ex-*Great Majesty*). IMO 9143477. Bulk carrier. Length 190 m. Hong Kong flag. Classification society Bureau Veritas. Built in 1998 in Jinhae (South Korea) by Daedong SB Co. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2011 in Kwinana (Australia). Sold for demolition in Xinhui, China.

*Great Glory*. IMO 9138989. Bulk carrier. Length 225 m, 10,716 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Samho (South Korea) by Halla. Owned by Sinotrans Ship Management Ltd (China). Sold for demolition in Xinhui, China.



July 13, 2014, about to pass under the Benicia-Martinez Bridge California, United States © Oldkayaker



*Great Happy*. IMO 9136474. Bulk carrier. Length 186 m, 7,933 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Tadotsu (Japan) by Hachihama Zosen. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in Xinhui, China.



*Great Hope* (ex-*Meridian Navigator*, ex-*Nego Wes*, ex-*Sanko Heritage*). IMO 8307492. Bulk carrier. Length 175 m, 6,727 t. Deflagged from Panama to Cambodia for her last voyage as *Hope*. Classification society Panama Maritime Documentation Services. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Hua Heng Shipping Ltd (Hong Kong, China). Detained in 2006 in Kwinana (Australia), in 2009 in Tianjin (China) and in 2011 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



*Great Jade*. IMO 9129938. Bulk carrier. Length 225 m, 10,798 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Samho (South Korea) by Halla. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold as is in Hong Kong for demolition in Jiangyin, China.

*Great Luck*. IMO 9171204. Bulk carrier. Length 225 m, 10,601 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Imari (Japan) by Namura Shipbuilding. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in China.

*Great Motion*. IMO 9175468. Bulk carrier. Length 175 m. Hong Kong flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Hudong Zhonghua Shipbuilding. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in China.



Astoria, Oregon, United States, June 2011 © George J. Heiner

*Great Peace*. IMO 9116333. Bulk carrier. Length 186 m, 7,922 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Numakuma (Japan) by Tsuneishi. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in Jiangyin, China. 1.7 million \$ i.e. 215 \$ per ton.

*Great Peace* © Foto Flite





*Gurasis* (ex-*Fujian*, ex-*Umberto d'Amato*). IMO 9129574. Bulk carrier. Length 225 m, 11,585 t. St. Kitts and Nevis flag for her last voyage as *d'Urasis*. Classification society Lloyd's Register of Shipping. Built in 1997 in Castellammare (Italy) by Fincantieri Stabia. Detained in 2013 in Jiangyin (China). Acquired by Cape Shore Maritime Partners based in the United Arab Emirates prior to her departure for demolition in Pakistan.



*Gurasis* approaching Cascadia Terminal Vancouver, Canada to load Canadian grain © **Rick Voice**



Beached as *Urasis*, at Gadani © **Shahid**

*Hua Rong Shan*. IMO 8508175. Bulk carrier. Length 195 m, 10,417 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Dalian (China) by Dalian SY Co Owned by China Shipping Development Co (China). Sold for demolition in Jiangyin, China.



*Hua Sheng 2* (ex-*Wan Fu*, ex-*Yong Sheng*, ex-*Barcelona*, ex- *Brothers*, ex-*Tulip Islands*, ex-*Sanko Pinnacle*). IMO 8400220. Bulk carrier. Length 161 m, 5,700 t. Deflagged to St. Kitts and Nevis for her last voyage as *Sheng*. Classification society Indian Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Hainan Hai Yuan Xing Transport Co (China). Detained in 2005 in Vladivostok (Russia). Sold for demolition in Bangladesh. 350 \$ per ton.



*Ingenious* (ex-*Sea Mild*, ex-*Western Faith*, ex-*Sanko Auriga* ). IMO 8309012. Bulk carrier. Length 180 m, 7,140 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Ingenious Enterprise Ltd (China). Detained in 2010 in Vishakhapatnam (India), in 2012 in Shanghai (China) and in 2013 in Zhanjiang (China). Sold for demolition in Bangladesh.



*Ionian Prosperity* (ex-*Pacific Prosperity*, ex-*Dyna Mercury*). IMO 9198020. Bulk carrier. Length 290 m, 22,165 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Ionian*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Fairsky Shipping & Trading SA (Greece). Sold for demolition in India. 385 \$ per ton including 1600 t of bunkers.



*Ionian Prosperity* June 2013, Istanbul, Turkey © **Frank Behrends**



At Alang © **Sajjad Chowdhury**



*Iron King (ex-Kalahari)*. IMO 9108300. Bulk carrier. Length 280 m, 19,885 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Enterprises Shipping (Greece). Detained in 2003 in Newcastle (Australia), in 2010 in Ningbo (China) and in 2011 in Tianjin (China). Sold for demolition in Bangladesh. 384 \$ per ton including 1500 t of bunkers.



*Iron Queen (ex-Kardo)*. IMO 9116747. Bulk carrier. Length 280 m, 19,869 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Enterprises Shipping (Greece). Detained in 2002 in Hamburg (Germany) and in 2011 in Rotterdam. Sold for demolition in Pakistan. 419 \$ per ton.



May 19, 2015, *Iron Queen* at Gadani  
© Nomi Raheem

*Jag 1 (ex-Santhaasuria Lingam, ex-Ikan Selar, ex-Alam Selar, ex-Ikan Selar, ex-Santorini, ex-Sea Arrow)*. IMO 7722413. Bulk carrier. Length 164 m. Deflagged from Panama to Kiribati for her last voyage as de A1. Classification society Panama Maritime Surveyors. Built in 1978 in Tokyo (Japan) by Ishikawajima-Harima. Detained in 2003 in Gunsan (South Korea). Acquired by the Indian broker Doehle Danautic prior to her departure for demolition in India.



October 15, 1989 in Vancouver, Canada as *Ikan Selar* © Rick Garcia

*Jamil G (ex-Talty, ex-Kopalnia Szombierki)*. IMO 7725673. Bulk carrier. Length 159 m, 5,025 t. Cambodian flag. Classification society Polish Register of Shipping. Built in 1979 in South Bank (United Kingdom) by Smith's Dock Co. Detained in 2000 in Valencia (Spain). Owned by Yass Marine Co Ltd (Lebanon). Renamed *Sabino* in February 2015 prior to her departure for demolition in India.



*Kai Hong (ex-Cami, ex-Sal de America, ex-Nand Neeti, ex-Stove Tradition )*. IMO 8300535.



Bulk carrier. Length 188 m, 8,366 t. Panamanian flag. Classification society RINA. Built in 1985 in Mihara (Japan) by Koyo Dockyard Co. Owned by Kaili Shipping (Hong Kong, China). Detained in 1999 in Narvik (Norway), in 2014 in Kandla (India) and in 2015 in Singapore. Sold for demolition in Bangladesh. 360 \$ per ton.



© Photo Flite

*Konstantinos A.* IMO 9104122. Bulk carrier. Length 224 m, 10,176 t. Greek flag. Classification society Det Norske Veritas. Built in 1995 in Maizuru (Japan) by Hitachi. Owned by Aegean Bulk Co (Greece). Detained in 2011 in Port Lincoln (Australia) and in 2014 in Lianyungang (China). Sold for demolition in Pakistan. 405 \$ per ton.



*Konstantinos A.* Upstream Paraná River passing San Nicholas, Argentina. April 2007. © **Federico Bolognini**



At Gadani © **Shahid**

*Krateros (ex-Prabhu Puni, ex-Celine)*. IMO 9038787. Bulk carrier. Length 186 m, 8,072 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Tadotsu (Japan) by Hashihama Zosen ; completed in Numakuma by Tsuneishi. Owned by Nikator Navigation SA (Greece). Detained in 2004 in Vancouver (Canada), in 2006 in Gunsan (South Korea), in 2011 in Xiamen (China) and in 2013 in Quangninh (Vietnam). Sold for demolition in Bangladesh. 375 \$ per ton.



*La Paix (ex-Pacific Challenger)*. IMO 9081708. Bulk carrier. Length 270 m, 23,185 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1995 in Dalian (China) by Dalian New SB HI Co. Owned by NGM Energy (Greece). Sold for demolition in Bangladesh. 9.3 millions \$ i.e. 401 \$ per ton.



*La Paix*, at Richards Bay (South Africa), August 2014 © **David Gibbs**





*Lady Sadika* (ex-Dimitris Manios II, ex-Dimitris Manios, ex-Sanko Moon). IMO 8307040. Bulk carrier. Length 188 m, 7,352 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Hind Maritime Enterprises SA (Greece). Sold for demolition in Pakistan. 383 \$ per ton.



Nikolayev, Ukraine, June 2014 © Denis Kovalev

*Lian Hua* (ex-Lucky Pearl, ex-Nazli G, ex-Nova Cosmos, ex-Ho-Sho). IMO 8315176. Bulk carrier. Length 177 m, 6,940 t.



Panamanian flag. Classification society RINA. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Dragon Wealth Shipping (China). Detained in 1999 in Ghent (Belgium), in 2000 in Gladstone, in 2006 in Constanta (Romania), in 2007 in Murmansk (Russia) in 2009 in Odessa (Ukraine) and in 2014 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh. 395 \$ per ton.



© Robin des Bois

*Libra* (ex-Kastor P, ex-Jovian Lily, ex-Sea Augusta). IMO 8122610. Bulk carrier. Length 161 m, 5,607 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Terra NavisShipping Ltd (Greece). Detained in 2006 in Novorossiysk (Russia) and in 2012 in Iskenderun (Turkey). Sold for demolition in India.



← February 2009 © Marine traffic



*Libra* transiting the Dardanelles on 11th April 2014 © Mehmet Aksoy

*Long Yuan* (ex-Big Wave, ex-Kostrena, ex-Channel Alliance). IMO 8803886. Bulk carrier. Length 225 m, 9,980 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by Dia Yuan International Shipping Co (Hong Kong, China). Detained in 2005 in Port Hedland (Australia). Sold for demolition in India. 380 \$ per ton.



*Lucky Dolphin (ex-Yong Ma, ex-Ace Glory, ex-Fortune Road, ex-Shin Sendai)*. IMO



8711045. Bulk carrier spécialisé dans le transport de copeaux de bois. Length 193 m, 8,743 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in Oppama (Japan) by Sumitomo. Owned by Salam Pacific Indonesia Line (Indonesia). Detained in 2010, 2012, 2014 and 2015 in Haikou (China). Sold for demolition in India.

Port of Rio Grande (Brazil), December 2007  
© **Marcello Vieira**

*Lucky Forever (ex-Silver Mei, ex-Po Toi)*. IMO 8801785. Bulk carrier. Length 224 m, 9,724 t. Panamanian flag. Classification society RINA. Built in Sasebo (Japan) by Sasebo HI. Owned by Brother Marine Co (Hong Kong, China). Detained in 2013 in Ningbo (China) and in 2014 in Changzhou (China). Auctioned in Hong Kong for demolition in Bangladesh. 390 \$ per ton including 1000 t of bunkers.



*Margo (ex-Marquise, ex-Lepetane, ex-Libranave I)*. IMO 8126367. Bulk carrier. Length 173 m, 6,869 t. Barbados flag. Classification society Polish Register of Shipping. Built in Niteroi (Brazil) by CCN Maua. Owned by Seatrans Management (Greece). Detained in 1997 in Gdynia (Poland), in 2002 in Hamburg (Germany) and in 2011 in Xiamen (China). Sold for demolition in Pakistan.



*Margo*, mai 2015 in Gadani © **Seanav / Shipspotting**

*Marigold*. IMO 8815255. Bulk carrier. Length 312 m, 25,643 t. Panamanian flag. Classification society Korean Register of Shipping. Built in Ulsan (South Korea) by Hyundai. Owned by Korea Line Corp (South Korea). Sold for demolition in Pakistan. 390 \$ per ton.

*Mariner J (ex-Golden Apo)*. IMO 8405232. Bulk carrier. Length 167 m, 5,602 t. Dominica flag. Classification society RINA. Built in Onishi (Japan) by Kurushima. Owned by Mallah Ship Management Co (Greece). Sold for demolition in Bangladesh.



*Master Ismail (ex-Waralee Naree, ex-Grace Island)*. IMO 8202056. Bulk carrier. Length 161 m, 6,216 t. Cook Islands flag. Classification society Nippon Kaiji Kyokai. Built in Marugame (Japan) by Imabari Zosen. Owned by MTM United Co (Lebanon). Detained in 2004




in Kwinana (Australia), in 2012 in Novorossiysk (Russia) and in 2014 in Piraeus (Greece). Sold for demolition in Pakistan. 379 \$ per ton including 200 t of bunkers.

*Master Ismail*, June 2011 at Istanbul, Turkey © **Gerolf Drebes**



*Matrix (ex-Pacific Enterprise)*. IMO 9102942. Bulk carrier. Length 270 m, 22,848 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1996 in Dalian (China) by Dalian New SB HI Co. Owned by NGM Energy (Greece). Sold for demolition in Bangladesh. 420 \$ per ton.



 *Melchior (ex-Coal Glory, ex-Galene)*. IMO 9100102. Bulk carrier. Length 225 m, 10,336 t. Marshall Islands flag, Liberian flag pour son dernier voyage. Classification society American Bureau of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by AM NomikosTransworld Maritime Agencies SA (Greece). Detained in 2013 in Murmansk (Russia). Sold for demolition in Bangladesh. 391 \$ per ton.



*Melchior*, Panama Canal. Seen by Miraflores Locks webcam, June 2014 © David S. Tweedie

*Miden Max (ex-Bunga Saga Dua)*. IMO 9050371. Bulk carrier. Length 225 m, 9,919 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Enterprises Shipping & Trading (Greece). Detained in 2005 in Port Walcott (Australia) and in 2009 in Port Kembla (Australia). Sold for demolition in Pakistan with an eventual option in India ; the ship departed New Orleans. 385 \$ per ton including 200 t of bunkers and a 20 t working bronze propeller.



*Minghai*. IMO 9109914. Bulk carrier. Length 186 m, 7,588 t. Panamanian flag. Classification society .Det Norske Veritas Built in 1996 in Numakuma (Japan) by Tsuneishi. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

*Mino G (ex-Wigry, ex-Kopalnia Jastrzebie)*. IMO 7725697. Bulk carrier. Length 158 m, 5,026 t. Cambodian flag. Classification society Polish Register of Shipping. Built in 1979 in Govan (United Kingdom) by Govan SB. Owned by Jinard Shipping Co (Lebanon). Detained in 2001 in A Coruña (Spain), in 2011 in Monfalcone (Italy) and in 2014 in Eleusis (Greece). Sold for demolition in India.



*Myoken*. IMO 9146936. Bulk carrier. Length 229 m, 11,052 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Sasebo (Japan) by Sasebo HI. Owned by Universal Marine Corp (Japan). Detained in 2006 in Qinhuangdao (China) and in 2009 and 2013 in Newcastle (Australia). Sold for demolition in India. 4.5 millions, i.e. 407 \$ per ton.



In English Bay, British Columbia, Canada. December 2014 © Max Wei

*Nats Emperor* (ex-Seabee, ex-Morland, ex-Nacional Faro). IMO 7713125. Bulk carrier. Length 194 m, 9,058 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Setubal (Portugal) by Setenave. Owned by Pitiousa Shipping SA (Greece). Detained in 2010 in Hamburg (Germany) and in 2014 in Piraeus (Greece). Sold for demolition in Bangladesh. 410 \$ per ton.



*Nats Emperor*, at Keratsini, Piraeus, Greece. January 25, 2014 © Dennis Mortimer


*Natzutec* (ex-Ostria Breeze, ex-Isaac Light, ex-Handy Panther, ex-Pingwo Venture). IMO 7925895. Bulk carrier. Length 177 m, 7,667 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shimonoseki (Japan) by Hayashikane. Owned by Shanghai Anrita Shipping Co (China). Sold for demolition in Bangladesh. 360 \$ per ton.


*Nelvana*. IMO 8105492. Bulk carrier. Length 243 m. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by CSL Americas (United States). Sold for demolition in Turkey.

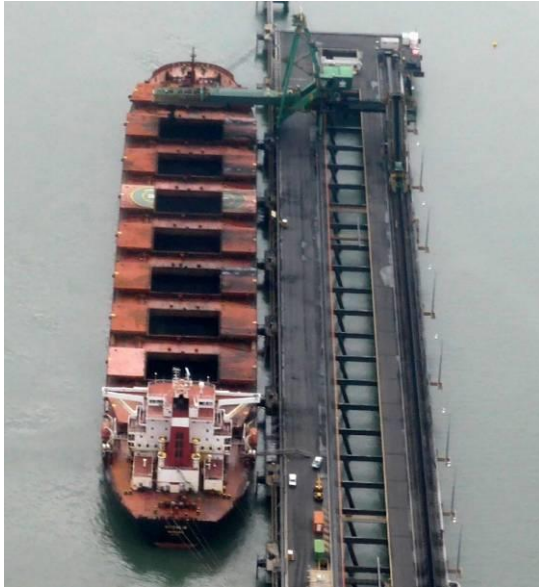



*Nelvana* anchored in Santa Marta Harbor (Colombia) waiting for loading a cargo of coal at Carbosan Terminal, September 2010 © Gusyev Pavlov




*New Hope Star* (ex-Navision Leader, ex-Ocean Leader, ex-Orient Glory, ex-Sun Glory, ex-Mun Kim, ex-Maersk Poplar, ex-Reifu, ex-Atlas Island). IMO 8512932. Bulk carrier. Length 167 m, 5,552 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Hakodate (Japan) by Hakodate Dock. Owned by Fanzhou Ocean Shipmanagement (China). Detained in 2013 in Montreal (Canada). Sold for demolition in Bangladesh. 

*New Horizon* (ex-Romea Champion, ex-Tromso Champion). IMO 9000584. Bulk carrier. Length 274 m, 21,648 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Hoan Shipping Co Ltd (South Korea). Detained in 2002 in Savona (Italy). Sold for demolition in Bangladesh. 416 \$ per ton. 



*NGM Sailor* (ex-Vogesailor, ex-Eurosailor, ex-Comanche). IMO 9122100. Bulk carrier. Length 289m, 24,162 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Puerto Real (Spain) by AESA. Owned by NGM Energy (Greece). Detained in 2011 in Ningbo (China). Sold for demolition in Bangladesh. 418 \$ per ton.   




*NGM Sailor*, alongside CCF Gladstone, loading coal. December 2014 © Tropic Maritime Photos, Australia


*Ocean Dragon* (ex-United Resolve). IMO 9112258. Bulk carrier. Length 273 m, 17,987 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tsu (Japan) by NKK. Owned by Ocean Longevity Shipping (China). Detained in 2007 in Dampier (Australia). Sold for demolition in Bangladesh. 425 \$ per ton including 800 t of bunkers. 

*OK I* (ex-Oksywie, ex-Wladyslaw Gomulka). IMO 8502547. Bulk carrier. Length 195 m, 8,421 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Marine Spirit SA (Greece). Sold for demolition in Pakistan. 415 \$ per ton.



*Ore Mutuca* (ex-Juneau, ex-Amazon, ex-Bulk Atalanta, ex-Cape Asia). IMO 8906688. Bulk carrier. Length 270 m, 18,451 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1990 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Vale SA (Brazil). Detained in 2000 and 2006 in Newcastle (Australia), in 2007 in Ijmuiden (Netherlands), in 2008 in Gijon (Spain) and in 2010 in Shanghai (China). Sold for demolition in Pakistan. 400 \$ per ton. 

 *Oriental Queen VI* (ex-Uco XXV, ex-Wani Falcon, ex-Laurel Island). OMI 8202044. Bulk carrier. Length 161 m, 6,595 t. St. Vincent & Grenadines flag, Sudanese flag for her last voyage as *Tamim*. Unknown classification society. Built in 1982 in Imabari (Japan) by Imabari Zosen. Detained in 2009 in Larnaca (Cyprus). Sold for demolition in Pakistan.  

*Oriental Saga* (ex-C Journey, ex-Anitra, ex-Maritsa). IMO 9075747. Bulk carrier. Length 225 m, 10,773 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Kojé (South Korea) by Samsung. Owned by Guangzhou Seaway International (China). Detained in 2000 in Kwinana (Australia) and in 2008 in Yantai (China). Sold for demolition in Bangladesh. 390 \$ per ton. 



*Princess Juana K* (ex-*Lady Bana*, ex-*Der Assy*, ex-*Tirgu Neamt*). IMO 7806881. Bulk carrier. Length 145 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Galati (Romania) by Galati SN. Owned by IM Marine Services (United Kingdom). Detained in 2007 in Saint Petersburg (Russia) and in Nikolayev (Ukraine), in 2012 in Mariupol (Ukraine) and in 2013 and 2014 in Novorossiysk (Russia). Sold for demolition in Turkey.



Aliaga shipbreaking yard (Turkey) © Captain Selim

*Prosperity* (ex-*Royal Oasis*, ex-*Sanko Oasis*). IMO 9086083. Bulk carrier. Length 280 m, 19,874 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Sea Pioneer Shipping Corp (Greece). Detained in 2011 in Dunkirk (France) and in 2013 in Shenzhen (China). Sold for demolition in Pakistan. 420 \$ per ton.



*Prosperity* at Gadani © Shahid

*Qin Hai* (ex-*Qin Hai*). IMO 9110274. Bulk carrier. Length 186 m. Panamanian flag. Classification society China Classification Society. Built in 1995 in Numakuma (Japan) by Tsuneishi. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

*Rong Yi* (ex-*Tarang*, ex-*Ispat Tarang*, ex-*Havbor*, ex-*Malaya*). IMO 8803458. Bulk carrier. Length 225 m, 9,200 t. Panamanian flag. Classification society RINA. Built in 1989 in Mizushima (Japan) by Sanoyas Corp. Owned by Haistar Maritime Co Ltd (Hong Kong, China). Detained in 2009 in Sept-Iles (Canada). Sold for demolition in Bangladesh. 395 \$ per ton.



*Saisaban* (ex-*Maria A*, ex-*African Cobra*, ex-ex-*Emerald*, ex-*EmeraldSea*, ex-*Nerano*). IMO 8604369. Bulk carrier. Length 167 m, 5,551 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Onishi (Japan) by Kurushima. Owned by Mallah Ship Management Co (Greece). Detained in 2008 in Iskenderun (Turkey) and in 2009 in Bremen (Germany). Sold for demolition in Pakistan. 363 \$ per ton.



*Sentosa* (ex-*Smart*, ex-*Radiant Polaris*, ex-*Balaji Premium*, ex-*Verona*, ex-*Iris 1*). IMO 8202070. Bulk carrier. Length 190 m, 8,948 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Glory Ship Management Pte (Singapore). Detained in 2010 in Belfast (United Kingdom) and in 2013 in Kandla (India). Sold for demolition in India. 372 \$ per ton.





*Sino 6* (ex-*Rip Hudner*, ex-*Sibonancy*). IMO 9077111. Bulk carrier. Length 247 m, 16,560 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Copenhagen (Denmark) by B&W Skibsvaerft as combined carrier (OBO). Owned by Guangzhou Kuifenghang Shipping (China). Detained in 2014 in Tianjin (China) and in Zoushan (China). The ship was already announced sold for demolition in April 2013 (Cf. “[Shipbreaking](#)” #31, p 40). Her status in the Equasis database was « to be broken up ». However, she kept sailing as *Sino 6*. See on this subject the remarks by Simon, North Lincolnshire (United Kingdom) on her various changes of destination and status in “[Shipbreaking](#)” #32, Letters to the editor, p 6-7. The Equasis database was updated on March 27, 2015 and announced the ship to be broken up. This time, she should be heading for Bangladesh ; late June, she was in the Qatari waters. 386 \$ per ton.



The OBO *Rip Hudner* at Berth 7, Royal Portbury/Bristol with coal from Ustluga (Russia) October 2007. © Arthur Terry

*Sioux Maiden* (ex-*Ikan Tuxpan*, ex-*New Ample*, ex-*Angel Feather*). IMO 8901133. Bulk carrier. Length 180 m, 6,506 t. Filipino flag. Classification society American Bureau of Shipping. Built in 1989 in Oshima (Japan) by Oshima Shipbuilding. Owned by Roymar ShipManagement (United States). Detained in 2008 in Gdynia (Poland). Sold for demolition in India.



*Solar Orion* (ex-*Chenebourg*, ex-*Lowlands Grace*, ex-*CSK Everest*). IMO 8911499. Bulk carrier. Length 270 m, 18,445 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Polaris Shipping Co Ltd (South Korea). Detained in 2005 in Talcahuano (Chile), in 2006 in Aabenraa (Denmark) and in 2015 in Gladstone (Australia). Sold for demolition in Bangladesh.



*Star Big* (ex-*Big Fish*, ex-*KWK Genesis*). IMO 9116395. Bulk carrier. Length 283 m, 20,764 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1996 in Samho (South Korea) by Halla. Owned by Starbulk SA (Greece). Sold for demolition in Bangladesh. 420 \$ per ton including 350 t of bunkers.



*Star Laurel* (ex-*Rubin Laurel*). IMO 9110602. Bulk carrier. Length 290 m, 21,879 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imabari (Japan) by Namura. Owned by Charterwell Maritime SA (Greece). Detained in 2013 in Newcastle (Australia). Sold for demolition in Pakistan. 408 \$ per ton.



February 2014, in Newcastle (New South Wales, Australia) © John Swan

*Star Mega (ex-Megalodon, ex-Cape Ocean, ex-Cape Violet)*. IMO 9081033. Bulk carrier. Length 288 m, 21,020 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Nagasaki (Japan) by Mitsubishi. Owned by Starbulk SA (Greece). Detained in 2010 in Port Hedland (Australia) and Gwangyang, (South Korea) and in 2014 in Zhanjiang (China). Sold for demolition in India.



*Star Vega (ex-Sigana, ex-Spring Gannet, ex-Sanko Gannet)*. IMO 8307416. Bulk carrier. Length 189 m, 7,778 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Dekoil (Greece). Sold for demolition in India.



*Starford (ex-Ramita Naree, ex-Nancy, ex-Shuei Queen, ex-Koshu Maru)*. IMO 8217257. Bulk carrier. Length 158 m, 5,257 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Uwajima (Japan) by Uwajima Zosen. Owned by Jieheng Shipping Co Ltd (China). Sold for demolition in Bangladesh. 380 \$ per ton.



Port of Rio de Janeiro (Brazil), May 2008  
© Cesar T. Neves

*Sunwinner (ex-Li Hong, ex-Ocean Wind)*. IMO 8130734. Bulk carrier. Length 185 m, 8,909 t. Deflagged from Panama to Palau for her last voyage as *Winner*. Classification society Inter maritime Certification Services. Built in 1983 in Oshima (Japan) by Oshima Shipbuilding. Owned by Grandframe Ship Management Ltd (Hong Kong, China). Detained in 2012 in Singapore. Sold for demolition in India.



*Taio Frontier*. IMO 8704432. Woodchips carrier. Length 198 m, 8,508 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Mizushima (Japan) by Sanoyas Corp. Owned by Misuga Kaiun Co (Japan). Detained in 2003 in Bell Bay (Australia) and in 2008 in Portland (Australia). Sold for demolition in India.



*Vogecarrier (ex-Eurotrader, ex-Cherokee)*. IMO 9122095. Bulk carrier. Length 289 m, 24,162 t. Deflagged from Liberian flag to St. Kitts and Nevis for her last voyage as *2 Car*. Classification society Lloyd's Register of Shipping. Built in 1996 in Puerto Real (Spain) by AESA. Owned by BereederungsgesellschaftH Vogemann GmbH & Co (Germany). Sold for demolition in Pakistan. 388 \$ per ton.



*Vogecarrier* July 2012 in Odessa, Ukraine  
© Vladimir Knyaz



Renamed *Car* in Gadani, Pakistan  
© Nomi Raheem



*Wan He* (ex-*Evdokia*, ex-*Darya Ma*). IMO 8116661. Bulk carrier. Length 188 m, 6,957t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Wan Jia International Shipping (Hong Kong, China). Detained in 2005 in Constanta (Romania). Sold for demolition in Bangladesh. 355 \$ per ton.



*Western Zenith*. IMO 9071492. Bulk carrier. Length 88 m, 1,527 t. Papua New Guinea flag. Classification society American Bureau of Shipping. Built in 1993 in Singapore by President Marine ; ex general cargo carrier converted to bulk carrier in 1999 and lengthened from 75 to 88 m. Owned by P&O Maritime Services (Papua New Guinea). Detained in 2004 in Townsville (Australia). Sold for demolition in Bangladesh. 345 \$ per ton.



*Xin Sheng* (ex-*Dina G*, ex-*Giorgis Milas*, ex-*Nota A*, ex-*Hanei Pearl*, ex-*Sanko Pearl*). IMO 8307882. Bulk carrier. Length 188 m, 7,291 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo. Owned by Hong Kong Shun Xin Marine Ltd (Hong Kong, China). Detained in 2005 in Bristol (United Kingdom). Sold for demolition in Bangladesh. 382 \$ per ton.



*Xing An Da* (ex-*Sifnos Pride*, ex-*SJN Orcas*, ex-*Angelina F*, ex-*Aurora Opal*, ex-*Sanko Heart*). IMO 8307507. Bulk carrier. Length 175 m, 6,720 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Hong Sheng Da Shipmanagement (China). Detained in 2009 in Novorossiysk (Russia), in 2010 in Shantou (China) and in 2012 in Guangzhou (China). Sold for demolition in Bangladesh. 370 \$ per ton.



*Yakima Princess* (ex-*Yakima*, ex-*Med Trust*, ex-*Iloilo I*, ex-*Iloilo*, ex-*K -hristina*). IMO 8915225. Bulk carrier. Length 181 m, 6,572 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Oshima (Japan) by Oshima SB. Owned by Roymar Ship Management Inc (United States). Detained in 2012 and 2013 in Nanjing (China). Sold for demolition in India.




## Cement carrier

*Bulkwayuu* (ex-*Cabo Prior*, ex-*Seament VIII*, ex-*Gas Diana*). IMO 8326462. Floating cement storage barge. Length 189 m. Venezuelan flag. Classification society RINA. Built in 1977 in Yokohama (Japan) by MHI Yokohama Dockyard & Machinery Works. Owned by Coeclerici Armatori (Italy). Sold for demolition in Turkey.



*Bulkwayuu* floating storage barge anchored at Maracaibo Lake (Venezuela) since august 1998 © Polipo

 *Tak Yang*. IMO 8014992. Cement carrier. Length 111 m. Deflagged from South Korea to St. Kitts and Nevis for her last voyage as *Yang-1*. Classification society Korean Register of Shipping. Built in 1981 in Anan (Japan) by Shinhama DY Co. Owned by Sangyong Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh.

## Car carrier


*Baltic Ace*. IMO 9386213. Car carrier. Length 148 m. Bahamian flag. Classification society Det Norske Veritas. Built in 2007 in Gdynia (Poland) by Stocznia Gdynia S.A. Owned by Ray Car Carrier (Isle of Man). She has been lying in 35 m deep on the sea bottom for more than 2 years and a half after a collision off Rotterdam on December 5, 2012. She sank within a few minutes, 11 seafarers died or were reported missing. She is being cut up, the refloated slices are transported for recycling at Vlaardingen (Netherlands) by Jansen Recycling. See chapter The END, p 68.



*Liberty (ex-Faust)*. IMO 8320779. Car carrier. Length 199 m. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Innoshima (Japan) by Hitachi Zosen. Owned by American Roll-on Roll-off Carrier LLC (United States). Detained in 2014 in Brisbane (Australia). Sold for demolition in Jiangyin, China.



*Liberty* at Gdansk, Poland, August 2006 © **Wlodek Sulkowski**

 *Suzuka*. IMO 9032276. Car carrier. Length 116 m, 2,358 t. Deflagged from Japan to St. Kitts and Nevis for her last voyage as *Suzu*. Classification society Nippon Kaiji Kyokai. Built in 1991 in Akitsu (Japan) by Shin Kurushima. Owned by Kokoku Kaiun KK (Japan). Sold for demolition in Bangladesh. 410 \$ per ton.



*Suzuka*: capacity 574 cars, at Yokohama, Japan. May 2010 © **west-jp / shipspotting**



## Ferry

*Jetferry 1* (ex-Berlin Express, ex-Express Onion, ex-Gomera Jet, ex-Berlin Express, ex-Kattegat). IMO 9111709. Ferry. Length 95 m. Greek flag. Unknown classification society. Built in 1995 in Halsnoy (Norway) by Halsnoy Verft ; completed in Bergen by Mjelllem & Karlsen.



This high speed ferry (34 knots) had a capacity of 600 passengers and 160 cars; she was built as the Danish *Kattegat*. From her commissioning in 1995 until spring 1996, she has been operated on the Danish domestic route between Grenaa (Jutland) and Hundested (Sjælland), then until mid-1999 on the Gedser (Falster Island) / Rostock (Germany) route under charter by Scandlines.



The Danish *Kattegat*, 1995-96 © Claus Carlsen



From July 1999 until February 2000, she headed south to the Canary Islands under charter by the Spanish Trasarmas; she was then renamed *Gomera Jet* and operated between Los Cristianos (Tenerife) and San Sebastian (La Gomera).

*Gomera Jet* © Ulrich Streich

Back to Denmark, she was sold in June 2000 to G.A. Ferries (i.e. the Greek ship owner Gerasimos Agoudimos) and renamed *Express Ionion*, then from July 2000 on, *Jetferry 1*. She was at first operated between Patras, Cephalonia and Ithaca, and later in 2002 on the Agios Konstantinos and Northern Sporades (Skiathos, Skopelos, Alonissos) service. She has been laid up in Piraeus since 2009 as a result of the financial difficulties of her owner. Sold for demolition in Turkey.



*Jetferry 1* at Skiathos Harbour, 2004 © Ian Blenkinsop

*Lato* (ex-*Varuna*, ex-*Daisetsu*). IMO 7394759. Ferry. Length 188 m. Greek flag. Classification society RINA. Built in 1975 in Setoda (Japan) by Naikai. This ferry started her career on the Japanese domestic routes, first as *Daisetsu*, then in 1985, as *Varuna*. In the meantime she was lengthened (in 1980) by 12.5 m.



The Japanese ferry *Daisetsu*. © Ken Murayama

Acquired in 1987 by the Greek company ANEK (Anonymos Naftiliaki Eteria Kriti), based in Chania, Crete, she was renamed *Lato* under Greek flag and benefitted from upgrading works until 1989. She then opened her owner's new service between Patras and Ancona via Igoumenitsa and Corfu. From 1997 on, she has been usually operated on the Piraeus / Chania link, except in the summer 2007 - she was chartered by Compagnie Nationale Algerienne de Navigation on its Algier-Marseille service - and in the summer 2012 - she sailed on the Bari – Durres (Albania) line.



In Piraeus, July 2005. © Andreas Wörteler.



© Per Jensen.

Decommissioned in 2014 in Perama (Piraeus), *Lato* fulfilled an ultimate mission in August, to be used for a few days as a floating hotel for Libyan Parliament members who had taken refuge in Tobruk prior to be replaced by the *Elyros* of the same owner. Sold for demolition in Turkey.



*Lato*, May 18, 2015 at Perama preparing for her last trip to Aliaga © Dimitris Mentakis



## The END

### Removing *Baltic Ace* in parts

Is there a specific risk of collision between small feeder container ships and large container ships and ro-ro ships that regularly make long trips and go around the world?



← Baltic Ace, maiden voyage © Jurgen Braken



*Corvus J*, after the collision © Henk R

On December 5, 2012, at the beginning of the night, in awful weather, *Corvus J*, with a capacity of 700 containers, rammed into *Baltic Ace*, sinking it in 15 minutes. The small ship coming from Scotland and heading to Antwerp sank the big one, which was leaving Zeebrugge for Finland.

This was the 3<sup>rd</sup> collision of this type in 3 years off the coast of Rotterdam. And this time, there were sailor casualties. 5 bodies were found; 6 perished.

The Israeli shipowner Ray Car Carriers made it look like its priority was to approach the families and ensure the survivors be repatriated. Behind the scenes, the shipowner was actually obsessed with limiting financial loss due to the disaster. There were 11 Poles, 2 Ukrainians, 1 Bulgarian, and 10 Filipinos on board. Very little information on the nationality of the sailors lost at sea has come out.



© Video Mammoet Salvage

The wreck sank 35 m. The *Baltic Ace* is 27 m wide. Right from the day after the shipwreck, the issue of refloating *Baltic Ace* was considered. *Baltic Ace* poses several risks: for traffic, crews, and the environment. She was carrying 466 t of heavy fuel oil, 55 t of diesel, and 1,417 cars each containing at least 20 liters of fuel and oil.



Video Mammoet Salvage - Screenshot Robin des Bois

The accident was obviously due to human error. As such, it is difficult to provide further detail. When the Dutch investigators went on board *Corvus J* in front of Flushing, 18 hours after the collision, a lawyer was already on board. The investigation was concluded rapidly. The master and the crew remained silent. The accident took place in international waters. Only the flagstates, the Bahamas for *Baltic Ace* and Cyprus for *Corvus J*, can or must launch inquiries.

Wherever the responsibilities may lie, the Netherlands took care of marking the shipwreck with buoys and protecting it with an intervention vessel starting from the day after the accident. Collision monitoring and prevention costs € 100,000 a month.

The technique that is used now for removing *Baltic Ace* is the same one used for *Tricolor*, another ro-ro car carrier that the small container ship *Kariba* rammed into, in front of the French port of Dunkirk, in the North Sea in 2002. As many hydrocarbons as possible are pumped out, the wreck is cut up on site, and the sections are removed and transported to land via a barge. For the moment, this complex work is evaluated at slightly less than 100 million dollars. The Israeli shipowner responsible for the shipwreck has proved itself to be completely careless and passive, leaving the Netherlands to manage the situation with the risk of colliding on a route that 16,000 merchant ships take every year. In January 2014, the Court of Justice of the Isle of Man—where Ray Car Carriers is registered—ruled that the company's financial liability would be limited, including the removal of the wreck or parts of it. The Court considered that the domicile of the Israeli shipowner in the Isle of Man provided substantial and sufficient legal grounds for the maritime law of the island to apply to *Baltic Ace*. As such, on Isle of Man, Ray Car Carriers has the possibility of opening a single compensation fund. Its lawyers say that on their terms, this will cost much less than the removal the shipwreck. This limitation of financial liability for all the damage suffered and expenses paid after a sea event is a significant economic argument for shipowners the world over to choose the Isle of Man as their domicile or to register their ships under its flag. The Isle of Man fleet is currently in the global Top 15 in tonnage.



© EPA Robin Utrecht

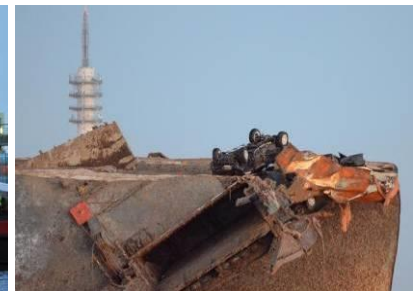


2003 Tricolor © Robin des Bois



2015 Baltic Ace © Jan Oosterboer

Legal procedures delayed the removal of *Baltic Ace*. The ship deteriorated more quickly than expected, due to groundswells and erosion. Considering the superstructures of the ex ship have become precarious, the cutting and lifting will be even more complex than initially planned. The budget will probably be overspent, and there will probably be delays as well. However, the contract between the Netherlands and Boskalis and Mammoet Salvage plans for the shipwreck and its cargo to be completely removed by the end of this year at the latest.



Photos Jan Oosterboer

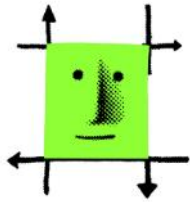


**Sources:**

*Aliaga Denizcilik; American Bureau of Shipping; Black Sea Memorandum of Understanding; Boatnerd; Bureau Veritas; Cape Breton Post (the); CBC News Nova Scotia; Chittagong Port Authority (the); Department of Defence of Australia; Det Norske Veritas; Equasis; European Maritime Safety Agency; Falmouth Lifeboat; Five Oceans Salvage; G Captain; Germanischer Lloyd; Global Marketing Systems; Government of the Netherlands; Herald (the) ; Holman Fenwick & Willan; Indian Ocean Memorandum of Understanding; Journal de Québec (le); Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Lloyd's List; Mammoet Salvage; Marin (le); Marine Traffic; Marine-Marchande.net; Maritime Bulletin; Maritime Executive (the); Maritime Reporter; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; MUA (Maritime Union of Australia); Navios Brasileiros; Net Marine.net ; Nippon Kaiji Kyokai; NRC (Nieuwe Rotterdamse Courant); Official Journal of the European Union; Optima Shipbrokers; Ouest-France; M3 Energy FPSO Perintis SDN BHD; Port to Port ; Press & Journal (the); Presse-Ocean; Radio Canada; Reuters; Robin des Bois, personal sources and archives; Roose & Partners; Russian Maritime Register of Shipping; Shipspotting; Soleil (le); Soviet Trawler.narod; Tokyo Memorandum of Understanding ; Trade Winds; Tugspotters; United States Coast Guard; Vessel Tracker; World Maritime News.*

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ROBIN DES BOIS

# Shipbreaking

Bulletin of information and analysis on ship demolition

# 41, from July 1 to September 30, 2015

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## Offshore platforms: radioactive alert



The arrival of « *Nobi* », St. Kitts & Nevis flag, in Bangladesh. © Birat Bhattacharjee

Many offshore platforms built in the 1970s-1980's have been sent to the breaking yards by the long-lasting drop in oil prices and the low profile of offshore activities. Owners gain an ultimate profit from dismantlement. Most of the offshore platforms sent to be demolished since the beginning of the year are semi-submersible rigs. This type of rig weighs 10 to 15,000 t, i.e. a gain for the last owners of 2-4 million \$ on the current purchase price from shipbreaking yards.

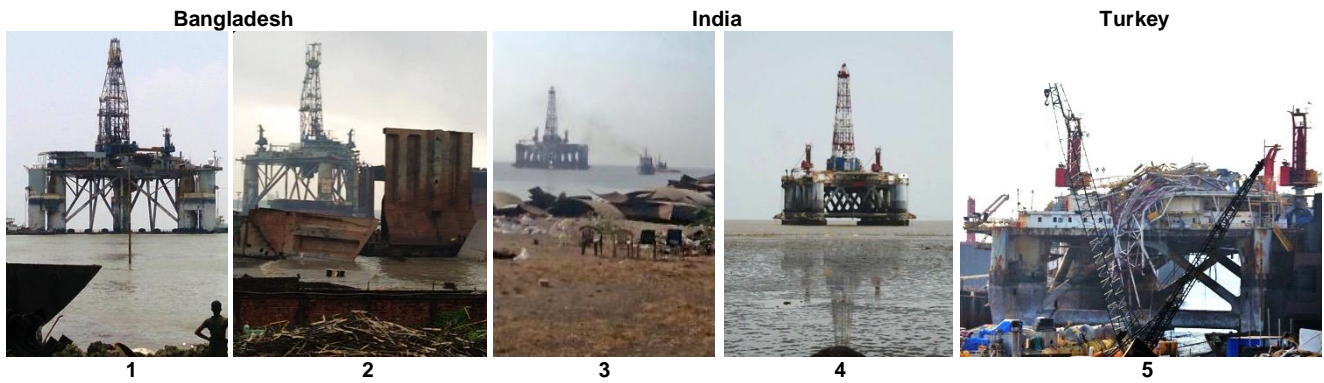
### Seen in the scrapyards:

Bangladesh: *DB 101*, Saint-Kitts-and-Nevis flag, 35.000 t. *Nobi*, Saint-Kitts-and-Nevis flag, 14.987 t.

India: *Ocean Epoch*, Marshall Islands flag, 11.099 t. *Octopus*, 10.625 t.

Turkey: *Atwood Hunter*, Marshall Islands flag. *GSF Arctic I*, Vanuatu flag. *GSF Arctic III*, Vanuatu flag. *Hercules*, Dutch flag. *J.W. Mclean*, Marshall Islands flag. *Ocean Concord*, Marshall Islands flag. *Ocean Winner*, Marshall Islands flag. *Ocean Yatzy*, Marshall Islands flag. *Scarabeo 4*, Portuguese flag. *Sedco 710*, Liberian flag.





The offshore platforms are identified by an IMO number and fly a flag, often of convenience. Like ship-owners, rig-owners send them away for demolition in faraway shipbreaking yards that do not systematically abide by detection and radioprotection protocols: the *GSF Arctic III* (photo n°6, at left), which at the beginning of the year was in the North Sea, is now in the process of being scrapped at Aliaga. The Turkish shipyards appreciate oil rigs, as they are made of much more metal than the coasters and ferries that they usually receive.

Careful, certain scrap metals are radioactive. The deposits of radium and lead 210 scales on the inner pipe walls are known by all the owners. The NRPA (Norwegian Radiation Protection Authority) estimates that the dismantlement of offshore rigs on the Norwegian continental plateau will in 30 years produce 3,000 tons of radioactive waste. Prolonged exposure to 1 mg of radium is carcinogenic. The radioactivity of scales reaches 100 Bq/g. Its half-life is 1600 years. Norway opened in 2008 a geologically stable storage site.

Furthermore, sealed radioactive sources of Cobalt 60, Cesium 137, Americum 241, and other radionuclides are used aboard rigs to x-ray welding and measure the thickness of pipes. It is necessary to verify that they have been extracted from the platforms before they arrive at the ship-breaking yards. Besides bad handling at the shipyard, which could have serious consequences for workers and their families, their introduction in the steelworks furnaces in the course of the recycling process would bring about a wave of radioactive contamination by the dispersion of factory fumes. In these scenarios, the contamination would be diffused at a regional, if not international, scale.



1 Sheikh Farid Ul Alam/ 2 Sajjad Chowdhury/ 3 Siddhant Jain/ 4 Harendra Gosai/ 5 Fatih Takmakli/ 6 Burak Tokgoz/ 7 Buyuk / 8-9-10 Selim San

Crew leaders and workers must be given information in advance on the demolition of rigs. When the convention of Hong Kong comes into effect, keeping in mind that its use of the term “ships” also includes offshore platforms, an inventory of dangerous materials on board must be transmitted to the ship-breaking yard. Based on this reference document, the ship-breaking yard will have to establish a recycling plan and get it approved by its country’s national authorities if it is a signatory of the convention. For now, offshore rigs are demolished with the utmost negligence of radioactive risk and an absolute legal vacuum.

Furthermore, if we want to reduce these sanitary and environmental risks from this moment on, a plan for radioprotection must accompany the cutting up, the handling and the storage of pipes and other radioactive equipment designated and mapped in advance. Workers must be protected by Hazmat suits and equipped with dosimeters. Inhalation or contact with radioactive particles must be strictly avoided. It is also necessary to protect the external environment and to avoid the accumulation of radioactive dust inside the shipbreaking yard boundaries, on beaches, and on the yard’s equipments. The dispersion of particles puts personnel, local residents, and neighboring fish farming and agriculture in danger.

On the radioactivity in the tanks of FPSO units and oil tankers see also “[Ship-breaking # 39](#)” (p. 60-61) and “[Ship-breaking # 40](#)” (p. 12-13) in the chapter on Enhanced Natural Radioactivity

**NB: Offshore rigs are not included in Ship-breaking assessments.**

## Waiting for the blowtorches

They are old, orphaned, or damaged. Though inevitable, that is not a reason their demolition would be achieved at low cost in shipbreaking yards that practice rushed demolition work.

***Catherine Desgagnés (ex-Thorold, ex-Gosforth). IMO 5133979. Canadian flag. General cargo. Length 124 m. Built in 1962 in Aberdeen (United Kingdom) by Hall Russel and Co.***

The *Catherine Desgagnés* is moored at post 25 of the Quebec City Harbour, in the estuary section. Her last voyage dates back to summer 2014. After the winter layup, she hasn’t moved. She is only visible from the south bank of the St. Lawrence River; the Levis bike path is a good observation post. The Group Desgagnés’ distinctive yellow markings on the ship’s smokestack and the bow were erased in June 2015.



Quebec City, February 13, 2013 © Foggy



Quebec City, July 17 2015 © Hubert Desgagnés

The old ship had seen a lot since the day of her birth in 1962 in the Scottish shipyard. After 10 years of service for the Burnett Steamship Company of Newcastle (UK), she headed for America. The winds had shaken her well in the middle of the Atlantic and her cargo of steel coils had to be re-stowed in Newfoundland. After a last mission for Burnett – a delivery of grain to Trinidad – she returned to Canada and to the Sorel shipyards for refitting. At her first outing, she delivered paper from Baie-Comeau at the mouth of the St. Lawrence River to Florida.

In 1984, after Quebec & Ontario Transportation Co ceased operations, she was acquired by Groupe Desgagnés and renamed *Catherine Desgagnés*. Contrary to pure lakers, she was a salt water carrier and kept venturing outside of the Great Lakes, mainly up onto the Canadian east coast.

Launch in Aberdeen coll. Claude Thomas





The “Old Catherine” is a ship from another time. All the machines on board are manual, except for the boiler, automated in 1996. Generations of Canadian mechanics had cold sweat to keep her engine under control while slowly entering the locks of the St. Lawrence Seaway. Another oddity, the direct current that feeds her electric circuit makes her a “lightbulb eater”; it is necessary to order them by the hundreds.



Gosforth with her derricks



Grounding at Lorain © Transports Canada

Her original derricks were dismantled after she bumped into a bridge in Quebec. In 1994, she nearly collided with the Lorain Bridge when it didn't open quickly enough and rebounded into the marina, where she crushed 30 recreational boats.

The Richelieu district criminal court sentenced the ship to an 18,000 \$ fine for having dumped a dozen liters of oily water into the St. Lawrence while she was at berth in Sorel in July 2004.

On December 12, 2013, she was rescued after a propulsion failure and brought safe to the port of Muskegon, on the east coast of Lake Michigan.

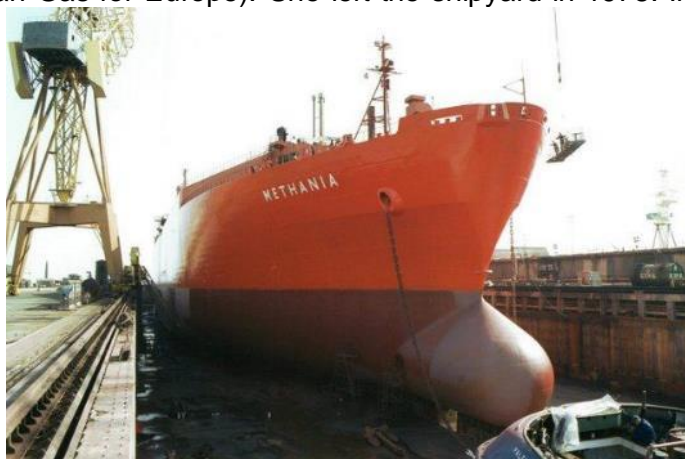
Under tow on Lake Michigan  
© Muskegon Port webcam



Bombshell or final blow, she has just been purchased by RJ Mc Isaac Construction, which carried out the dismantlement of the *Canadien Miner*. Has Mc Isaac gotten a taste for shipbreaking? Does it need a transporter for scrap iron? The ship, renamed *Catherine III*, is still in Quebec harbour.

***Methania*. OMI 7357452. Belgian Flag. Gas carrier with a capacity of 131.235 m3. 280 m long. Built in 1978 in Temse (Belgium) by Boelwerf. Owned by Exmar (Belgium).**

Ordered in 1973 after the first oil crisis, the *Methania* was supposed to be chartered along with 4 other ships by the European consortium of companies known as SAGAPE (Société d'Achat du Gaz Algérien Pour l'Europe – Society for the Purchase of Algerian Gas for Europe). She left the shipyard in 1978. In the meantime, the SAGAPE project floundered; the Belgian distributor Distrigas took up the ship's charter. Further complicating things, the LNG terminal in Antwerp that was supposed to receive the Algerian gas was not operational until 1987. The *Methania* was laid up in a Norwegian fjord until her first gas deliveries in 1982; from 1982 to 1987, the gas destined for Belgium was unloaded at the terminal of Montoir, in France.



Construction at Boelwerf's © Exmar

In spite of her regular maintenance, at 37 years of age and hardly economical in crew or in bunkers, the *Methania* found it difficult to find charters. In 2014, she stayed laid up at Brest from May 21 to July 7, then from August 18 to December 4. She moved to Marseille, closer to the export port of Algerian gas, but didn't leave the Wilson Quay for the whole year. A reduced staff was charged with her current maintenance. She missed the final date for her 5-year inspection on October 17<sup>th</sup>.



Departure manoeuvres at Brest  
© Erwan Guéguénat

This true Belgian will not be able to be demolished in Belgium; she is too large for the Terneuzen-Ghent canal's locks. All she can do is wait for the opening of the new lock, anticipated for 2021. Another option would be to take opportunity of the completion of the *Costa Concordia* dismantling in Genoa to finish her career with dignity and finally provide a signal of responsibility on the European scale.

See also: "[A Belgian LNG Carrier stranded in Marseille.](#)"

**Corse. OMI 8003620. French Flag. Ferry. Length 145 m. Built in 1983 at Prairie-au-Duc (France) by the shipyard Dubigeon Normandie. Owner SNCM (France).**

The *Corse*, property of a shipowner in administration, has been laid up at Marseille since December 2014. She awaits the decision of the Justice, which has been constantly postponed. Among the SNCM's potential buyers, only one still claims that it wants to have her resume service. The *Corse's* imminent demolition is nobody's secret.



At Marseille, September 2015 © Pascal Bredel

See also "[Is the Corse about to migrate to Asia?](#)"

**Flinterstar (ex-UAL Africa, ex-Flinterstar). OMI 9243758. Dutch Flag. Bulk Carrier. 130 m long. Built in 2002 in Leer (Germany) by Ferus Smit. Owner Flinter Shipping (Netherlands).**

After leaving Antwerp on October 5, 2015 at 4pm, the little *Flinterstar* collided with the super gas carrier *Al Oraiq*, 315 m, departed from Qatar. The 12 crew members (3 Dutch, 3 Russians, 5 Filipinos, and a Cape Verdean) are safe and sound. The *Flinterstar* sank, ran aground on a sandbar and leaked fuel; the oil pollution spread up to the Dutch, Belgian, and French coasts. Some of her hatch covers were torn off and tossed in the sea, and those left were removed to avoid the spreading of debris and the consequent safety risks for ships in the North sea. The weather has delayed the pumping of 550 t of fuel entrusted to the experts Boskalis and Smit. The causes of the accident are unknown. The *Flinterstar* will succeed the *Baltic Ace* in the "wreck removal" series. Only the top of the ship and the cranes are still visible.



October 6 © Benny Proot/Reuters



Late October © Belgian Navy



**Haidar (ex-Elevation, ex-Perceiver, ex-Cervantes, ex-Regia, ex-Portland Bay, ex-Regia). OMI 9083067. Lebanese flag. Ex-container ships converted into livestock carrier. 117 m long. Built in 1994 in Neuenfelde (Germany) by Sietas Schiffswerft. Owner A Sleiman Co & Sons (Lebanon).**

The *Haidar* had just been converted in the shipyards of Tuzla (Turkey); Bureau Veritas classed her as a livestock carrier in June 2015. On October 6, she was at berth at Barcarena, in the mouth of the Para River in the north of Brazil. She was carrying 5000 cattle destined for Venezuela.



August 2006, the container ship *Perceiver* © Marcus S



Conversion at Tuzla © Bissar Sleiman

In the morning, the ship began to list. The crew evacuated. The *Haidar* took 2 hours to capsize with her prisoners. One or two hundred of the animals escaped; some dozens were saved, the rest butchered by locals taking advantage of the situation or drowned.



© Diario on Line



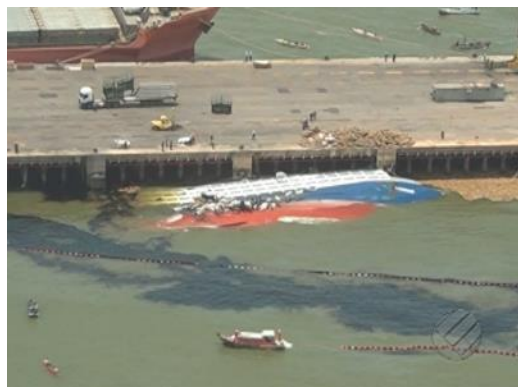
© Renato Pereira / Arquivo Pessoa



© Diario on Line

Anti pollution booms around the wreck have been carried away several times. 700 t of fuel leaked into the river. In the days following the disaster, the oil spill and the thousands of carcasses washed up on the beach. The 5000 bovines became 3000 t of environmentally and sanitarly hazardous waste; it is planned that they will be buried 20 km from Barcarena, in keeping with IBAMA's (Brazilian Institute of the Environment) requirements for the protection of soils and groundwaters. The stench continues to permeate the region and residents worry about well contamination.

In the port, the wreck has been taken over by Mammoet Salvage, who hopes to have finished pumping the residual fuel before the end of November. It will also be necessary to extract the bodies still stuck inside the ship. According to Mammoet, the entire operation of refloating and removal should take 4 months.



The wreck in the port Screenshot TV Liberal



© Guilherme Mendes/TV Liberal

The *Haidar* disaster is the 3<sup>rd</sup> this year that implicates this type of carrier. In May, 634 cows perished when the *Asia Raya*, which was transporting them to Kalimantan (Indonesia), caught fire. In July, another livestock carrier sank in the Gulf of Aden with 2 sailors among the 29 crew members and 3000 cattle.

This shipwreck illustrates once again ship owners' deficiencies in the management of livestock carriers. Among the hundred of ships of this type, only around 15 were built specifically for this function. The others are ex general cargo ships, tankers, container ships, Ro Ros that have been converted and are more or less adapted. In the shipbreaking industry, the corrosion and the bacteriological filth of livestock carriers make them the worst of all ships for the workers. Yard owners do not like them either. Livestock carriers are now being sought to transport migrants across the Mediterranean (Cf. "[Ezadeen, the livestock an migrant carrier](#)," January 2, 2015).

## Military and auxiliary vessels

### United States, the NDRF (National Defense Reserve Fleet)

The clearance of the NDRF reserve fleet has been started up again. In January, less than 20 vessels were left at the 3 sites in Beaumont (Texas), James River (Virginia) and Suisun Bay (California). The 6 ship-breaking yards approved by the American Maritime Administration should have recycled 10 vessels from now until the end of the year. 2 ships from the California fleet arrived in Texas in September. The atomic *Sturgis* has also entered this last phase.

*Comet*. OMI 6124518. Ro Ro. Length 152 m, 8,175 t. United States flag. Built in 1958 in Chester (Pennsylvania) by Sun Shipbuilding and Drydocks for \$11.12 million. The "mother of all Ro Ros" could transport up to 700 vehicles at a speed of 18 knots. In 1961, the American Defense Secretary had announced the construction of 5 other ships of the same type, destined to replace traditional cargo ships, but only one was built. Popular with the Military Sealift Command (MSC) for her capacity to allow the rapid unloading of equipment, she was used regularly under the ID T-AK-269, then T-LSV-7, then AKR-7 under situations of war or international crisis (Lebanon, Vietnam, Iraq). Struck from the naval registry on July 2, 2006 and laid up in the Suisun Bay reserve fleet. She was sold and towed for demolition in Brownsville by Marine Metal. 445,224 \$, or 54 \$ per ton.



© US MARAD

*Meteor* (ex-*Sealift*). OMI 6126100. Ro Ro. Length 164 m, 9,154 t. United States Flag. Built in 1967 in Seattle (Washington) by Lockheed Shipbuilding and Construction. Ro Ro, a bigger and better version of *Comet*. She was regularly used under the ID T-AKR-9, then T-LSV-9, and later AKR-9 for the transport of wheeled cargo and helicopters. Retired from use in 2006 and stored at Suisun Bay, she was finally sold for demolition at Brownsville by All Stars Metal. 775,335 \$, or 85 \$ per ton.

USNS *Meteor*, underway circa late 1990s.

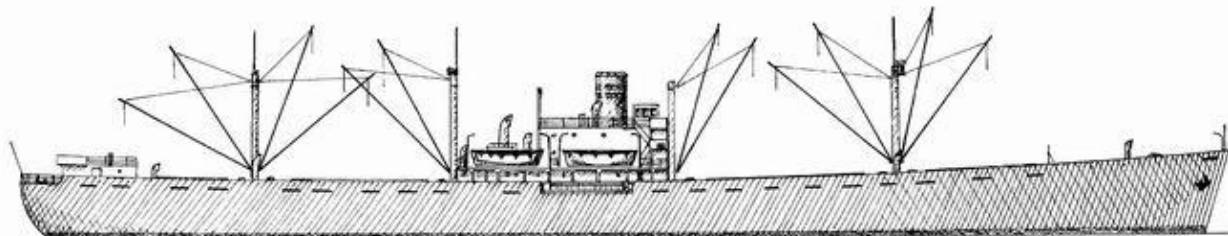
© Maritime Administration





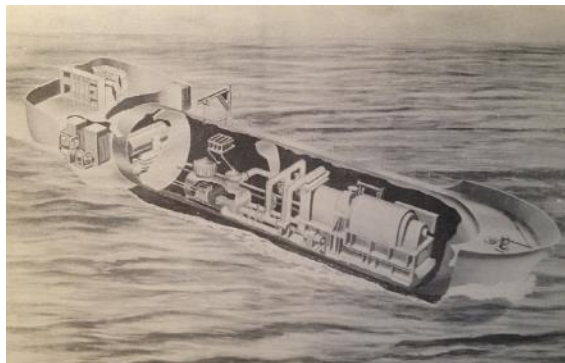
*Sturgis* (ex-*Charles H. Cugle*). A previously unseen operation debuted this summer at Malin International Ship Repair and Drydock in Galveston, Texas. The floating nuclear power plant *Sturgis* has entered into the demolition phase. In November 2010, “[Shipbreaking # 21](#)” (p 2) had reminded of the long-term overstay of this unit with her 10 MW nuclear reactor MH-1A in the US Reserve Fleet. She was the first of the kind and the only one to exist until the launch of the *Akademik Lomonosov*, the future Russian floating nuclear power plant equipped with 2 reactors with a capacity of 2x35 MW.

In the beginning, the *Sturgis* was a Liberty ship modified to transport boxed aircraft -- the *Charles H Cugle*, built in Panama City, Florida, by J.A. Jones Construction.



Z-EC2-S-C5 type, liberty ship modified for the transport of boxed aircraft © Karsten-Kunibert Krüger-Kopiske

Launched on August 13, 1945, too late to help the war effort, *Charles H Cugle* is laid up in the James River Reserve Fleet in Virginia. She leaves there in March 1963 for a new career; the concept of “floating nuclear plant” is just born. The propulsion system is taken out. The Liberty ship is cut in two. It is jumboized. The central part is replaced with a reactor compartment. A factory smokestack looks over the castle.



The earliest concept for what became the STURGIS in an illustration from the book “Army Nuclear Power Program,” published by the Engineer School -1958



Operational testing of the *Sturgis* at Ft. Belvoir, VA. **Corps photo**

*Charles H Cugle* is renamed *Sturgis*. She is destined to feed electricity to the 4 corners of the world to ports, military bases, and remote camps according to the needs of the Secretary of Defense or to damaged zones. In 1968, after one year of testing at Fort Belvoir in Virginia, the *Sturgis* is towed to lake Gatún in the Panama Canal area to provide energy to the US base there.



© U.S. Army Corps of Engineers

In 1976, the reactor is deactivated: the military are from now on supplied with electricity of fossil origin produced in land-based plants. Departing Panama in December 1976 to rejoin Virginia, the *Sturgis* has to stop in the middle of her course for temporary repairs after a storm. She finally arrives at Fort Belvoir in March 1977.

The demolition of the *Sturgis* confronts the problems of radioactive contamination and the management of nuclear waste. The first option is to not do anything and wait in a safe place for the partial decay of short-lived radionuclides like Cesium 137. The waiting time is fixed at 50 years: following this scenario, the demolition would begin in 2027.



Refueling Room aboard *Sturgis*, showing Spent Fuel Tank Lid and Access Plug. (Corps Photo)



NS *Savannah* rests beside the *Sturgis* barge (right) in the James River Reserve Fleet © Adrin Snider / Daily Press.

For a year, cleanup works are carried out. The nuclear fuel is extracted. The reactor, vapor generator, and peripheral contaminated equipment stay on board in a sealed-off area. The pipes and the contaminated bulkheads are treated *in situ* in order to respect the regulatory limits to exposure.

In March 1978, the *Sturgis* is sent to Georgia and dry-docked for a hull inspection, painting, and fitting works prior to her “temporary storage” in the James River. She will stay there for 12 years, along with the nuclear-powered cargo vessel *Savannah*.

On the James River, the US MARAD is in charge of the *Sturgis*’ security and maintenance; it proceeds to a total of 3 dry-dockings in 1983, 1999, and 2008, which are necessary to assure the integrity of the hull and the safety of the radioactive material stored inside.



Cleaning of the hull during 1999 dry dock (Corps photo)

In 1998, the US Army Corps of Engineers (USACE) begins to wonder about the relevance of the “waiting” option. The hull is getting older. The Liberty Ship generation is being placed in museums. The *Sturgis* is subjected to bad weather. The floating storage is expensive.

In January 2014, the USACE publishes an assessment on the sanitary and environmental impact of the *Sturgis*’ proposed demolition. The potential ship-breaking yards are located in Virginia, Maryland, South Carolina, and Texas. The purpose is to remove the radioactive pieces and convey them by train or truck to nuclear waste storage sites, to extract and eliminate the non-radioactive pollutants and eventually to



cut up the hull and to recycle the metals in the same way it is done with conventional ships. The USACE report concludes that there is an absence of significant impacts. The green light is given.



Départ de la flotte de réserve de Virginie (Corps photo)

The venerable civil engineering and construction company CB&I (Chicago Bridge & Iron Company) is selected to lead the depollution and decontamination phases at the Malin Shipyard in Galveston, near Houston. At the end of the process, all the remains of the *Sturgis* will be towed to Brownsville, further south along the Texas coast, for demolition. The U.S. Army is criticized for their lack of consultation with the Galveston population who are only informed in Autumn 2014. The arrival of the *Sturgis* is delayed: anticipated for December 2014, it is effected only in 2014. The depollution operations begin in July 2015. This first phase would need to last for a year. Cost estimated for the American treasury: \$34.66 million.



Arrivée in Galveston, Texas (Corps photo)

## United Kingdom

The Royal Navy continues her dirty work. The attempts of Hartlepool, Liverpool, and Swansea are tossed overboard.

“[Shipbreaking n°38](#)” (p 14-15) had announced the demolition of the type-42 destroyers *HMS Liverpool* and *HMS Manchester*. The siblings count 3 survivors among them. The triplets *HMS Edinburgh*, *HMS York* and *HMS Gloucester* arrived at the demolition yards of Aliaga one after the other. In 2013, the Royal Navy had sold 4 type-22 frigates for demolition: 3 in Turkey for 750.00 £ each, 1 at the Swansea shipyard in Wales for “only” 700,00 £...since then, this “sensible information from a commercial point of view” has not been communicated.

We are « bound by the principles of the Treaty of the European Union » and « we cannot discriminate on grounds of nationality and must treat all competitors equally » claims the Minister of Defense. In a singular turn of events, the United Kingdom shelters itself behind the European Union. By demolishing the ships in Turkey, we gain money, by demolishing them where they are, we lose it. Too bad for the employees! And let’s spill asbestos!

*HMS Edinburgh*. D 97. The “Fortress of the Seas”. Launched on April 14, 1983 at Birkenhead by Cammel Laird shipyards. In 2010 she underwent a £ 17.5 million refit. She was decommissioned on June 6, 2013. Beached for demolition at Aliaga September 7<sup>th</sup>, 2015.



*HMS Edinburgh*, at South Georgia Island in the South Atlantic © MoD

*HMS Gloucester*. D 96. The “Fighting G.” Launched November 2, 1982 in Southampton by Vosper Thornycroft. Decommissioned June 30, 2011. Beached for demolition at Aliaga on October 14, 2015.



January 2005: *HMS Gloucester* at South Georgia Island © Michael W. Pocock and Maritime Quest.com

*HMS York*. D 98. Launched June 20, 1982 in Wallsend by Swan Hunter Tyne & Wear. The last of the family and the fastest, she was able to reach a speed of 34 knots. Decommissioned September 27, 2012. Beached for demolition at Aliaga September 9, 2015.



*HMS York*, arriving at Aliaga, September 2015 © Selim San



## France

The French Navy continues to destock. The shipbreaking contracts are still and strictly awarded to European facilities, according to the post-Clemenceau doctrine. On June 24, 18 small ships were attributed; they will be dismantled in the Gardet & de Bezenac recycling facility at one of ACH's former shipbuilding sites.

The biggest ship of the lot is the patrol boat *La Boudeuse*, 55 m, towed from the marine cemetery of Landévennec, near Brest.

The most legendary is the water tanker *Ondée*, the last coal-powered steamboat of the French Navy, homeport Brest. She sunk two times to the bottom of the Penfeld; the first time during World War 2 after being scuttled by German troops before their withdrawal, the second in January 1982, when the engine room was flooded after a vapor collector ruptured. Each time after being refloated, the indefatigable *Ondée*, had again taken up her job of supplying water to ships off the harbor and to the Iroise sea islands in the summer. Her boiler burned 250 kg of coal per hour. It took 24 hours to reach sufficient pressure to activate the motor pistons. The *Ondée* carried 235 t of potable water and 13 t of distilled water.



© Alain Darchy / Le Marin -

In February 1986, the steam-powered water carrier rescued the nuclear submarine base of Île Longue, where the freshwater supply facilities had frozen. After the construction of a desalination unit on the Île de Sein and the availability of water reserves on Molène, the *Ondée* was retired, then decommissioned in 1993 and laid up in the Naval base.



Brest 2004 © Jacques Carney

She will be destroyed in the same port where she was built in 1935.



The *Ondée* arrived at Le Havre on a pontoon in July 2015. © Eric Hour

## The podium of best ports, 3<sup>rd</sup> quarter



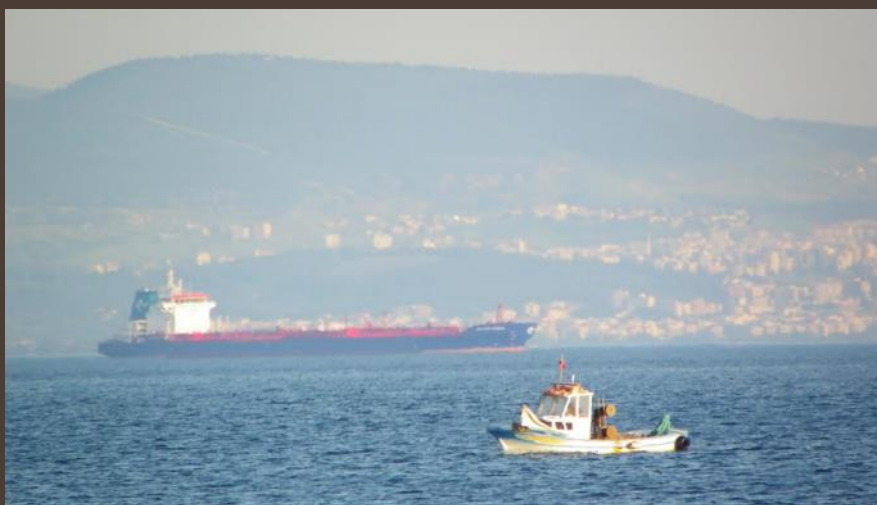
Newcastle (Australia), 8 detentions

1



Algeciras (Spain), 4 detentions

2



Aliaga (Turkey), 4 detentions

3

1 Dave Bean / 2 Frank- Cp / 3 Çandarlı'dan Aliğa



## 3rd quarter 2015 overview: the plunge

### tons recycled

- 1 India 361.000 t (35%)
- 2 Bangladesh 257.000 t (25%)
- 3 Pakistan, 153.000 t (15%)
- 4 Turkey, 98.000 t (9%)
- 5 China, 61.000 t (6%)

### ships

- 1 India, 34 (28%)
- 2 Bangladesh, 27 (22%)
- 3 Turkey, 21 (17%)
- 4 Pakistan, 12 (10%)
- 5 China, 8 (7%)

121: the number of ships demolished is in free fall (-45%). The tonnage has nearly been cut in half (-49%) compared to the previous trimester. With “only” a -15% decrease in its volume of activity, India takes 1<sup>st</sup> place while Turkey outstrips China in spite of a decline of -18%.

The price of ships to be demolished has collapsed. The ship owners wait for better days to sell their end-of-life ships. This situation could have negative effects on maritime security. China has inundated the global market with cheap steel billets; metal from old ships is being bought at 300 \$ per ton by shipyards in India, Bangladesh, and Pakistan, compared to 500 \$ last year at the same time. In Turkey, the rate is 200 \$, and in China, it is less than 150 \$.

The cumulative lightship weight of the period reaches just 1 million tons. 47 ships (39%) were built in Europe, 39 (32%) by European ship owners (European Union or European Free Trade Association), 103 (85%) were demolished by shipyards located in the Indian subcontinent, China, or Turkey, and 12 (10%) are on their way to being demolished by European Union shipyards, of which 1 damaged ship, the *Samskip Akrafell* (p. 32), has been declared a total loss.

Bulk carriers (46 ships) represent 50% of the tonnage sent to be demolished, versus 75% the preceding trimester. The oil sector is destocking. The long-lasting drop in oil prices slows down investments. 18 units dedicated to exploration, drilling – including the famous *Glomar Explorer* (cf. p. 18) – offshore supply or floating storage have left for the breaking yard.

### tonnage recycled

- 1 : bulk carrier, 530.000 t (51%)
- 2 : tanker, 134.000 t (13%)
- 3 : container ships, 114.000 t (11%)
- 4 : general cargo 102.000 t (10%).

### category

- 1 : bulk carrier, 46 (38%)
- 2 : general cargo 22 (18%)
- 3 : other offshore 18 (15 %)
- 4 : tanker, 14 (12%)



At least 20 ships (16%) were deflagged just before departing for Bangladesh, India, Pakistan, and Turkey for the breaker's yard; half adopted the passport of St. Kitts and Nevis.

### After being locked up, the demolition

23 (19%) of the ships were inspected by a classification company that did not belong to the IACS (International Association of Classification Societies) or were not classed. The sub-standard ships are always first priority to leave: at least 66 (55%) were subjected to previous detention in ports across the world, with a detention rate of 80% for bulk carriers, 73% for general cargo ships, 38% for ferries and 33% for the tanker family.

The bulk carrier *Reis G*, 9 detentions, demolished in India, gets the gold medal for sub-standard ships, beating another bulker, the *JK Monowara*, 6 detentions, demolished in Bangladesh. Third place is held ex-aequo by the bulk carrier *Zhong Cheng 1*, demolished in India, the general cargo ship *Orion*, and the Ro Ro *Tebessa*, both demolished in Turkey.

Istanbul, October 2013 © Olaf K



## Years and Meters

The age at which ships have been demolished lies between 63 years for the former Norwegian *Hakon Jarl*, converted first into a ship-restaurant and then a hotel-bar-disco and 4 years for the damaged cargo ship *Gökbel*. The average age is 30 years. It is 24 years for container ships and 26 years for bulk carriers. In 2014, the average age of bulk carriers sold for demolition was 28 years.



The veteran *Hakon Jarl*, in the Sea of Norway - DR



The same one at Sluiskil, September 8, 2012  
© Pascal Bredel

46 ships have a length less than 150 m, 41 measure between 150 m and 199 m, and 34 measure more than 200 m. The convoy of ships destroyed this trimester has been reduced; it measures 20 km against 39 km in the second trimester and 46 km in the first.

The largest and heaviest ship is the *Rebekka N*, ex-single-hull super-tanker *Yukong Voyager* built in South Korea, converted to a VLOC (Very Large Ore Carrier) and beached in Pakistan: 322 m long, 249,278 dwt, for a lightship weight of 40,400 t. She was sold for 12 million \$.



Tanker times, *Yukong Voyager*  
© SK Shipping Co Ltd



Bulker times, *Rebekka N*  
© Fotoflite



Scrap times © Shahid



## Letters to the Editor

### Received July 27, 2015, from Henning G.

A chapter of « [Shipbreaking # 40](#) » was dedicated to the hazardous material and wastes and the way they will have to be managed according to the new European Union regulation on ship demolition.

Henning G. wishes to add some precisions and corrections on some particular details.

\* On the vessel excluded to keep an on-board inventory of hazardous materials:

Warships but also state owned vessels not commercially used and all other existing ships below 500 GT are excluded.

\* On the due date to keep an on-board Inventory of Hazardous Materials (IHM):

All other existing ships under EU-flag or those visiting an EU-port have to have the IHM by end of 2020; all new ships under EU-flag from end of 2015, relevant is the date when the building contract is signed (or 6 months later keel is laid, or 30 months later delivery).

\* On the hazardous materials that must be inventoried:

- The list is depending on whether or not is is a new or existing ship.

- For all ships asbestos, ozone-depleting substances, PCBs, and organotin antifouling coating is to be investigated and documented. For new ship additionally cadmium, hexavalent chromium, lead, mercury, brominated flame retardant agents, PBBs (polybrominated biphenyls) and PBDEs (polybrominated diphenyl ethers), chlorinated paraffins and naphthalenes, and radioactive substances such as fire alarms and possibly radioactive gauges.

[NDLR : the existing ships shall comply « as far as practicable»]

- The tin antifouling coatings listed are those containing organotin compounds.

\* For existing ships IHMs can be prepared on hand of available information and sampling & analysis, whereas for new ship 2 documents are to be submitted by suppliers for their deliveries (Material Declaration - MD, and Suppliers Declaration of Conformity - SDoC). These two documents are also required for maintenance of IHM, an obligation for shipowners which will be checked during re.certification of IHMs, due at least every five years.

### Received October 11, 2015, from Anthony L.

Anthony L, a particularly watchful reader, brought to our attention that one photo in the chapter The END dedicated to *Baltic Ace* was actually showing another ship, the *Asia Malaysia*, sunken in 2011 off Calabasa Island (Philippines).

*This mistake has been corrected. Baltic Ace sunk within minutes in the evening of December 5, 2012.*

### Simon L., from Quebec

Is alerting us on the departure for demolition of several residents of the Great Lakes and St Lawrence Seaway – such as *Mapleglen* and *Birchglen*, almost simultaneously departing on their own power towards Turkey– and is predicting other departures among the oldest ships of Canada Steamship Lines or other Canadian companies.

Among the candidates, one needs to keep an eye on the elderly *Catherine Desgagnés*. She has just been sold but it is not clear yet whether she will resume operations or leave for demolition.

And eventually, this is the end for the 111-year-old laker *JB Ford* (see « [Shipbreaking # 38](#) », p 4) : she made her final voyage across Duluth harbour on Lake Superior to be broken up a few miles further at Azcon Metals, a scrap processor.

*See the chapter on the « Old Catherine » p 3-4 of this issue, « waiting for the blowtorches».*



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.

Flags of the last voyage



Comoros



DR Congo



Marshall Islands



Niue



Palau



St. Kitts and Nevis



Sierra Leone



Tanzania



Togo

## Research vessel

*Falcon Explorer* (ex-*Nikolayev*, ex-*Nikolaev*). IMO 8404551. Seismic research vessel. Length 81 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Gdynia (Poland) by Komuny Paryskie Shipyard; ex offshore supply vessel converted to research vessel in 1997. Owned by PGS Geophysical AS (Norway). Sold for demolition in Esbjerg, Denmark



*Nikolaev*, supply time, February 1995, Felixstowe, United Kingdom © **Derek Sands**



Research time © **Ole Jakob Dingen**

*Ocean Explorer* (ex-*Amy Chouest*, ex-*Far Comet*, ex-*Tender Comet*). IMO 7805239. Seismic research vessel. Length 81 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1979 in Ulsteinvik (Norway) by Ulstein Hatlo ; ex offshore supply vessel converted in 1993. Owned by PGS Geophysical AS (Norway). Sold for demolition in Esbjerg, Denmark.



© **Ole Jakob Dingen**





Geo Prospector (ex-Stevens Calypso, ex-Prospekta). IMO 7016981. Seismic

research vessel. Length 72 m. Panamanian flag. Classification society Bureau Veritas. Built in 1970 in Elmshorn (Germany) by Kremer Sohn ; ex-general cargo carrier converted to research vessel. Owned by Fugro NV (Netherlands). Sold for demolition in Belgium by Galloo Recycling.



© Norsk Fly & Flyfoto

### Drilling ship

GSF Explorer (ex-Glomar Explorer, ex-Hughes Glomar Explorer). IMO 7233292. Drilling ship. Length 189 m, 15,636 t. Vanuatu flag. Classification society American Bureau of Shipping. Built in 1973 in Chester (United States) by Sun Shipbuilding Corp.

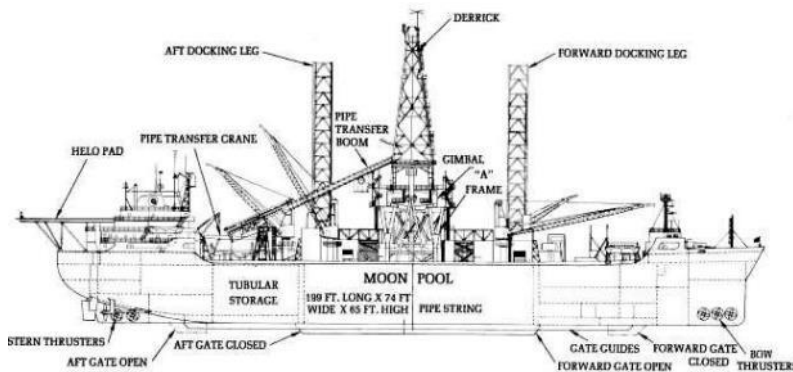


Diagram of unmodified GSF Hughes Glomar Explorer. From "A Matter of Risk" by Roy Varner and Wayne Collier.



UPI /Tommy Trampp

Built under the cover story she was a deep sea-mining ship looking for manganese nodules. The real goal of her owner Howard Hughes was to locate and salvage the wreck of a Russian submarine sunken off Hawaii on April 11, 1968. K-129 was a diesel electric *Golf II* class submarine carrying 3 SS-N-4 Sark nuclear-armed ballistic missiles. The Russian submarine had sailed from Petropavlosk naval base on the Kamtchatka peninsula to take a patrol station in the Pacific ; she sunk with her crew of 98 sailors, 1560 miles off Hawaii in 5000 m of water. The cause of the disaster remains contradictory : collision with a US submarine in the Russian version, malfunction of a missile and explosion in the US version. Howard Hugues was running the project Azorian for the CIA.



Hughes Glomar Explorer © Robert Hurst /US MARAD.

And HMB 1 barge



The recovery would use a giant claw hoisted in the « moon pool », a large underwater hangar amidships, providing access to the ocean. Hughes Glomar Explorer sailed along with the floating submersible

warehouse known as *Hughes Mining Barge* HMB-1, supposed to store and hide the wreck. The K-129 expedition started on July 4, 1974. Officially, only the forward section of the submarine, 2 nuclear-tipped torpedoes and cryptographic equipment could be raised to the surface and screened. 8 Soviet sailors were given a burial at sea. Soon after, the Los Angeles Time published details on this first ever technical operation and this attempt of submarine espionage. The strategic wreck digger dressed as a polymetallic nodule miner was pushed towards an early retirement. Spy ships do not like publicity.



Moored at Suisun Bay, Benicia, CA., circa 29 July 1985.  
© Richard Leonhardt



at an Oregon shipyard being modified for Global Marine. © TommyTrampp

*Hughes Glomar Explorer* was only converted in 1996. The useless equipments and superstructures were dismantled at Cascade General Shipyard in Portland, Oregon. The *ex-Hughes Glomar Explorer* was renamed *Glomar Explorer* and headed for Atlantic Marine at Mobile, Alabama. There, she was equipped with the whole deep-sea oil drilling paraphernalia.



In the Black Sea © Scott Vardy



Off Indonesia © Scott Rader

Her maximum drilling depth was 9000 m. Chartered by Texaco, off Nigeria, then by BP off Angola, with a few periods of duty in the Black Sea. In 2010 she left for overhaul at the Singapore yards and then went drilling off Indonesia.



2007, off Angola © Scott Rader

After an ultimate contract for the Indian company ONGC ended up, she was sent to Labuan (Malaysia) and laid up. In 2015, her owner Transocean Ltd (Switzerland) announced its oldest units will be scrapped. *GSF Explorer* status is « to be broken up » since May 2015. She would still be in Asia.

As for the barge HMB-1 and her retractable roof, she is officially operated as a covered floating drydock for luxury yachts by Bay Ship & Yacht Co at Alameda in San Francisco Bay.

© Bay Ship & Yacht Co



Shipbreaking # 41 – October 2015



*Peregrine1* (ex- *Onyx*, ex-*Mikhail Mirchink*). IMO 7907180. Drilling ship. Length 149 m, 8,960 t. Bahamian flag. Classification society Det Norske Veritas. Built in Mantyluoto (Finland) by Rauma-Repola. Owned by Gryphon Energy (Malaysia). Sold for demolition and towed by the tugboat *Northwind* to Bangladesh.



Baia (Brazil) © MarineTraffic



Rio de Janeiro (Brazil), June 2008 © Cesar T. Neves

## Drilling ship & FPSO

*Azurite* (ex-*Europe*, ex-*Samco Europe*, ex-*Fina Europe*). IMO 8611831. Ex tanker converted to FPSO. Length 322 m. Panamanian flag. Classification society Det Norske Veritas. Built in Ulsan (South Korea) by Hyundai ; converted in 2009 by Keppel Fels Ltd shipyard in Singapore to be operated off Congo as a FPSO unit (Floating Storage, Production and Offloading). In this new configuration, she is also equipped with a mobile drilling rig. Owned by Prosafe FPSO D Pte Ltd (Singapore). Her official status in the Equasis database is « to be broken up » but she has not left Singapore yet.



The super tanker *Fina Europe* © Auke Visser



Lately the FPSO *Azurite* © L'Image Cinematography

*Noble Seillean* (ex-*Seillean*). IMO 8413863. Tanker FPSO and drilling ship. Length 250 m, 23,944 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1990 in Belfast (Northern Ireland, United Kingdom) by Harland & Wolff for BP North Sea fields where she has been operated until 1997. She then left for Brazil to work on the Roncador site of Petrobras: after been modified, she was able to drill at a water depth of 2,000 m, process up to 20,000 barrels /day (3,200 m<sup>3</sup>) and store up 300,000 barrels (50,000 m<sup>3</sup>).



At the shipbuilding yard © Auke Visser

Owned by Noble Drilling Services Inc (United States). Without contract anymore, she was laid up since 2011 in Mobile (Alabama), next to the disused wood chip export terminal. In September 2015, she was beached for demolition in India.




On the Mississippi at Violet. © Don Piolo

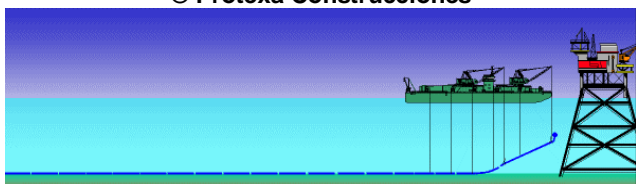


Arrival at Alang © Jilani Hamidani

## Pipe-layer

 *Huasteco* (ex-*Sea Lion I*, ex-*Sea Swallow*, ex-*Vendelso*). IMO 5377953. Pipe-layer. Length 213 m, 22,774 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage as *Asteco*. Classification society Germanischer Lloyd. Built in 1960 in Yokohama (Japan) by Mitsubishi ; Ex OBO widened and converted to pipe-layer in 1976. Owned by Mexicanas Construcciones (Mexico). Sold for demolition in India.

© Protexa Construcciones



*Huasteco*, May 23, 2008, Moored at the Repair Quayside, Curacao Drydock Company CDM, Willemstad Curacao.

© Cees Bustraan.



*Sunrise 2000* (ex-*Sunrise*). IMO 8400294. Ex heavy load carrier converted in 1995 to pipe-layer for the offshore oil industry. Length 123 m, 8,881 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Technip UK Ltd (United Kingdom). Detained in 2015 in Gibraltar (United Kingdom). Sold for demolition in Turkey.



*Sunrise 2000*, December 12, 2008 Vitoria, Brazil © Eugene Gladkykh



## Offshore supply vessel

*Beka 3* (ex-Vos Pilot, ex-Dea Pilot, ex-Rossinant, ex-Kentonvale Star, ex-Bass Tide, ex-Bass Shore). IMO 7235551. Offshore supply vessel. Length 56 m. German flag. Classification society American Bureau of Shipping. Built in 1973 in Port Adelaide (Australia) by Adelaide Ship Construction. Owned by Hempel Shipping GmbH (Germany). Sold for demolition in Esbjerg, Denmark.



*Bass Shore*, at Great Yarmouth, United Kingdom  
© Mervyn



*Butler Favour* (ex-Maersk Master). IMO 8409379. Offshore supply vessel. Length 82 m, 4,114 t. Nigerian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Lindo (Denmark) by Odense Staalskibs. Owned by Butler AG Ltd (Nigeria). Sold for demolition in India.



*Butler Favour* beached in Alang © Alang Ship Info

*Grampian Haven* (ex-Portnahaven, ex-Stirling Merlin). IMO 8104321. Offshore supply vessel. Length 52 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1982 in Great Yarmouth (United Kingdom) by Richards Drydock & Engineering. Owned by Graig Shipmanagement (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Grampian Venture*. IMO 8104333. Offshore supply vessel. Length 52 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1982 in Lowestoft (United Kingdom) by Richards. Owned by Craig Group Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Ios Glory* (ex-Smit-Lloyd 121). IMO 8202800. Offshore supply vessel. Length 63 m. Unknown flag since September 2013. Classification society American Bureau of Shipping. Built in 1983 in Zaltbommel (Netherlands) by De Waal Scheepswerf. Owned by Intra Oil Services (Malaysia). Laid up in Singapore since 2010. Sold for an unspecified destination of demolition.



*Smit-Lloyd 121*, August 1992 arriving Rotterdam  
© Mick Warrick



*Ios Glory* at Singapore, November 2008  
© M Klingsick

*Jade (ex-Crystal Fish)*. IMO 8110605. Offshore supply vessel. Length 45 m, 614 t. Indian flag. Classification society Indian Register of Shipping. Built in Ingrandes-sur-Loire (France) by Ateliers & Chantiers Bréhéret. The supply ship *Jade* was the French *Crystal Fish* from 1981 to 1993 owned by Feronia International Shipping (FISH), subsidiary of Compagnie Nationale de Navigation (Worms) specialized in offshore services.



*Crystal Fish*, 1989, off Douala (Cameroon) © Pascal Riteau

She was sold to the American group Seacor Holdings in 1993 and kept the same name under the St. Vincent flag. Since 1999, she was the Indian *Jade* owned by Amba Shipping & Logistics group, manager of a dozen of offshore supply vessels. Sold for demolition in Mumbai, India.

In 1983, Ateliers & Chantiers Bréhéret had built a larger supply ship (1 217 GT compared to 487 GT) in their Ingrandes shipyard, the *Beryl Fish*. Renamed *Albacore* in 1987, she was chartered by the French Navy as a rescue and pollution control vessel with Toulon as a homeport. She was renamed *Beryl Fish* again in 1997 under the St. Vincent flag for Seacor ; she was sold in 2005 to Gac Marine, based in Abu Dhabi, and operated in the Caspian sea as *Kathy* flying the flag of Turkmenistan.

*Ocean Ruby (ex-Lady Joyce)*. IMO 7909308. Offshore supply vessel. Length 49 m, 746 t. Indian flag. Classification society Indian Register of Shipping. Built in Tomago (Australia) by Carrington. Owned by Can Offshore Pvt Ltd (India). Sold for demolition in Mumbai, India.

*Vos Server (ex-Dea Server, ex-Toisa Plover, ex-Veesea, ex-Kara seal)*. IMO 7827029. Offshore supply vessel. Length 57 m. Bahamian flag. Classification society American Bureau of Shipping. Built in Jennings (United States) by Zigler. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Vos Don (ex-Dea Seeker, ex-Toisa Puffin, ex-Marsea One)*. IMO 8010001. Offshore supply vessel. Length 51 m. Bahamian flag. Classification society American Bureau of Shipping. Built in Moss Point (United States) by Halter Marine. Owned by Vroon Offshore Services (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Toisa Puffin*, August 17, 1990, Great Yarmouth, United Kingdom © Stephen-S



*Vos Don*, Aberdeen, March 2011 © Capt. Lawrence Dalli



## Tanker

*Banio* (ex-*Sitala*). IMO 5330412. Tanker. Length 259 m, 21.071 t. Unknown flag. Unknown classification society. Built in 1961 in Saint-Nazaire (France) by Chantiers de l'Atlantique for Shell France. Sold in 1984 to Shell Gabon and converted to floating storage in Spain by Cadiz shipyards. She was nicknamed « *Mio* » and discreetely towed to Alang ; she is being demolished by Priya Blue, in the same yard as the ex cruise liner *France* in 2006-2007 and the ex *Exxon Valdez* in 2012 (Cf. [Shipbreaking # 27](#), p 8). See the chapter The END, p 58.



Postcard Maritime Shell Shipping



*Lambari*. IMO 8301814. Tanker. Length 173 m, 8,127 t. Deflagged from Brazil to Tanzania for her last voyage as *Ambar*. Classification society Det Norske Veritas. Built in 1993 in Jacuacanga (Brazil) by Verolme do Brasil. Sold by her owner Transpetro (Brazil) to the Indian company SALS Shipping Pvt Ltd just prior to her departure for demolition in Pakistan.



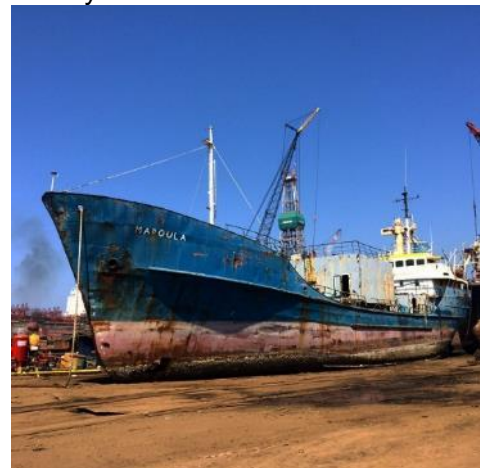
Port of Santos (Brazil), November 2008  
© Rogério Cordeiro

Gadani beach (Pakistan), August 2015  
© Sikandar Khan

*Maroula* (ex-*Oceanic*, ex-*Bolton*, ex-*Makurdi*, ex-*Else Terkol*, ex-*Chemitrader*). IMO 6415879. Tanker. Length 63 m. Greek flag. Unknown classification society. Built in 1964 in Vegesack (Germany) by Lurssen. Owned by Styliada Naftiki Eteria (Greece). Sold for demolition in Turkey.



1976, repair works at Sharpness (United Kingdom) © Shipspotting



2015, demolition at Aliaga © Selim San



*Nuevo Pemex II*. IMO 8212960. Tanker. Length 202 m, 10,808 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage. Unknown classification society. Single hull tanker built in 1987 in Veracruz (Mexico) by Astilleros Unidos de Veracruz. Owned by PEMEX (Mexico). Officially, her Equasis status has been «broken up» since May 2013. She was planned to be demolished by ECOMAR, a Mexican facility located at Lazaro Cardenas on the western coast of Mexico, along with other single hull tankers owned by PEMEX and along with the ex cruise ship



*Lyubov Orlova*. ECOMAR was presented as a promising business but actually soon closed down its ship recycling yard. In the summer of 2015, *Nuevo Pemex II* left Mexico under tow, became *Eva II* under the St. Kitts & Nevis flag and arrived at Alang early September. There, she was reunited with *Nuevo Pemex III*, renamed *Mex III*, beached on August 25. We are now waiting for *Nuevo Pemex IV*, the youngster of the family.



*Nuevo Pemex II*, Veracruz, Mexico during 1997. © Willem Van Maanen

See also [Shipbreaking # 37](#), p 62, The END, the true and the fake end of *Guadalupe Victoria II*.



*Nuevo Pemex III*. IMO 8308238. Tanker. Length 202 m, 10,757 t. Deflagged from Mexico to St. Kitts & Nevis for her last voyage as *Mex III*. Classification society Lloyd's Shipping Register. Built in 1989 in Veracruz (Mexico) by Astilleros Unidos de Veracruz. Owned by PEMEX (Mexico). After a two-year lay-up in the Gulf of Mexico, the veteran was renamed, deflagged and beached for demolition in India.



*Nuevo Pemex III* © El Imparcial



*Ralda* (ex-*Esmeralda*, ex-*Esmeraldas*). IMO 7925065. Tanker. Length 177 m, 8,810 t. Deflagged from Panama to St. Kitts & Nevis flag for her last voyage under tow as *Fiona*. Classification society American Bureau of Shipping. Built in 1981 in Busan (South Korea) by Korea SB & E Corp. Owned by Shipmate Pte Ltd (Singapore). Detained in 2009 in Khark Island (Iran) and in 2010 in Yantai (China). Sold for demolition in Bangladesh. 350 \$ per ton.



*Ralda* in Singapore, June 2011 © Andreas Spörri



*Valio* (ex-*Trabunker*, ex-*Melina*, ex-*Valio*, ex-*Macoil*, ex-*Black*, ex-*Blackfoot*, ex-*Victoriasand*). IMO 6915635. Tanker. Length 74 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1969 in Busum (Germany) by Busumer. Owned by ESSCO – Hellas (Greece). Detained twice in 2002 in Rijeka (Croatia). Sold for demolition in Turkey.



May 2015, Piraeus (Greece)  
© Dennis Mortimer



En route towards Aliaga © Burak Tokgoz

*Viva* (ex- *Shinko Maru No,38*). IMO 8203995. Tanker. Length 70 m, 722 t. Thai flag. Unknown classification society. Built in 1982 in Shimonoseki (Japan) by Kanmon. Owned by CA Marine Consultants Co Ltd (Thailand). Sold for demolition in Bangladesh. 305 \$ per ton.



*Yu Fu* (ex-*Zaral*, ex-*Aral Wind*, ex-*St Mary*, ex-*Uznadze*, ex-*Akademik Uznadze*). IMO 8517035. Tanker. Length 151 m, 6,161 t. Panamanian flag. Classification society International Register of Shipping. Improved version of the *Broz Tito* type tanker ; 24 units were built for the Soviet merchant fleet in the shipyards of Split, Rijeka and Uljanik (Croatia, ex-Yugoslavia). *Akademik Uznadze*, a double bottom ship built in 1988 in Split by Brodosplit, was delivered to the Georgian Shipping Company, based in Batumi on the Black Sea. She was sold in 1994, shortly after the collapse of the USSR. Owned by Target Shipping Ltd (Hong Kong, China). Detained in 2006 in Cape Canaveral (United States). Arrived under tow for demolition in Bangladesh.



In China, at Nansha, April 2014 © SMP/MarineTraffic

## Chemical tanker

*Al Safa* (ex-*Abu Ziad*, ex-*Ferrdos*, ex-*Papoura*, ex-*Al Muntasira*, ex-*Portia*, ex-*Holy River*, ex-*Koa Maru*). IMO 6918302. Chemical tanker. Length 90 m, 1,358 t. Unknown flag. Unknown classification society. Built in 1969 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Gulf Trust Ship Fuel Supply (United Arab Emirates). Sold for demolition in Pakistan.



## Gas tanker

*Lady Stephanie*. IMO 9014781. Gas tanker. Length 100 m. Antigua & Barbuda flag. Classification society Bureau Veritas. Built in 1991 in Kochi (Japan) by Shin Yamamoto. Owned by Sloman Neptun Schiffahrts-Aktiengesellschaft (Germany). Detained in 2010 in Rafnes (Norway). Sold for demolition in Turkey.



June 7, 2015, one of *Lady Stephanie's* last voyages  
© Marc Ottini



Aliaga © Selim San

*Syn Markab* (ex-*Val Di Fassa*, ex-*Agip Sardegna*). IMO 9003067. Gas tanker. Length 98 m, 2,578 t. Italian flag. Classification society RINA. Built in 1992 in Pesaro (Italy) by Pesaro CN. Owned by Synergas Srl (Italy). Detained in 2005 in Aliaga (Turkey). Sold for demolition in India. 485 \$ per ton including 523 t of stainless steel with a high content of nickel.



*Syn Markab*, at Rijeka, Croatia, July 2010 © Dragec

*Vitamin Gas* (ex-*Daesan Gas*, ex-*Kum Kang n°1*, ex-*Lake Star*, ex-*Koho Maru n°15*). IMO 8511249. Gas tanker. Length 66 m, 950 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1985 in Mukaishima (Japan) by Sanyo. Owned by Nhat Viet Transportation Corp (Vietnam). Sold for demolition in Bangladesh. 322 \$ per ton.



November 2005, in Kurushima Strait ©Toneu2000



## General cargo

*Albarella* (ex-*Arabella*). IMO 8115332. General cargo. Length 164 m, 5,663 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Varna



Shipping & Trading (Bulgaria). Detained in 2003 in Nakhodka, in 2004 in Hong Kong and in 2011 in Tanjung Priok (Indonesia). She had been for sale as is in Tanzania since late 2014. Renamed *Cheng*, she was beached for demolition in India in July 2015.



At Sète (France), September 2008 © Regis Zaia

*E. Karakaya* (ex-*Rapla*, ex-*Nuevitas*, ex-*Kapitan Chmutov*). IMO 8502078. General cargo. Length 132 m. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Marsa (Malta) by Malta SB. Laid up for 2 years in Terneuzen (Netherlands), in the summer of 2015, she sailed upstream the canal to Galloo recycling at Ghent, Belgium.



At Bayonne (France), April 2010, to unload urea from Damietta (Egypt). © Philippe Lauga



Ghent (Belgium), Galloo yard, July 2015 © Pieter Inpyn

*Fu Wen Shan*. IMO 8601343. General cargo. Length 162 m, 7,041 t. Chinese flag. Classification society China Classification Society. Built in 1988 in Tianjin (China) by Tianjin Xingang. Owned by Shanghai COSCO (China). Sold for demolition in China.



Singapore Strait on September 2006 © Ivan Meshkov

*Gofer B* (ex-*Blue Moon*, ex-*Beaulieu*, ex-*EWL Paramaribo*, ex-*Uilenspiegel*). IMO 8111283. General cargo. Length 90 m. Panamanian flag. Classification society Turk Loydu. Built in 1983 in Ruisbroek (Belgium) by Fulton Marine. Owned by Beserler Denizcilik AS (Turkey). Detained in 1997 in Rotterdam (Netherlands). She ran aground near Izmir (Turkey) during a storm in February 2015. She won't sail any further: on August 20, she was beached for demolition in Aliaga.



May 25, 2011 in the Bosphorus. © Marc Ottini



At Aliaga © Selim San

*Gökbel*. IMO 9605712. General cargo. Length 87 m. Turkish flag. Classification society RINA. Built in 2011 in Erdek (Turkey) by Aydogan DY. Owned by Omer Cetinkaya Denizcilik (Turkey). Detained in July 2014 in Novorossiysk (Russia) with 18 deficiencies.




On December 28, 2014, *Gokbel* is waiting outside Ravenna Harbour (Italy) and is eventually allowed to proceed to berth and unload her fertilizer cargo. She is sailing at low speed. On the other side, the Belize-flagged cargo ship *Lady Aziza* is leaving the fertilizer terminal and has already reached a speed of 13 knots in a thick fog. 1 mile off the harbour, the two ships collide. The *Gokbel* sinks, 6 Turkish sailors among the 11 crewmen die or are reported missing. The ship is refloated, removed and arrived for demolition at the Aliaga shipbreaking yards late August 2015.



August 24, 2012 © Marc Ottini



December 28, 2014 © Port de Ravenna

 *Lena Koleva* (ex-*Dallington*). IMO 7403550. General cargo. Length 138 m. Deflagged from Bulgaria to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1975 in Heusden



(Netherlands) by Verolme. Owned by VM International Ltd (Bulgaria). Detained in 2000 in Narvik (Norway) and in 2015 in Ravenna (Italy). Sold for demolition in Turkey.

*Lena Koleva*, at Mariupol (Ukraine), April 29, 2012 © Vladimir Knyaz





*Lina-Y* (ex-*Verzina*, ex-*Newens*, ex-*Atlas Star*, ex-*Tenka*, ex-*Tavros*, ex-*Ypapadi*, ex-*Singa Wilrider*, ex-*Farisi*).



IMO 8029246. General cargo. Length 175 m, 6,448 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Dignity Shipping Co (Greece). Detained in 2004 in Nakhodka (Russia). Sold for demolition in India. 315 \$ per ton.

*Lina Y*, ex-*Farisi* © Abdullah Fahel

*Malmo* (ex-*uper Carrier*, ex-*Michael S*, ex-*Umfoloji*, ex-*Maersk Asia Tertio*, ex-*Caroline J*, ex-*Eagle Comet*, ex-*Dhaulagiri*, ex-*Ville de Lumière*, ex-*Pacific*). IMO 8116738. General cargo. Length 133 m, 4,072 t. Tanzanian



flag. Classification society Polish Register of Shipping. Built in 1982 in Neuenfelde (Germany) by Sietas. Owned by IMS Greece Co (Greece). Detained in 2010 in Alexandria (Egypt) and in 2011 and 2012 in Novorossiysk (Russia). Sold for demolition in Turkey.

*Masuren*. IMO 9158422. General cargo. Length 190 m, 11,433 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Huludao (China) by Bohai Shipyard ; jumboized in 2006 and lengthened from 174 to 190 m. Owned by FH Bertling Reederei GmbH (Germany). Sold for demolition in India. 340 \$ per ton.




*Melek B* (ex-*Corn swift*, ex-*Keizersgracht*). IMO 8213706. General cargo. Length 106 m. Panamanian flag. Classification society Turkish Lloyd. Built in 1983 in Shimizu (Japan) by Miho. Owned by Beserler Denizcilik AS (Turkey). Detained in 2012 in Castellon de la Plana (Spain). Sold for demolition in Turkey.



September 2014 © Muhsen Hussein

*Melek B* in Aliaga (Turkey)  
August 2015 © Selim San




 *Netsanet*. IMO 8318556. General cargo. Length 137 m, 6,240 t. Deflagged from Ethiopia to St. Kitts & Nevis for her last voyage as *Netsa 1*. Classification society American Bureau of Shipping. Built in 1985 in Marghera (Italy) by Fincantieri Breda. Owned by Ethiopian Shipping & Logistics (Ethiopia). Detained in 1999 in Antwerp (Belgium), in 2009 in Mumbai (India), in 2010 in Safaqa (Egypt) and in 2011 in Tianjin (China). Sold for demolition in India.



*Orinoco Pearl* (ex-Bergen Arrow, ex-Bergen Thistle). IMO 8130291. General cargo. Length 182 m, 10,709 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1984 in Tamano (Japan) by Mitsui. Owned by SMT Shipping Ltd (Cyprus). Detained in 2005 in Burnie (Tasmania, Australia) and in 2009 in Qinhuangdao (China). Sold for demolition in India. 350 \$ per ton.



*Bergen Arrow* in Walsorden (Netherlands), May 2009 © Pascal Bredel

 *Orion* (ex-*Orion I*, ex-*Savva Loshkin*, ex-*Sormovskiy-13*). IMO 7005683. General cargo. Length 114 m. Deflagged from Moldova to Democratic Republic of Congo (DRC) for her last voyage. Classification society Shipping Register of Ukraine. Built in 1969 in Gorky /Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Poseidon Shipping (Ukraine). Detained in 2005 in Kdz Eregli (Turkey), in 2007 in Gemlik (Turkey), in 2009 in Mersin (Turkey) and in Kdz Eregli again and in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey.



May 6, 2011, Bosphorus. © Marc Ottini



Aliaga (Turkey) © Selim San

*Pearl K* (ex-*African Pearl*, ex-*Akropolis*, ex-*Sakura*, ex-*Southern Island*, ex-*Dimitris E*). IMO 8314902. General cargo. Length 164 m. St. Vincent & Grenadines flag. Classification society Bulgarian Register of Shipping. Built in 1987 in Tokyo (Japan) by Ishikawajima-Harima. Acquired by Bon Marine International AD (Bulgaria) in June 2015. Detained in 2002 in Tauranga (New Zealand). Laid up since August 2014, she was beached for demolition in Turkey as *Earl* in July 2015.



*Pearl K*, September 2010 © Marc Piché



*Earl*, August 2015 © Selim San



*Putri Asia* (ex-Dove Go, ex-Putri Asia, ex-Ho Am, ex-Hee Young n°5, ex-Dove Go, ex-Dove I, ex-Shinyo Maru). IMO 7722310. General cargo. Length 90 m, 1,339 t. Thai flag. No classification society according to her last Port State Control. Built in 1978 in Hakata (Japan) by Hakata Zosen. Owned by Krung Dhana Navaco Ltd (Thailand). Detained in 2000 in Rizhao (China), in 2006 in Ho Chi Minh Ville (Vietnam), in 2007 in Lumut (Malaysia) and in 2009 in Cantho (Vietnam). Sold for demolition in Bangladesh. 277 \$ per ton.



*Rexton* (ex-Lizard, ex-Windland, ex-La Rochelle Express, ex-Lappland, ex-Yankee Clipper, ex-Lapland, ex-Manchester Falcon, ex-Lapland). IMO 7431715. General cargo. Length 81 m. Sierra Leone flag. Classification society Germanischer Lloyd. Built in 1975 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by Galaxy Navigation Service Ltd (Ukraine). Detained in 2003 in Dunkirk (France), in 2009 in Kdz Eregli (Turkey) and in 2010 in Grove Wharfs (United Kingdom). Sold for demolition in Turkey.



*Manchester Falcon*, July 1975, Manchester (United Kingdom) © Albert Weller collection



*La Rochelle Express* approaching Goole, United Kingdom © PWR/Shippspotting

*Samskip Akrafell* (ex-Asian Carrier, ex-Asian Favour). IMO 9271963. General cargo. Length 101 m. Cyprus flag. Classification society Germanischer Lloyd. Built in 2003 in Nanjing (China) by Jinling SY. Owned by Q-Shipping BV (Netherlands). Detained in 2013 in Akureyri (Iceland) and in 2014 in Reykjavik (Iceland).



© Icelandic Coast Guard

On September 6, 2014, *Samskip Akrafell* ran aground off Vattarnes on the east coast of Iceland. The engine room flooded, the first rescue vessels arrived on site in 20 mn, pumps were transferred to the ship to control the water ingress. No pollution was reported. The following day, the ship was pulled free and towed to the nearest port. The 9 sailors had to be taken to the hospital as they were suffering effects from the exhaust fumes from the pumps they had to breathe for a whole day. *Samskip Akrafell* will not be repaired. In the summer of 2015, she was towed to Esbjerg (Denmark) and is being broken up.

*Skyglory* (ex-*Tasman Chief*, ex-*Seaboard Adventurer*, ex-*Tasman Adventurer*, ex-*Helga Oldendorff*, ex-*FMG Mexico*, ex-*Helga Oldendorff*, ex-*Pol Europe*). IMO 9001722. General cargo. Length 165 m. Panamanian flag. Classification society China Classification Society. Built in 1991 in Flensburg (Germany) by Flensburger. Owned by Sinotrans Navigation Co Ltd (China). Detained in 2008 in Newcastle (Australia). Sold for demolition in China.



Outbound Brisbane to Port Kembla January 2009.  
© Gwyn Mason

*Skyroyal* (ex-*Pacific Chief*, ex-*Seaboard Discoverer*, ex-*Tasman Discoverer*, ex-*Henriette Oldendorff*, ex-*FMG Santiago*, ex-*Henriette Oldendorff*, ex-*Pol Asia*). IMO 9001734. General cargo. Length 165 m. Panamanian flag. Classification society China Classification Society. Built in 1992 in Flensburg (Germany) by Flensburger. Owned by Sinotrans Navigation Co Ltd (China). Detained in 2002 in Auckland (New Zealand), in 2006 in Tauranga (New Zealand) and in 2015 in Ashdod (Israel). Sold for demolition in China.



*Star Atlantic* (ex-*Hoegh Mistral*, ex-*Star Texas*, ex-*Texas rainbow*). IMO 8502834. General cargo. Length 165 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1986 in Onishi (Japan) by Kurushima. Owned by Grieg Star AS (Norway). Sold for demolition in Jiangyin, China.



*Umay* (ex-*Lord Hinton*). IMO 8402864. General cargo. Length 155 m, 5,533 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Glasgow (United Kingdom) by Govan SB. Owned by Beyaz Denizcilik Ltd (Turkey). Sold for demolition in India. 316 \$ per ton.



*Lord Hinton* at birth in Dunkirk (France), October 2009  
© Pascal Bredel

*Yunus N* (ex-*ST Star*, ex-*Sea Apex*). IMO 8905983. General cargo. Length 89 m. Turkish flag. Classification society Bureau Veritas. Built in 1989 in Tongyeong (South Korea) by Shin A SB Co. Owned by Negmar Denizcilik Yatirim AS (Turkey). Detained in 2006 in Casablanca (Morocco) and in 2008 and 2009 in Alexandria (Egypt). Sold for demolition in Turkey.



*Yunus N*, April 11, 2011 at El Ferrol, Spain  
© Romarin



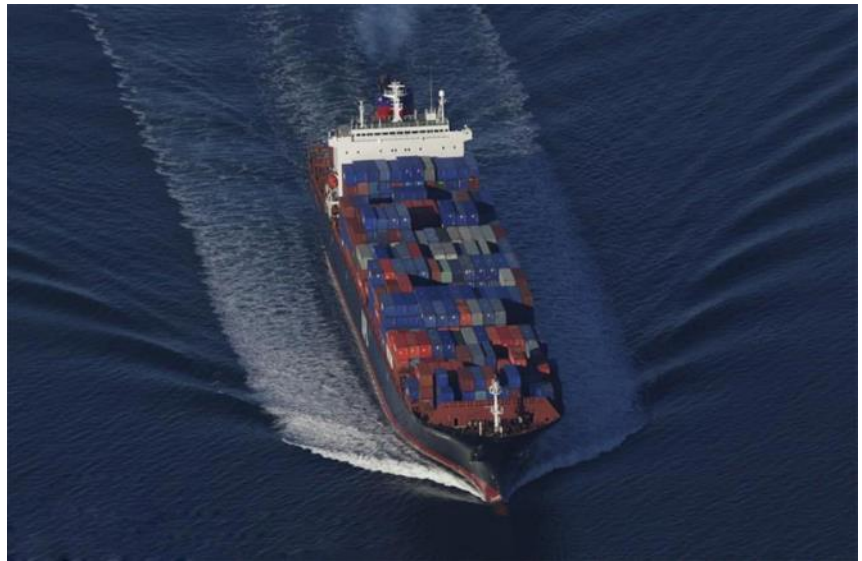


## Container ship

*APL Garnet* (ex-*Hyundai Garnet*, ex-*APL Garnet*, ex-*MOL Vigor*, ex-*MSC Louisiana*, ex-*APL Garnet*, ex-*APL Garnet*, ex-*NOL Seginus*, ex-*Neptune Seginus*). IMO 9077460. Container ship, 4388 teu. Length 294 m, 21,468 t. Marshall Islands flag.



Classification society American Bureau of Shipping. Built in 1995 in Koje (South Korea) by Samsung. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2013 in Miami (United States). Sold and beached for demolition in Bangladesh as *Garnet*. 368 \$ per ton.



*APL Garnet*, Seattle – December 2010-  
© Neal Chism

*Atlantic Companion* (ex-*Companion Express*, ex-*Atlantic Companion*). IMO 8214152. Conro ship. Length 292 m, 28,919 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Malmö (Sweden) by Kockums MV ; jumboized in 1987 and lengthened from 249 to 292 m. Owned by Atlantic Container Line AB (Sweden). Sold for demolition in India. 320 \$ per ton including 250 t of bunkers and 2000 t of permanent ballast.



On the river Schelde. © Marc Ottini

*Ever Result*. IMO 9061112. Container ship, 4229 teu. Length 294 m, 19,924 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kobe (Japan) by Mitsubishi. Owned by Evergreen Marine Corp (Taiwan). Sold for an unspecified destination of demolition. 352 \$ per ton. Late September, the status of the ship turned to « to be broken up », she left Sri Lanka and announced to be heading for Port Klang (Malaysia). Lay-up or demolition in China ?

*Jindal Tara* (ex-Marclipper, ex-Tiger Cloud, ex-Dollart Star). IMO 9129770. Container ship, 617 teu. Length 122 m, 3,581 t. Indian flag. Classification society Indian Register of Shipping. Built in 1995 in Fuzhou (China) by Mawei SY. Owned by Jif Waterways Ltd (India). Sold for demolition in Bangladesh.



Singapore, August 2005. © Roel Van de Velde



Chittagong, August 2015 © Sajjad Chowdhury

*Kollmar* (ex-Ilse Wulff, ex-Nigeria Star, ex-Ilse Wulff, ex-Direct Kookaburra, ex-Ilse Wulff, ex-Maersk Pretoria, ex-Maersk Piraeus, ex-TSL Unity, ex-Ilse Wulff, ex-Contship Rotterdam, ex -Ilse). IMO 9056284. Container ship, 1657 teu. Length 181 m, 8.039 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Neuenfelde (Germany) by Sietas, completed in Hamburg by Norderwerft. Owned by Reederei Hermann Wulff & John-Peter Wulff GmbH & Co KG (Germany). Sold for demolition in India. 370 \$ per ton, including 600 t of bunkers. In September, *Kollmar* was still in the Mediterranean.



 *Luo He 16* (ex-Luo He). IMO 8108793. Container ship, 1234 teu. Length 170 m, 7,764 t. Deflagged from China to St. Kitts & Nevis flag for her last voyage as *Vow*. Classification society China Classification Society. Built in 1983 in Bremerhaven (Germany) by Weser Seebeck. Owned by Hengfeng Shipping (China). Sold for demolition in India.



1983, launching in Bremerhaven (Germany) © Holger Jaschob



1989, in Rotterdam (Netherlands), 6 years later © Tony Garner



*Zhenfen-15* (ex-*Xiang Ji*, ex-*Zhen Fen 15*). IMO 9017496. Container ship, 964 teu. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Shanghai (China) by Shanghai SY ; ex bulk carrier converted to container ship in 1999. Owned by China Shipping Container Lines (China). Sold for demolition in Jiangyin, China.

*Zim Pacific*. IMO 9113666. Container ship, 3429 teu. Length 254 m, 16,900 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kiel (Germany) by Howaldtswerke-DW. Owned by Zim Integrated Shipping Services Ltd (Israel). Detained in 2013 in Xiamen (China). Sold for demolition in Bangladesh. 395 \$ per ton.



Bay of Biscay © **Marc Ottini**

## Ro Ro

*Tebessa*. IMO 7531266. Ro Ro. Length 131 m. Algerian flag. Classification society Bureau Veritas. Built in 1977 in Shimonoseki (Japan) by Towa. Owned by CNAN Med Spa (Algeria). Detained in 2005 in Marseille (France), in 2008 in La Spezia (Italy), in 2009 in Barcelona (Spain), in 2010 in Castellon de la Plana (Spain) and again in Barcelona and in 2013 again in La Spezia. Sold for demolition in Turkey.



March 2, 2010 © **Marc Ottini**



Aliaga © **Selim San**

## Tuna seiner

*Universe Kim* (ex-*Granada*, ex-*Granada II*). IMO 8102919. Tuna seiner. Length 68 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in San Diego (United States) by Campbell Industries. The Californian shipbuilding yard, founded in 1905 and closed down in 1999, was specialized in the construction of fishing vessel ; Saupiquet Co (a French canned seafood specialist) is still operating under the French flag *Via Avenir* and *Via Mistral* which were built by this yard in 1990 and 1991. *Universe Kim* was replaced in the fleet of Dongwon Industries (South Korea) by modern tuna seiners, equipped with cutting-edge technology such as helicopter deck, radar, sonar and facilities to slice raw tuna for sashimi ; she remained idle at Pusan (South Korea) and was progressively stripped off and eventually scrapped in the summer 2015.



In operation times



August 2013



August 2015

© Lappino

## Factory ship

*Klintsy*. IMO 7741029. Factory ship of the *Barentsevo More* class or project 1332. Length 70 m, 1,290 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Klaipeda (Lithuania) by SSZ Baltiya. Initially designed like the 61 units of the family for pelagic and ground fishing and for the production of salted fish, fish meal and fish-liver cans *Klintsy* was lengthened in 1990 from 59 to 70 m and equipped with freezing machinery. Owned by Arkhangelsk Trawl Fleet (Russia). Laid up in Arkhangelsk along with her sistership *Gortse* and other rusted hulls from the Russian fishing fleet, *Klintsy*, however, is the first one to leave for demolition : she is back where she was born, in Klaipeda.



June 10, 2015, in Arkhangelsk



September 27, 2015 : *Klintsy* being broken up in Klaipeda.

© Gena Anfimov

## Reefer

*Baltic Stream* (ex-*Ecuadorian Reefer*, ex-*Egyptian Reefer*). IMO 7726718. Reefer. Length 144 m, 7.080 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Aalborg (Denmark) by Aalborg Vaerft.



Owned by Ost-West-Handel-und Schiffahrt GmbH (Germany). Sold for demolition in Bangladesh. 400 \$ per ton including 197 t of stainless steel.

*Baltic Stream*, at Uddevalla, March 2012

© Jan Johansson



**Bulk carrier**

*ABM Navigator* (ex-Omiros, ex-Elli, ex-Kelvin Fortune, ex-Angelic Power). IMO 8400971. Bulk carrier. Length 186 m, 8,665 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sasebo (Japan) by Sasebo H.I. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2000 in Newcastle (Australia), in 2003 in Naples (Italy), in 2008 in Algeciras (Spain) and in 2010 in Dunkirk (France). Sold for demolition in Pakistan. 361 \$ per ton.



June 2013 © Marc Ottini



*Amsir* (ex-Sachem, ex-Redina, ex-Bunga Anggerek). IMO 8705761. Ex tanker converted to bulk carrier. Length 215 m, 11,365 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1988 in Imari (Japan) by Namura. Owned by AK Ship Management & Services (Bangladesh). Detained in 2005 in Hong Kong, in 2008 in Visakhapatnam / Vizag (India) and in 2009 in India. Sold for demolition in Bangladesh. 330 \$ per ton.



*Aquagrace*. IMO 9120982. Bulk carrier. Length 283 m, 22.092 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as *Grace*. Classification society Det Norske Veritas. Built in 1997 in Samho (South Korea) by Halla Eng.



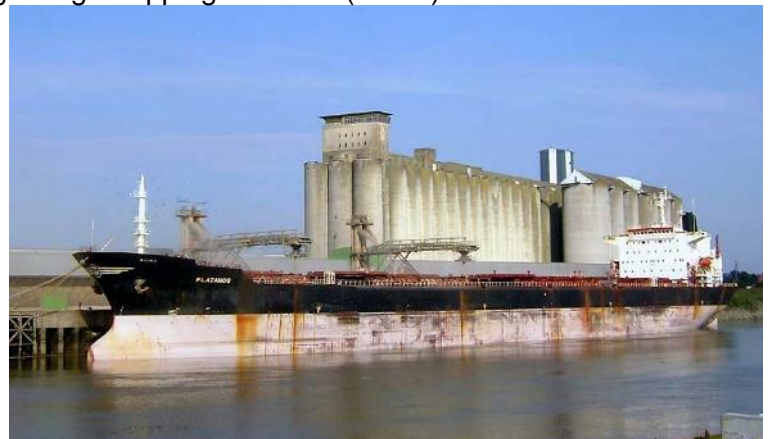
Owned by Carras Hellas SA (Greece). Detained in 2008 in Gladstone (Australia) and in 2013 in Rotterdam (Netherlands). Sold to Heywood Maritime SA, a Panama-based shell company just prior to her departure for demolition in Bangladesh. 334 \$ per ton.



*Aquagrace*, February 2005. © Marinos P.

*Bei Lun Hai 36* (ex-Yi Yang 22, ex-Platanos, ex-Hsing May). IMO 8807583. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Shanghai (China) by Jiangnan Shipyard. Owned by Ningbo Longsheng Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

Nantes grain terminal (France), October 2006  
© Hervé Lagatu



*Bella L* (ex-Mill, ex-Millennium Yama, ex-Clipper Yama, ex-Yama, ex-Hansa Riga, ex-Navigator, ex-Therean Mariner). IMO 7609752. Bulk carrier. Length 164 m. St. Vincent & Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Chita (Japan) by Ishikawajima-Harima. Owned by Bon Marine International AD (Bulgaria). Detained in 2014 in Castellon de la Plana (Spain). Sold for demolition in Turkey. She was beached as *Bell*.



Douala, February 2014 © Javier Velasco Escobar

*Birchglen* (ex-Mackenzie, ex-Federal Mackenzie, ex-Federal Richelieu, ex-Canada Marquis). IMO 8119273. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Glasgow (United Kingdom) by Govan SB. Detained in 2000 in Port-Cartier (Canada), in 2003 in Duluth (United States) and in 2007 in Torre Annunziata (Italy). Owned by Canada Steamship Lines (Canada). CSL keeps on the renewal of its Great Lakes and Seaway fleet. 6 new bulkers entered service for CSL since 2012, while the oldest units were sent to demolition. *Birchglen* left Canada on her own power, almost at the same time as *Mapleglen*; she is expected to reach Aliaga at mid October. 2 other CSL vessels, *Oakglen* and *Atlantic Huron*, are still laid up at Montreal, in section 54 of the harbour, where the « dying ones » are gathered.



*Canada Marquis*, leaving shipyard at Glasgow, April 15, 1983 © Paul Strathdee



*Birchglen* above Lock 1, Port Weller, Welland Canal. Canada. November 15, 2014 © Paul Beesley

*Bulk Discovery* (ex-Ionna L, ex-Antonis I Angelicoussis, ex-Channel Endeavour). IMO 8806187. Bulk carrier. Length 225 m, 9,977 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by Phoenix Bulk Carriers (United States). Detained in 1999 in Port-Cartier (Canada), in 2008 in Baltimore (United States), in 2010 in Gunsan (South Korea) and in 2011 in Rizhao (China). Sold for demolition in Bangladesh. 363 \$ per ton.





*C. Royal (ex-Savina, ex-Poterne, ex-Golden Poterne)*. IMO 9108635. Bulk carrier. Length 273 m, 17,992 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1996 in Tsu (Japan) by NKK. Owned by Chang Myung Shipping Co Ltd (South Korea). Sold for demolition in India. 326 \$ per ton.



April 2013, alongside CCF Gladstone, loading coal. © Tropic Maritime Photos

*Chang Bai Shan*. IMO 8632433. Bulk carrier. Length 185 m, 9,147 t. Chinese flag. Unknown classification society. Built in 1986 in Huludao (China) by Liaoning Bohai. Owned by Guangzhou Zhenhua Shipping (China). Sold for demolition in Jiangyin, China. 125 \$ per ton.

*Dunfeng Manila (ex-Brilliant River)*. IMO 9046344. Bulk carrier. Length 278 m, 19,822 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Imari (Japan) by Namura. Owned by Chang An Ship Management Ltd (China). Detained in 2013 in Hay Point (Australia). Sold for demolition in Pakistan. 330 \$ per ton.



*Eden Maru*. IMO 8716150. Wood chip carrier. Length 229 m, 12,320 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Nagasaki (Japan) by Mitsubishi. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in India.



© Alang Ship Info

*Gingko (ex-Mandarin Bright, ex-Yukon, ex-Sun Accord, ex-Kastylio, ex-Ocean Ida, ex-Gresik)*. IMO 8318623. Bulk carrier. Length 186 m, 8,314 t. Singapore flag. Classification society RINA. Built in 1984 in Tadotsu (Japan) by Hashihama Zosen. Owned by Wan Qi Shipping (Singapore). Detained in 2003 in Dampier (Australia). Sold for demolition in Pakistan.



*Global Explorer (ex-Dynastar)*. IMO 9137973. Wood chip carrier. Length 210 m, 10,687 t. Cayman Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Mitsui OSK Lines Ltd (Japan). Detained in 2011 in Valparaiso (Chile) and in 2015 in Portland (Australia). Sold for demolition in India.



*Glory Morning* (ex-Cido Pacific, ex-Carataga, ex-Lake Spanker). IMO 8416164. Bulk carrier. Length 155 m, 4,860 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Shiogama (Japan) by Tohoku SB Co. Owned by Hua Heng Shipping Ltd (Hong Kong, China). Detained in 2000 in Kwinana (Australia), in 2003 in Savannah (Georgia, United States) and in 2007 in Bandar Abbas (Iran). Sold for demolition in India.



*Hanjin Haypoint*. IMO 8821668. Bulk carrier. Length 274 m, 18,908 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by H-Line Shipping Co Ltd (South Korea). Detained in 2012 in Newcastle (Australia). Sold for demolition in Bangladesh. 335 \$ per ton, including a working spare propeller.



Newcastle, New South Wales, Australia, July 2009 © John Regan

*Hui Ping* (ex-Rio Verde). IMO 9074107. Bulk carrier. Length 225 m, 9,758 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (China). Detained in 2005 in Newcastle (Australia). Sold for demolition in India. 358 \$ per ton including 900 t of bunkers.



*Isa Delta* (ex-Smooth Rise I, ex-Grand Glory, ex-Genco Glory, ex-Top Glory, ex-Manila Patriot, ex-Manzano, ex-Star Delfi). IMO 8307820. Bulk carrier. Length 183 m, 6,787 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Pann Persero PT (Indonesia). Detained in 2013 in Quangninh (Vietnam). Sold for demolition in Bangladesh.



On transit through Kiel-canal from Flushing to Gdansk on February 2001 © Reiner Asmus

*Ismar* (ex-New Sea Star 6, ex-Mehmet Aksoy, ex-Ince Express, ex-African Express, ex-New Promotion). IMO 8324397. Bulk carrier. Length 186 m, 7,989 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1985 in Tadotsu (Japan) by Hashihama. Owned by AK Ship Management & Services (Bangladesh). Detained in 2001 in Wallaroo (Australia) and in 2010 in Aliaga (Turkey). Sold for demolition in Bangladesh.





*JK Monowara (ex-Velebit)*. IMO 8915237. Bulk carrier. Length 180 m, 6,505 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1990 in Oshima (Japan) by Oshima SB, completed in Oppama by Sumitomo. Owned by Nobpac Ship Management Ltd (Bangladesh). Detained in 2004 in Bunbury (Australia), in 2008 in Iskenderun (Turkey), in 2009 in Dalian (China), in 2010 in Portland (Australia) and in 2012 in Zhangzhou (China) and in Bandar Khomeini (Iran). Sold for demolition in Bangladesh.



*K Pride (ex-Julian N, ex-Anja, ex-Chou Shan)*. IMO 9035802. Bulk carrier. Length 270 m, 18,569 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by SK Shipping Co Ltd (South Korea). Detained in 2006 in Port Talbot (United Kingdom). Sold for demolition in Bangladesh. 364 \$ per ton.



*K Pride*, Port of Nakhodka Russia, July 2014 © Lys;



*Kurotakistan Maru*. IMO 9108609. Bulk carrier. Length 235 m, 13,087 t. Deflagged from Japan to Marshall Islands for her last voyage as *Kurotakistan*. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mihara (Japan) by Koyo Dockyard. Owned by Mitsui Osk Lines Ltd (Japan). Detained in 2003 in Qinhuangdao (China). Sold for demolition in India. 330 \$ per ton including 300 t of bunkers.



*Lotus Sun (ex-Anangel Enosis)*. IMO 9081849. Bulk carrier. Length 225 m, 10,271 t. Panamanian flag, St. Kitts & Nevis flag for her last voyage as *Lotus*. Classification society Korean Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Doonam Shipping Co Ltd (South Korea). Detained in 2006 in Newcastle (Australia) and in 2014 in Vishakhapatnam (India). Sold for demolition in Bangladesh. 230 \$ per ton.



*Ma Sik Ryong (ex-Meta, ex-Kiwi Crown, ex-Clipper Emerald)*. IMO 8608030. Bulk carrier. Length 145 m, 4,698 t. Deflagged from Tuvalu to Niue for her last voyage. Classification society Nippon Kaiji Kyokai, then International Ship Classification. Built in 1987 in Umajima (Japan) by Uwajima Zosen. Owned by Hua Heng Shipping (Hong Kong, China) then Hubei Qin Tai Shipping Co Ltd (China). Detained in 2011 in Kandla (India). On August 1, 2015, she was sold as is in Durban (South Africa) at a scrap rate, 203 \$ per ton, to a State-owned Chinese company. She was renamed *Dina Ocean* and deflagged. Her official status is updated as « to be broken up » on August 14. She left South Africa. She was sailing off Singapore on September 24.



May 2006, Welland Canal (Canada) © Paul Beesley

2015 : will she be demolished or resume operation ?

*Mapleglen* (ex-Lake Michigan, ex-Federal Maas). IMO 7910163. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Hoboken (Belgium) by Cockerill Yards. Owned by Canada Steamship Lines (Canada). Detained in 2000 in Cleveland (Ohio) and in 2006 in Yingko (China). Like her fleetmate *Birchglen*, *Mapleglen* did not resume her service after the 2015 winter lay-up : she is on her way to demolition in Turkey.



*Mapleglen* at Montreal, her homeport, in 2009  
© Simon Laberge



*Mapleglen* downbound on the St. Lawrence in route, on her own power, to be recycled in Turkey. September 27, 2015. © Christian Krajewski

*Maria Star* (ex-Arcadia, ex-Dimitra, ex-Valiant, ex-Multi-Purpose 3). IMO 9080182. Bulk carrier. Length 186 m, 9,350 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Varna (Bulgaria) by Varna Shipyard. Owned by Entrust Maritime Co Ltd (Greece). Detained in 2007 in La Baie (Canada). Sold for demolition in India. 330 \$ per ton including 250 t of bunkers.



*Marsi* (ex-Antonis, ex-Andonis, ex-Faethon, ex-Lakenes). IMO 8126630. Bulk carrier. Length 183 m, 9,040 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Glasgow (United Kingdom) by Govan SB. Owned by AK Ship Management & Services (Bangladesh). Sold for demolition in Bangladesh. 330 \$ per ton.



*Marsi*, June 5, 2006 © Marc Ottini

*Matsura Maru*. IMO 8912285. Bulk carrier. Length 270 m, 19,592 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sasebo (Japan) by Sasebo HI. Owned by NYK Line (Japan). Sold for demolition in India. 295 \$ per ton.

*Merry Ocean* (ex-Sea Fate, ex-Manisamut Naree, ex-Handy Dragon, ex-Dragon Wealth, ex-Ocean Royal). IMO 8222020. Bulk carrier. Length 153 m, 5,212 t. Kiribati flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Hakata (Japan) by Watanabe Zosen. Owned by Hubei Qin Tai Shipping Co Ltd (China). Detained in 2010 in Constanta (Romania) and in 2015 in Xiamen (China). Sold for demolition in Pakistan. 359/362 \$ per ton including 220 t of bunkers.





*Ocean Famous (ex-Eleni G, ex-Grand Honest)*. IMO 8412508. Bulk carrier. Length 174 m, 6,505 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Hengfa Shipping Inc (Hong Kong, China). Detained in 2009 in Kandla (India). Sold for demolition in Bangladesh. 345 \$ per ton.



*Ore Alegria (ex-Chloe, ex-Toscanini)*. IMO 9135690. Bulk carrier. Length 280 m, 20,963 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Vale SA (Brazil). Sold for demolition in Pakistan. 330 \$ per ton.

*Prelude*. IMO 8309141. Bulk carrier. Length 160 m, 5,339 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Usuki (Japan) by Minami-Nippon. Owned by Sea Hawk Maritime SA (Greece). Detained in 2002 in Newcastle (Australia), in 2007 in Useless Loop (Australia) and in 2013 in Paranagua (Brazil). Sold for demolition in India.



When gulls feed on transgenic soja.  
*Prelude* is unloading at Sète (France), January 2010  
 © Regis Zaia

*Preventer (ex-Darya Noor, ex-Manna, ex-Daphne Ocean)*. IMO 8907321. Bulk carrier. Length 227 m, 9,412 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sakaide (Japan) by Kawasaki. Owned by SNP Shipping Services (India). Detained in 2005 in Newcastle (Australia). Sold for demolition in India. 331 \$ per ton including 250 t of bunkers.



*Princess Maria (ex-Inviken, ex-Bar)*. IMO 8212087. Bulk carrier. Length 189 m, 7,200 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1986 in Olaveaga (Spain) by AESA. Owned by White Star Shipmanagement Inc (Romania). Detained in 2007 in Sorel (Canada) and in 2014 in Mersin (Turkey). Sold for demolition in Pakistan. 330 \$ per ton.



Gadani, September 9. © Zeeshan UI Haq

*Ramsi (ex-Aspilos, ex-Great Harvest, ex-World Harvest)*. IMO 8016990. Bulk carrier. Length 186 m, 7,779 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Osaka (Japan) by Osaka Zosensho. Owned by AK Ship Management & Service (Bangladesh). Detained in 2002 in Iquique (Chile) and in 2008 in San Francisco (United States). Sold for demolition in Bangladesh.



*Rebekka N* (ex-*Azuma Enterprise*, ex-*C Voyager*, ex-*Yukong Voyager*). IMO 8618190. Very Large Ore Carrier. Length 322 m, 40,400 t. Liberian flag. Classification society Det Norske Veritas. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Neu Seeschiffahrt GmbH (Germany). Detained in 2011 in Rotterdam (Netherlands). The biggest one this quarter (see photos p 15). Sold for demolition in Pakistan. 325 \$ per ton.





*Reis G* (ex-*John GR*, ex-*Gem of Madras*, ex-*Golden Triangle*, ex-*Expedition*). IMO 8413186. Bulk carrier. Length 191 m, 8,287 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Innoshima (Japan) by Hitachi. Owned by Nbulkgas DenizIsletmeciligi Ltd (Turkey). Detained in 2007 in Bandar Khomeini (Iran), in 2008 in Aliaga (Turkey), in 2009 in Philadelphia (United States), in 2010 in New Orleans (United States) and in Izmir (Turkey), in 2012 in Limassol (Cyprus), Cagliari (Italy) and Rijeka (Croatia) and in 2014 in Venice (Italy). Gold medalist on the substandard ships podium. Sold for demolition in India. 330 \$ per ton.



At Alang. © Vaja Nilesh

*Ricky* (ex-*C Utopia*, ex-*Clarisa*, ex-*Future Confidence*, ex-*J. Emma*, ex-*Trinity Beach*, ex-*Star Beach*). IMO 8500496. Bulk carrier. Length 188 m, 7,472 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Toyama (Japan) by Nipponkai. Owned by KD Ocean Co Lt (South Korea). Detained in 2008 in Gladstone (Australia) and in Izmit (Turkey) and in 2013 in Ningbo (China). Sold for demolition in Bangladesh.



 *Royal Ocean 8* (ex-*Royal Ocean*). IMO 9087192. Bulk carrier. Length 225 m, 10,941 t.  Bahamian flag, puis B elize and enfin Sierra Leone pour ses derniers mois. Classification society Nippon Kaiji Kyokai. Built in 1995 in Rio de Janeiro (Brazil) by Ishibras. Owned by Shanghai Hope Ship Management Co (China). Detained in 2009 in Seattle (United States) and in 2015 in Zoushan (China). Her demolition was a two-step process. In March 2015, she was renamed *Ocean 8* under Belize flag ; she was eventually beached for demolition in Bangladesh in August 2015 as *Zheneng-6* and the flag of Sierra Leone. 300 \$ per ton.



*Sea Lark* (ex-*Sider Lark*, ex-*Lark*, ex-*Diana I*, ex-*Sea Dian*, ex-*Princess Dian*). IMO 8417974. Bulk carrier. Length 152 m, 4,820 t. Maltese flag. Classification society Polish Register of Shipping. Built in 1985 in Hakata (Japan) by Watanabe Zosen. Owned by Silo Management SA (Greece). Detained in 2001 in New Orleans (United States) and in 2008 in Brindisi (Italy). Sold for demolition in India. 295 \$ per ton.



At Barcelona (Spain), August 2014 © Tore Hettervik





*Sea Trader* (ex-*Genco Trader*, ex-*Top Trader*, ex-*Nova Spirit*). IMO 9003093. Bulk carrier. Length 225 m, 9,511 t. Deflagged from South Korea to Comoros for her last voyage. Classification society Korean Register of Shipping. Built in 1990 in Marugame (Japan) by Imabari Zosen. Owned by Shipping Allied Corp (South Korea). Detained in 2001 in Tacoma (United States), in 2002 in Muroran (Japan) and in 2003 in Newcastle (Australia). Sold for demolition in Bangladesh. 315 \$ per ton.



*Solidarnosc*. IMO 8813934. Bulk carrier. Length 229 m, 13,610 t. Vanuatu flag. Classification society Polish Register of Shipping. Built in 1991 in Copenhagen (Denmark) by B&W Skibsværft. Owned by POLSTEAM (Poland). The elder of this Danish-Polish bulker family (6 units were built in a single year) is the last one to leave to be broken up in Pakistan. 358 \$ per ton.



October 2014, Sète (France)  
© Regis Zaia



December 2007, at Saint-Nazaire (France) © Erwan Guéguénat

*Tsunomine*. IMO 9205990. Bulk carrier. Length 275 m, 20,596 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Tadotsu (Japan) by Tsuneishi. Owned by Mitsui OSK Lines Ltd-MOL (Japan). Detained in 2007 in Gladstone (Australia) and in 2015 in Newcastle (Australia). Sold for demolition in India. 340 \$ per ton.



*Wan Voyager* (ex-*Chios Liberty*, ex-*Aquamarine*, ex-*Antares G*, ex-*Norita*, ex-*Anita*, ex-*Neo Campanula*, ex-*Sanko Campanula*). IMO 8308941. Bulk carrier. Length 181 m, 7,137 t. Panamanian flag. Classification society RINA. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Five Ocean Maritime Services Co (China). Detained in 2006 in Zhanjiang (China), in 2008 in Qinhuangdao (China) and in 2010 in New Orleans (United States). Announced as sold for demolition in India, the ship left Singapore, stopped at Chittagong where she stayed anchored for a few days, then headed for Alang before changing course to be eventually beached at Gadani (Pakistan).




June 08, 1997, inside Kristiansund (Norway), after having discharged bauxite ore in Sunndalsøra. © Geirolje Norita

*Wei Fong* (ex-*Golden Joy*, ex-*Clipper Joy*, ex-*China Joy*). IMO 9113563. Bulk carrier. Length 225 m, 12,214 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shanghai (China) by Jiangnan Shipyard. Owned by Wei Fong Shipping Co Ltd (China). Detained in 2001 in Incheon (South Korea, in 2002 in Kwinana (Australia) and in 2009 in Hay Point (Australia) and Qingdao (China). Sold for demolition in Pakistan. 332 \$ per ton.



*Yong Long Jiu* (ex-Cape Cornwall, ex-Brisol Lake, ex-Montego Bay, ex-Jonathan J). IMO 8124319. Bulk carrier. Length 199 m. Chinese flag. Unknown classification society. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Yangpu Chang Long Marine Co (China). Sold for demolition in China.



 *Zhong Cheng 1* (ex-Free Envoy, ex-Apostolos, ex-Halla Star). IMO 8317150. Bulk carrier. Length 160 m, 5,895 t. Deflagged from Panama to Palau for her last voyage as *Sea Adelaide*. Classification society Overseas Marine Certification Services. Built in 1984 in Onishi (Japan) by Shin Kurushima. Owned by Zhong Cheng 1 Shipping Co Ltd (China). Detained in 2000 in Ghent (Belgium), in 2005 in Cartagena (Spain), in 2006 in Savannah (United States), in 2007 in Aliaga (Turkey) and in 2009 in Pohang (South Korea). Sold, deflagged and renamed in March 2015, she was beached for demolition in India on July 28.



## Cement carrier

*Glory Sun* (ex-Vinca Rosea, ex-Morning Orchid, ex-Glory Sun). IMO 8402917. Ex bulk carrier converted to cement carrier in 1999 in the Taiwanese shipyards. Length 160 m, 6,640 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by KGJ Cement Fleet Management AS (Norway). Detained in 2000 in Singapore and in 2009 in Gemlik (Turkey). Sold for demolition in India.




Alang, August 2015 © Alang Ship Info

## Car carrier

*Arca Emerald*. IMO 8319689. Car carrier. Length 175 m, 10,743 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Cido Shipping (Hong Kong, China). Detained in 2010 in Auckland (New Zealand). Sold for demolition in Bangladesh. 357 \$ per ton.



 *Marine Road*. IMO 9039559. Car carrier. Length 156 m, 6,226 t. Deflagged from Japan to Togo for her last voyage as *Marine 1*. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kobe (Japan) by Mitsubishi. Owned by Toyofuji Shipping Co Ltd (Japan). Sold for demolition in Bangladesh. 330 \$ per ton.

In Kanmon Strait on June 2008  
© Ivan Meshkov





# Ferry

## Comanav-Comarit, a risky liquidation

Three ferries from the Moroccan-Norwegian group Comarit-Comanav, *Al Mansour*, *Banasa*, and *Boughaz*, which had been decommissioned at Algeciras since 2012 after having been assigned the crossing of the Strait of Gibraltar for many years, were delivered to the breakers in Aliaga, Turkey in August. But the *Banasa* would be granted a reprieve. She could take up service again, like the *Ibn Batouta*, the fourth ferry decommissioned at Algeciras, which was towed to Durres (Albania) in August. Far from the noises of demolition that had surrounded her, the *Ibn Batouta*, would in fact be acquired by the Italian company Red Star Ferries, which plans to put her back on the line between Brindisi and Albania after repairs.

Two other ex-Comarit-Comanav ships are immobilized, the *Mistral Express* (ex-French *Esterel* from SNCM) at Nador, Morocco, and the *Boraq* in Tangiers.

*Al Mansour* (ex-*Moby Kiss*, ex-*Reine Astrid*, ex-*Stena Nautica*, ex-*Stena Nordica*, ex-*Hellas*, ex-*Stena Nordica*, ex-*Hellas*, ex-*Stena Nordica*). OMI 7360629. Ferry. Length 121 m. Moroccan Flag. Classification society Det Norske Veritas. Built in 1975 in Bremehaven (Germany) by Rickmers.



*Stena Nordica*. © Stephen Ings / Foto Marine Atlantic



*Hellas* © Faktaomfartyg.

Initially, the *Al Mansour* was the Swedish *Stena Nordica*, from the company Stena. She mostly sailed under charter of other companies, notably in Canada for many summers on the North Sydney (Nova Scotia) – Port aux Basques (Newfoundland) line, alternating with charters on the Volos (Greece) – Latakia (Syria) line, for which occasions she took on the name of *Hellas*.

In 1982, she was renamed *Stena Nautica* and chartered by the Belgian company Regie voor Maritiem Transport (RMT), on the Ostend-Dover line. The RMT acquired the ship in 1983 and renamed her *Reine Astrid* under the Belgian flag.



Leaving Ostend. in Townsend Thoresen colours. July 01, 1997 © Jack Sparrow



En route to Dover in the mid 90s © shipspotting

In early 1997, she was sold to the Italian shipowner Onorato and renamed *Moby Kiss*. She was almost immediately chartered as the *Al Mansour* to the Moroccan Navigation Company, which in fact acquired her the following year.



Detained in 1998 and 1999 at Algeciras (Spain). Laid up since the end of 2011. Sold for demolition in Turkey, she left Spain towed by the *Christos XXIV* to be beached at Aliaga August 20, 2015.



June 9, 2010 © Marc Ottini



At Aliaga © Selim San

*Boughaz* (ex-*Bolette*, ex-*Sally Express*, ex-*The Viking*, ex-*Viking 5*). IMO 7349601. 118 m long. Moroccan flag. Classification society Det Norske Veritas. Built in 1975 in Papenburg (Germany) by Jos. L. Meyer as the Finnish *Viking 5* to sail between Finland and Sweden. In 1981 and 1982, renamed *The Viking*, she was assigned the Dunkirk-Ramsgate line for Sally Line UK. Renamed the *Sally Express* in 1983, she returned to the Baltic (Finland/Sweden) and was acquired in 1984 by the Norwegian company Fred Olsen; under the name *Bolette*, she mainly sailed between South Norway and Denmark.



*Viking 5* at Stockholm (Sweden), June 1979. © T. Gjerling



*Bolette*. © Helge Isdahl.



In the Mediterranean, February 2012 © Marc Ottini



At Aliaga © Selim San

In 1987, she participated in the Summit of Reykjavik (Iceland) between Ronald Reagan and Mikhail Gorbachev as a hotel-ship. Comarit had acquired her in 1988. Detained in 1999 at Algeciras (Spain). She arrived in Turkey for demolition on August 21, 2015.



## 2 non-demolished ferries to keep an eye on



The *Banasa* (ex-*Banasa*, ex-*Mette Mo*, ex-*Mette Mols*). IMO 7358755. Ferry. 115 m long. Moroccan flag, Togolese flag for her final voyage. Classification society Bureau

Veritas. Built in 1975 in Elsinore (Denmark) by Helsingør Værft. The *Banasa*, acquired in 1996 by the COMARIT, was originally the Danish *Mette Mols* on the Ebeltoft (Jutland) and Odden (Sjælland, island of Copenhagen) line.



*Mette Mols* in the Kattegat © Arkivbillede.



© Bernt Skjøtt.

Arrived at Aliaga for demolition on August 20<sup>th</sup>, she would have been acquired at the end of September by the Greek company European Seaways in order to resume service, after repair works in Piraeus, between Italy and Albania. The prolongation of activity for a 40-year-old ship that has been inactive for 4 years is not good news.



The tug *Amber II* is towing the *Banasa* outside of Algeciras  
© Juan Carlos Diaz Lorenzo

*Ibn Batouta* (ex-*Stena Antrim*, ex-*St. Christopher*). IMO 7813949. Ferry. Length 130 m. Moroccan flag. Classification Society Lloyd's Register of Shipping. Built in 1980 in Belfast (United Kingdom) by Harland & Wolff for Sealink.



*St Christopher*, postcard  
© Jeffrey le Feber





Before © Roy Thornton



After © AG Jones/ Fotoflite/ Dover Ferries

After several connections between Great Britain and the Republic of Ireland, she was essentially used on the Dover-Ostend line. In 1982, her bridge deck aft of her funnels was converted for passenger use. In 1983, all of the stern superstructure was rebuilt in the Belfast shipyard.

In 1990, she passed under control of the Swedish Stena Line AB, which had just acquired the Sealink British Ferries Co. She sailed under the colors of the Sealink Stena Line until 1996, when the commercial name was abandoned, and was painted in the livery of Stena Line. Not long after, in March 1998, she left Northern Europe.



Since 1998, the *Ibn Batouta* had been the property of Lignes Maritimes du Détroit (Limadet), acquired by Comanav in 2003. She was detained once in 1998, three times in 2000, and one time in 2001 at Algeciras (Spain). Abandoned at Algeciras since January 10, 2012 with her 30 sailors.

© Benoit Donne

She was towed to Durres (Albania) in August. She would be purchased for 1,027,000 \$, the price of scrap metal. However, the venerable ship can once again resume service between Albania and Italy. Is that very reasonable? Equasis, updated in mid-August, still lists her as « to be broken up. »



August 11, 2015, *Ibn Batouta* departing Algeciras, bound for Durres (Albania) © Juan G Mata

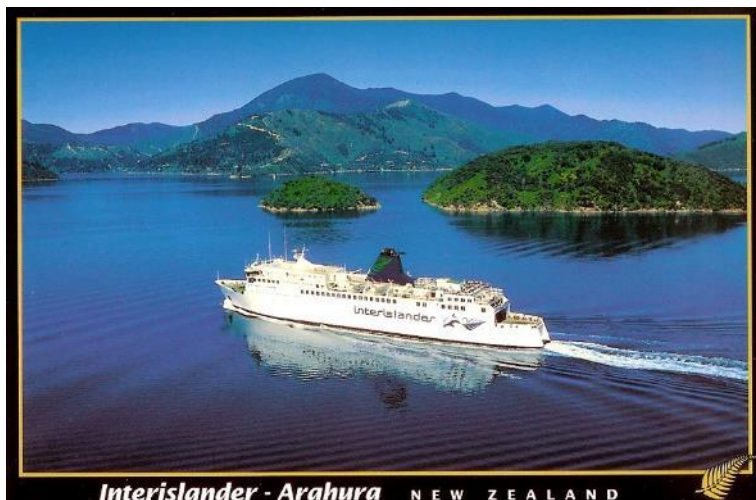




*Arahura*. IMO 8201454. Ferry. Length 148 m, 6,867 t. New Zealand Flag. Classification society Det Norske Veritas. Built in 1893 in Aalborg (Denmark) by Aalborg Vaerft for New Zealand Railway; after privatization her owner became the Interislander Company. The *Arahura* spent all of her career on the line between the two large islands of New Zealand, between Wellington and Picton.



New Zealand Railway postcards



The *Arahura*, nicknamed “The Quiet Achiever” was appreciated for her stability and her capacity to face the Cook Strait’s violent and variable winds. On February 16, 1986, at the beginning of her long career, she rescued the 743 passengers and staff members on the Russian liner *Mikhail Lermontov*, which was sinking in the Marlborough straight after she ran aground on a reef. It took the *Arahura* 3 hours to sail the 51 mile (94 km) crossing with her 1085 passengers.



New Zealand ferry *Arahura* arriving at Wellington, April 2006 © Brent/shippingpotting

The *Arahura* sailed on her maiden voyage in New Zealand on December 21, 1983. On July 29, 2015, after some 52,000 crossings, she quits Wellington amongst a show of fireworks and bagpipes for her last trip to Picton. 300 passengers were keen to participate in the farewell party.



Leaving Wellington. © Stuff.co.nz



Arriving at Alang. © Sarvaiya

The *Arahura* left New Zealand and after a stopover in Fremantle (Australia), headed towards the shipbreaking yards of Alang, in India. 225 \$ per ton. The *Kaiarahi*, ex *Stena Alegria* (IMO 9147291), replaced her in the service on the Strait.

*Hakon Jarl* (ex-Diamond Princess, ex-Christian V, ex-Hakon Jarl, ex-Haakon Gamle, ex-Hakon Jarl). OMI 5140300. Ex-passenger ship used as a hotel-bar-restaurant-disco ship for half of her career. 81 m long. Unknown flag. Unknown classification society. Built in Aalborg (Denmark) by Aalborg Vaerft. This liner sailed for thirty years, from 1952 to 1982, on the "Coastal Express" line (Hurtigruten) from Bergen to Kirkenes, at the extreme north of Norway.



In Coastal Express times, departing Bodø



*Håkon Jarl* at Bergen, 1978 © Jan Georg Svane

In 1983, after a short period under the name of *Hakon Gamle*, she was moored for 12 years in Oslo and became a floating restaurant, taking up her original name.



*Hakon Jarl* restaurant at Oslo, 1988 © Stamsund611949/flickr



Advertising in the Dagbladet newspaper, May 8, 1981

Sold in Belgium, she reached the Port of Antwerp in 1992, and was operated as a hotel-restaurant under the successive names of *Christian V* and *Diamond Princess* in 1997, after the construction of supplementary superstructures that disfigured her beautiful original silhouette. The price for a standard room started at 97 €. In this new configuration, she also housed a nightclub.





Captains voyage-forum



At Sluiskil, September 2012 © Pascal Bredel

In August 2012, she had to move when the Bonaparte quay at Antwerp began undergoing renovations. She left for the De Schroef shipyard in Sluiskil (Netherlands) on the Ghent-Terneuzen canal; repair works would make her seaworthy again undertow: the goal was to enable her to reach Morocco, where she would continue to offer her leisure activities. The works were quickly interrupted for sanitary reasons, due to the quantity of asbestos on board.

She had kept the name *Diamond Princess* at least until 2012, but arrived at the Galloo Recycling shipyard in Ghent for demolition under the name *Hakon Jarl*.

© Captains voyage-forum



The monster heading to Ghent under tow © G v d Vijver



*HSS Discovery* (ex-*Stena Discovery*). IMO 9107590. High-speed ship. 122 m long. Venezuelan flag. Unknown classification society. Built in 1997 in Rauma (Finland) by Finnyards Oy. The fast ship *Stena Discovery*, after having assured the connection in the North Sea between Hoek van Holland and Harwich for Stena Line, was decommissioned in 2007 due to high bunker costs.



HSS Stena Discovery February 2005. © Rob De Visser.



January 2007. © John van der Linden.

In 2009, she became the HSS *Discovery* for the Venezuelan company Albamar, to be used between La Guaira and Isla Margarita, but was quickly decommissioned.

*HSS Discovery* in the Bay of Caracas, April 2013. © **Ton Grootenboer**.



Her career was finished after 3 and a half years of inactivity in the bay of Caracas (Venezuela) with her towing to Aliaga for demolition; she arrived there on July 27, towed by the *Amber II*. She was able to transport 1 500 passengers and 360 cars at a speed of 40 knots.



Arrival at Aliaga © **Selim San**

The *Stena Discovery* had two sister ships operated by Stena in the Irish Sea, the *Stena Voyager* which was demolished in Landskrona (Sweden) in 2013, and the *Stena Explorer*, recently decommissioned at Holyhead.



mid August



mid September



mid October

© **Selim San**



## Passenger ship

*Akdeniz*. IMO 5006815. Ex-passenger ship used as a training ship. Length 144 m. Turkish flag. No Classification Society. Built in 1955 at Bremen (Germany) by AG Weser for Turkish Maritime Lines. She was operated as a passenger and cargo vessel on the Mediterranean and Black Sea lines and originally offered 3 cabin classes.



*Akdeniz* seen sometimes in 1955  
© A. Duncan



Since the 1980's, she was refitted to host cruises departing from Istanbul. The cranes and derricks, from then on unused, were removed in 1989.



*Akdeniz* entering the Bosphorus July 26, 1986 © Frafo

In 1997, she would have needed too many upgrade works to comply to the international regulations and keep on sailing; the ship was sold to the University of Istanbul to be used as a training ship by the maritime college. In September 2015, she left her quay at Tuzla, heading for Aliaga shipbreaking yards.



Port of Istanbul Technical University Maritime Facility at Tuzla, June 19, 2014  
© Gerolf Drebes

Her sister ship the *Karadeniz*, delivered one year after her, was demolished in 1987 at Aliaga after suffering a fire.

## Dredger

*Volvox Iberia*. IMO 9055541. Dredger. Length 97 m. Dutch flag. Classification society Bureau Veritas. Built in 1993 in Kinderdijk (Netherlands) by IHC Holland. Owned by Van Oord (Netherlands). Her status was « laid up » since January 2015. Her regulatory surveys were overdue including the 5-year hull survey. On September 19, she left Dubai under tow of the Italian tugboat *Kamarina*, bound for Aliaga shibbreaking yards. She was beached in Turkey on October 13.



Welcome to Dubai Maritime City, November 2005 © Reinier Meuleman



## The END

### *Sitala*, 54 years later...

Delivered at the beginning of 1961 to Shell Maritime Shipping by Chantiers de l'Atlantique (at Saint-Nazaire, France), the *Sitala* is thus, with its 74,000 deadweight tonnage, the largest French oil tanker, the biggest built in Europe and the fifth-largest in the world. She was bearing the name of a type of shell, like all of the company Shell's oil tankers; the tiny *sitala* shell is found in the Ganges river delta.

Photo Coll. JP.Barthelemy



The ship is 259 meters long, 35,6 meters wide (almost two meters more than the cruise liner *France...*), 18,40 meters deep and her draught can reach 13,87 meters. She is propelled by two turbines totaling 24,000 horsepower at the speed of 16,5 knots.

Post card Maritime Shell Shipping →



Rotterdam © Kustvaartforum



In this era, we are in ecstasies over the capacity of the ship: 70,000 tons of crude oil after deducting bunkers and supplies, which could feed a "caravelle" plane with enough fuel to circumnavigate the earth 10 times, fill up 500,000 7-horsepower cars with gas, supply 1 500 buses with enough fuel for four months, etc...All this makes one smile when thinking of the *Batillus* and the *Bellamy* (555,000 Dwt), which succeeded *Sitala* in the Shell fleet only 15 years later in 1976, but whose careers would be much more short-lived (8 years compared to 22...).



← Post card Maritime Shell Shipping



Rotterdam, March 11 1961  
© Kustvaartforum

We talk equally of the spacious individual cabins, meticulously furnished: the glistening colors, the laminated materials, the rot-proof lacquer and paintings, not portholes but rectangular windows, a

game/sports room, a pool, a library, a theater... it is necessary to tend to the comfort of the 50 officers and sailors who are practically always at sea, considering the brief stops at oil terminals.



The *Sitala* usually loads her crude oil in La Skhirra (Tunisia), Ras in Sider (Libya), Baniyas (Syria), or Mena al Ahmadi (Kuwait). Her ports of discharge are most often Rotterdam, Liverpool, Le Havre, or Lavera.

© Helder Line

Her career was only marked, it seems, by one sole incident of note: a collision on September 23, 1961 in the English Channel off Les Casquets (Cherbourg) with the British ship *Niceto de Larrinaga* (13, 700 Dwt) in a thick fog. The accident, attributed to an inadequate maneuver by the English cargo ship, led to damages for the two ships and, unfortunately, the death of two English sailors.

After 1976, the *Sitala* was entrusted with a new function as lighter ship for oil tankers anchored in the Gulf of Mexico and too big to access the American ports. She therefore became a regular visitor to Mississippi and the jetties of New Orleans refineries. After the activity ended in November 1982, the *Sitala* was repatriated to Brest on January 10, 1983 and decommissioned.



© Helder Line



© Helder Line

She leaves on July 22, heading for Cadiz, to be converted into a storage ship for Shell Gabon. Towed by the German tugboat *Seefalke*, she quits Spain the following November 9<sup>th</sup> to be anchored permanently on the Lucina Terminal site off the coast of Gabon. She was renamed *Banio*.

After more than thirty years of this duty, she was towed to Alang (India). Beached anonymously under the name of "*Mio*" or "*Nio*," depending on the sources, she is being demolished at the Priya Blue shipyard, the same one where the ex-liner *France* ended up her life.



The ex *Sitala* on Alang beach, March 19 2015. Photo Google Earth

[See more identifications of ships at Alang shipbreaking yards on Marine-marchande.net](http://Marine-marchande.net)



**Sources:**

*7 sur 7 ; Aliaga Denizcilik ; American Bureau of Shipping ; Belga ; Black Sea Memorandum of Understanding ; Boatnerd ; Bureau Veritas ; Captains Voyage Forum ; Chittagong Port Authority (the) ; CJSO-101.7 FM, la radio du Bas-Richelieu ; Daily Mail (the) ; Daily Press (the) ; De Redactie ; Del acontecer Maritimo ; Det Norske Veritas ; Dictionary of American Naval Fighting Ships ; Dongwon Industries ; Dover Ferry ; Equasis ; European Maritime Safety Agency ; G1 Globo ; Germanischer Lloyd ; Global Marketing Systems ; Global Security.org ; Historic American Engineering Record ; Houston Chronicle (the) ; Indian Ocean Memorandum of Understanding ; Industrie du gaz en Europe au XIXème et XXème siècles (I) - S. Paquier et J-P. Williot-2005 ; Lion Shipbrokers ; Lloyd's List ; Lloyd's Register of Ships ; Marin (le) ; Marine-Marchande.net ; Marine Traffic ; Maritime Bulletin ; Maritime Executive (the) ; Mediterranean Memorandum of Understanding ; Mer et Marine ; Michigan Live ; Miramar Ship Index ; National Security Archive (the)-George Washington University ; Navires et Marine Marchande ; Navsource ; New Zealand Maritime Record (the) ; Nippon Kaiji Kyokai ; Offshore Magazine ; Oil Pro ; Optima Shipbrokers ; Ouest-France ; Port to Port ; PZC.nl ; Robin des Bois, sources personnelles et archives ; Roose & Partners ; Royal Navy (the) ; Russian Maritime Register of Shipping ; Samskip Holding BV ; Scotsman (the) ; Sea Breezes Magazine ; Seanews Turkey ; Ship Nostalgia ; Shipbuilding History.com ; Shipspotting ; Soviet Trawler.narod ; Splash 24/7 ; SS Maritime.com ; Standaard ; State Impact Texas ; Steam Oil Production Company (the) ; Stuff.co.nz ; Swiss-ships.ch ; Télégramme (le) ; Tokyo Memorandum of Understanding ; Transocean ; Transport Canada-Transport Safety Board of Canada ; Ugly Ships.com ; United States Coast Guard ; US Army Corps of Engineers ; Vessel Tracker.*

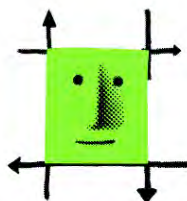
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ROBIN DES BOIS

# Shipbreaking

Bulletin of information and analysis on ship demolition

# 42, from October 1 to December 31, 2015

January 28, 2016

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## Veronica born Kungsholm, from Clydebank to Alang beach, 1966-2015 †



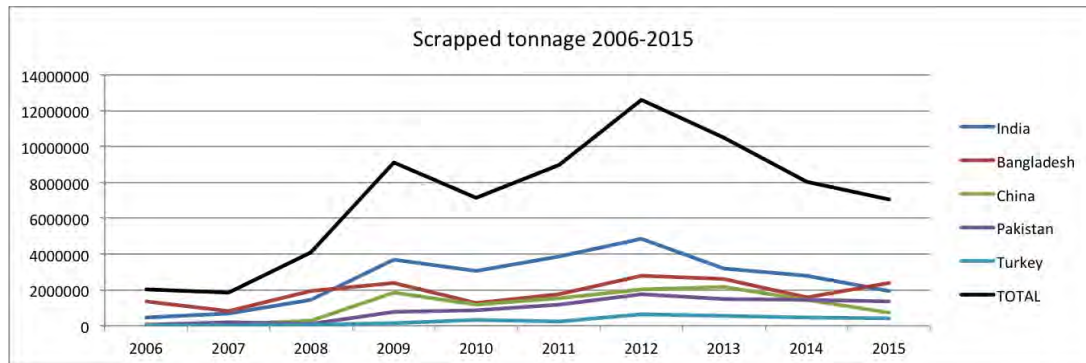
December 14, 2015, Alang © Franz A. Havranek

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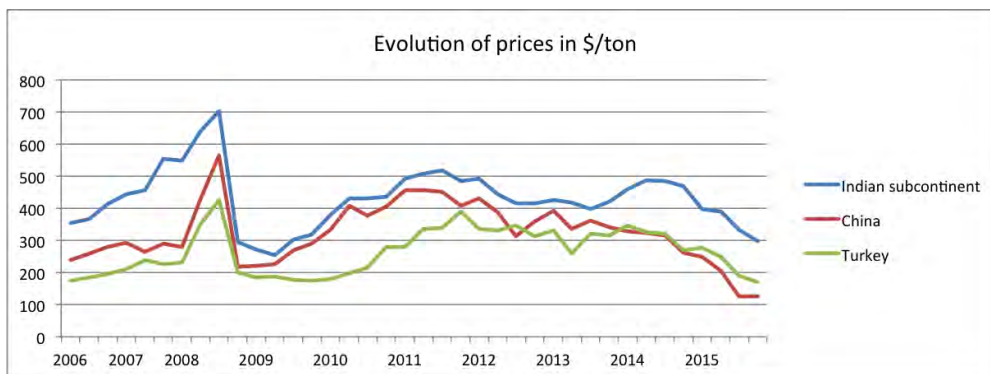


# January 1, 2006 - Dec. 31, 2015: 10 years of shipbreaking

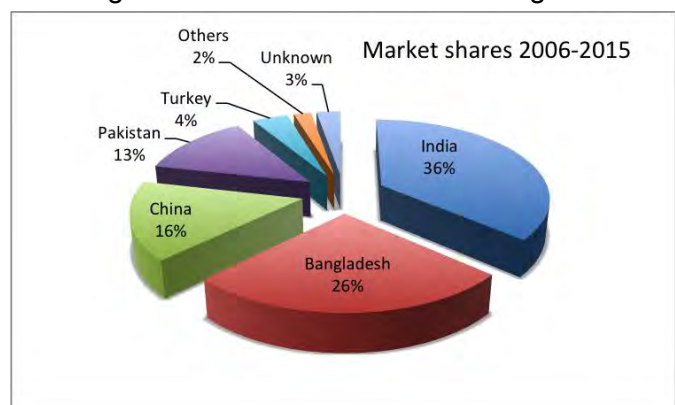
In 10 years, Robin des Bois' bulletin "Shipbreaking" has noted and observed the demolition of more than 8,000 ships, humbles, stars, monsters or wonders. A convoy of 1400 km, 64 million tons of metal to be recycled, 3 million tons of waste for disposal.



In 2006, the so-called Eldorado of 1000 merchant ships to be dismantled each year was a fantasy. The balance sheet actually reached a maximum of 300 ships. The threshold of 1000 was reached in 2009 after the outbreak of the global financial crisis; the peak was reached in 2012 with over 1,300 ships dismantled that year. This abundance has not fathered an industry in Europe; the demolition of large vessels remains a niche business, by opportunity or necessity. At the end of a ship's life, the dominant criterion of the shipowner is the price offered by the demolition site. It is by far much higher in Asia. In 2015, even the Chinese shipowners send their ships to Bangladesh.



The industry is concentrated in five countries representing 95% of the dismantled tonnage over the decade. India and Bangladesh share the 1st place alternately. China goes from runaway phases and purchase prices close to those of the Indian subcontinent to stagnation phases to the point of demolishing only Chinese and north Korean ships. Pakistan is installed in the segment of large tankers or bulk carriers, Turkey on the freighters and ferries operated in the Mediterranean and Royal Navy's ships.



Failing to have become a global challenge issue, ship breaking remains confined in Asia with the sea mark of the Hong Kong Convention on ship recycling at the horizon. Signed in May 2009, its implementation is still far. However, it is from now a focal point calling shipbreaking yards to gradually improve sanitary and safety conditions for workers and environmental protection.

10 years of "Shipbreaking" bulletin : 16 ex vessels, outstanding, controversial, historical, magnificent, cursed.



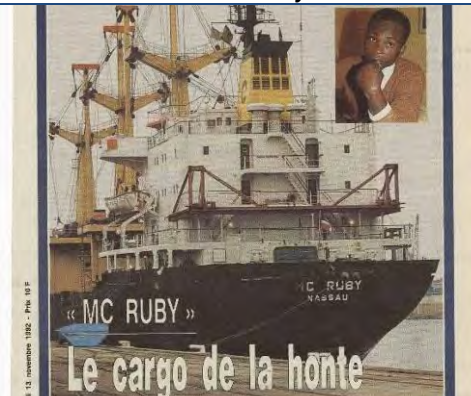
1 Q 790. The Mother of all hulls gave birth to the "Shipbreaking" bulletin in 2006.



2 France. She died in 2007 at Alang renamed Blue Lady.



3 Maersk Barcelona. The oil slick Queen, a 61 km long oil trail off Brittany in 2005. Beheaded in 2008 in Alang at 675 \$ per ton.



4 MC Ruby. Cast in stone. 9 stowaways thrown overboard between Takoradi and Le Havre.



5 Knock Nevis. The biggest among the biggest ones. 458 m in length. Built in 1976 by Sumitomo. Scrapped by Priya Blue.



6 Oiseaux des Iles. The last three-masted vessel built in Nantes in 1935. Demolished in the Caribbeans in 2009.



7 Presidente Floriano. Robin des Bois' experts have immediately identified her as sistership of the Speedol Star. Built in Japan in 1960, scrapped in India in 2010.



8 Al Zahraa, homeport Bassorah. The Ro Ro was used to carry Saddam Hussein's armoured vehicles. Broken up in Klaipeda (Lithuania) in 2011.





9 *Salam ex Saint-Clair*. Ro Ro on fire in Marseille in 1990. Jumboized in 1992 and converted to ferry *El Salam 89*, cut to Ro Ro in 2007, scrapped in India in 2011.



10 *Probo Koala*. Trafigura's floating refinery spread panic in Abidjan (Côte d'Ivoire) in 2006.



11 *Exxon Valdez*. 27 years after, Alaskan herrings still remember her.



12 *Ocean Shearer*. The ex container ship could take 120,000 sheeps on cruise from Australia to the Middle East.



13 *Pacific Princess*. The ultimate call of the « Love Boat » turned into drama. 2 fatalities at Aliaga in August 2013.



14 *Hebei Spirit*. After darkening South Korea in 2007, the tanker was scrapped in Bangladesh in 2012.



15 *JB Ford*. The eldest one, the Great Lakes veteran, launched in 1903. Broken up in Duluth (Minnesota, United States)



16 *Costa Concordia*. The Gigantic is being deconstructed in Genova.

1 Marine Nationale / 2 DR- Mer et Marine / 3 Adri Schouten / 4 Eric Hourli-Le Marin / 5 © Auke Visser / 6 Carnet Maritime / 7 Vladimir Knyaz / 8 Alwalid Khalid Alsaadi / 9 Yvon Perchoc / 10 Port d'Amsterdam / 11 NOAA / 12 Les Blair / 13 Alan Mackenzie / 14 Im Hun-jong / Yonhap / 15 Great Lakes Steamship Society / 16 Robin des Bois



## Cameroon: *Chantal Biya*, forgotten in Douala



© 237 online

The *Chantal Biya* IMO No. 9150004 was built in 1997 in Gemersheim (Germany) by Neue Germersheimer Schiffswerft. Cameroon State wanted to own a vessel for dredging national ports and primarily that of Douala. Named in honor of the second wife of the President of the Republic Paul Biya, the *Chantal Biya* enters the service of the National Ports Office of Cameroon; she works for the maintenance of the access channel to the port of Douala in the Wouri estuary, which suffers from chronic silting up. Despite her efforts, the *Chantal Biya*, through the fault of her low capacity, one grab and a 630 m<sup>3</sup> hopper, has not been able to ensure the safety of ship traffic in a port which receives 95% of maritime traffic of the country. A tender is launched in 2013 and won by a private Chinese company, China Harbour Enterprise Company (CHEC). The *Hanjun 4012* with a 4500 m<sup>3</sup> hopper capacity, built in 2006, is now in charge since August 2014 of the daily dredging of Douala port. The *Chantal Biya* is forgotten in a corner of the port. She is waiting to sink or to be demolished.



© Vladimir Knyaz



© Dave Leonard

*Chantal Biya* versus *Hanjun 4012*

## Brest: *Captain Tsarev*, wherewhenwhat

The *Captain Tsarev* endlessly clouds the skyline of Brest. The matter becomes urgent, we dare say as every 4 years, periodicity of the maritime festival "Tonnerres de Brest" (Thunders of Brest). Prestigious guests are expected, but once again, the unwanted occupy the docks. In 2008, the *Clemenceau* overstayed in the military port since returning from India two years earlier. In 2012, the reefer *Matterhorn* was expelled in extremis to Bordeaux and the *Captain Tsarev* - already - exiled to a remote part of the commercial port. In 2016, the *Captain Tsarev* is still there, along

Tonnerres de Brest 2016





with new galley companions gathered at basin No. 5, the *Antigone Z* and the *Karl*.

Brittany Region took the matter in hand and announced plans to evacuate the ship no later than May 2016. The termination of ownership rights was signed. Complications are financial. The container ship is heavily in debt. 7 years of dock fees, unpaid towing fees, and moreover a mortgage of € 1 million that the detaining Greek bank refuses to release or negotiate, making it unsellable. In 2012, the services of the Ministry of Ecology estimated its value between € 700,000 and 1 million.

Facing the touristic emergency, the risk is that the region yields her to a buyer unconcerned about legal proceedings which could order a hurried demolition, afloat and at risks.



September 20, 2012 © Laurent Mignaux/MEDDE

## ***Methania***

According to information received by Robin des Bois, the gas carrier *Methania* is about to be sold for export and demolition. The potential buyer is based in Asia; the sale would take place under cover of continuation of operations. The ploy was used by Gaz de France for the *Descartes* sold in 2007 to Taiwan Maritime Transport and demolished in Bangladesh straight away. After more than one year docked at Marseille, and although a small crew is responsible for routine maintenance, is the *Methania* really seaworthy? Her new owner must request and obtain departure clearance from the Ship Safety Centre.

See also "[A Belgian LNG Carrier stranded in Marseille](#)", September 17 2015 and "[Shipbreaking](#)" # 41, p 4.



Bye bye *Methania* ? © Erwan Guéguéniat

## Military and auxiliary vessels

### Italian diesel submarines in Sicily



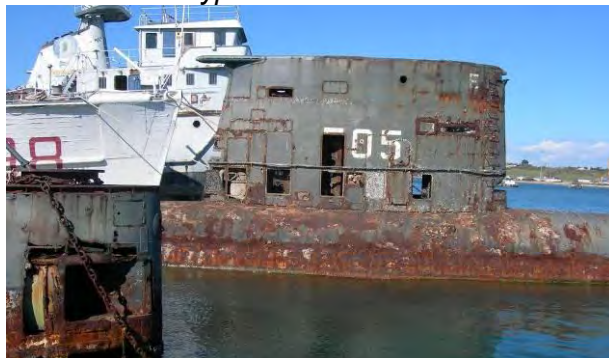
© DR

They are in the process of self-demolition in Augusta Bay at Punta Cugno, in the bad company of rusty or capsized wrecks surrounded by anti-pollution booms.

- The *Bagnolini*, identification number 505, was launched in 1967 and decommissioned in 1991. According to the official website of the Italian Navy "she was named after a valiant submarine which during the Second World War first days sank the British cruiser *Calypso*".



© Navi e Capitani



© Betasom.it

- The *Lazzaro Mocenigo*, identification number 514, has long been dedicated to a museum project threatened today not to say abandoned.



© D. Ranieri



© Betasom.it

The 2 twin submarines 46.20 m long, 4.75 m wide and 593 t displacement submerged, were propelled by 2 Fiat engines. They were intended to track Russian and Warsaw Pact submarines and were equipped with an innovative system of wire-guided torpedoes.

### The French nuclear submarines in Cherbourg

The military port of Cherbourg is preparing for the deconstruction of French nuclear powered submarines. Vagueness is surrounding the dismantling planning. The lack of radioactive waste storage facilities availability and the fear of espionage do not foster a precise timing and the transparency of informations.



Phases 1 and 2 have completed extraction of spent fuel that has been immersed in a cooling pool down the past watchtower of the military port pending a possible reprocessing or disposal. After radioactive liquids were drained and pipes sealed, the reactor and heat exchanger compartment of each submarine was routed to an extensible warehouse, agricultural style, pending radioactivity decay, cutting of internal structures, packaging of these in large dimension packets and a hypothetical storage location. This will be the distant and uncertain stage 3. Each reactor compartment measures 10 m in diameter, 8 m long and weighs 700 tons.



Removal of a reactor unit © DGA

At this stage, the *Redoutable*, the *Terrible*, the *Foudroyant*, the *Tonnant*, the *Indomptable* and the *Inflexible* have been subjected to phases 1 and 2. After cutting and removing the reactor units, the front and rear sections have been welded together; except for the *Formidable* turned into a museum, the first generation nuclear submarines are afloat in the Napoleon III basin and used as maintops by seagulls.

Reduced hulls, approximately 7000 tons in weight and 120 m long, are considered to be free from radioactivity. After scraping algae, mussels and other invaders from the outer shell, and after removal and stripping of cables, equipment and paints containing PCBs and asbestos, metals, high-strength steel, aluminum, lead, brass, stainless steel and copper, will be cut, sorted and recycled. The monitoring of each project will be carried out by DCNS and 3 subcontractors specialised in asbestos removal, chemical clean-up and metal recycling. 18 months would be needed for each *Redoutable* type submarine.



Laid-up submarines in Cherbourg © Vincent Groizeleau/Mer et Marine

Then will come the turn of the 6 *Ruby*-class SSN submarines and around 2035 of 4 nuclear power ballistic missile submarines of the second generation *Triumphant*-class. In 2040, if this nuclear powered vessels dismantling and deconstruction commitment still prospers in Cherbourg, the cumbersome aircraft carrier *Charles de Gaulle* with her 2 nuclear reactors will follow.

Rainwater and process water will be discharged in the Bay of Cherbourg after pre-treatment or directed through pipes to the urban water treatment plant. To reduce the risk of fire spreading within the hulls, 4 fire hydrant of 60m<sup>3</sup> / h flow rate will be available and the fire marine brigade should be able to take action within 5 minutes. The most vulnerable populations are the maritime policemen, the military and their families which are accommodated less than 150 m away from the dry docks. A radioactivity-monitoring portal will check outgoing waste.

The public hearing which ended up at the beginning of this year does not specify the modalities for inspection of the sites by French Nuclear Safety Authority.

## French Navy auxiliary vessels

The *Clemenceau* effect is prolonging for the benefit of decommissioned vessels of the French Navy. A contract for the demolition of 7 ships was awarded in November 2015 in accordance with the now well-oiled procedure of European calls for tenders. The ex-landing platform docks *Orage* L9022 and *Ouragan* L9021, the ex-transport and support vessel *Bougainville* L9077, the ex-repair ship *Jules Verne* A620, the ex-supply tug *Rari* R634 and the ex-light ferry ships *Francis Garnier* L9031 and *Jacques Cartier* L9033 will be dismantled in Ghent (Belgium) by Galloo Recycling.

The first ones expected in Belgium in the Spring of 2016 will be the *Jules Verne*, decommissioned at Toulon and the *Rari*, decommissioned at Brest.



*Jules Verne* commemorative postcard.

## United States, the National Defense Reserve Fleet

*Flint*. T-AE-32. OMI 8970720. *Kilauea* class ammunition ship, the 5<sup>th</sup> of the series. She was first deployed in Fall of 1972 during the Vietnam war. Length 172 m, 11,915 t. United States flag. Built in 1971 in Pascagoula (United States) by Ingalls Litton. In 1995, she was transferred to the US Military Sealift Command (MSC). She kept serving as a support vessel for the US Navy or on emergency operations with a crew reduced to 125 civilian sailors ; she used to accommodate up to 400 mariners when she was serving the US Navy. In November 2013, she was decommissioned and laid up in the Beaumont Reserve Fleet. She will not leave Texas and will be dismantled at Brownsville by All Stars Metals.



With gun mounts ,October 12, 1975, in US Navy times.  
© US Navy courtesy of Vallejo Naval and Historical Museum.



April 6, 2007, South China Sea  
© US Navy / MCC Spike Call



## 4th quarter 2015 overview

### tonnage recycled

1 Bangladesh	723,000 t (45%)
2 India	579,000 t (38%)
3 Pakistan	182,000 t (11%)
4 China	43,000 t (6%)
5 Turkey	28,000 t (2%)

### ships

1 Bangladesh	61 (35%)
2 India	61 (35%)
3 Pakistan	19 (11%)
4 Turkey	11 (6%)
5 China	6 (3%)

172: compared to the 3rd quarter (121 ships), the number of scrapped ships rebounded in India, Bangladesh, and to a lesser extent in Pakistan. Still, the total remains low compared to the boom years counting 1000 ships (from 250 up to 400 ships each quarter). Bangladesh takes back the lead. Together these three countries, Bangladesh, India and Pakistan, account for 94% of the scrapped tonnage.

The price per ton continued to erode. The highest dropped below \$ 300; the threshold of \$ 250 is in sight. The most expensive ship of the quarter is the chemical tanker *Bow Victor*, awarded \$ 450 per ton for her stainless steel tanks.

The lightweight tonnage of this quarter amounts to 1,6 million tons against more than 2 million in the first two quarters. 33 ships (19%) were built in Europe, 64 (37%) belonged to European shipowners (EU or EFTA), 158 (92%) were demolished in shipbreaking yards of the Indian subcontinent, China or Turkey, 7 (10%) including 5 ships operated by the oil industry in the North Sea are being dismantled in European Union sites.

60%: bulk carriers (86 vessels) represent the majority of the scrapped tonnage. Large capesize vessels (over 110,000 dwt) and panamax (60 to 80,000 dwt) represent 70% of the tonnage of the family, the average age from cradle to grave is 25 years.



Container ships are the other scrap champions. The order frenzy for giant ships in the past years continues to push toward the exit small to medium carriers. In November, 238 container ships were considered as "idle", including 31 of 8,000 boxes or over. The lifetime of a container ship is short. The average age in 2014 was 22 years. Experts expect this trend to accentuate in the coming months. The operating life of a container ship is getting close to that of a truck.

### tonnage recycled

1 : bulk carriers	960,000 t (60%)
2 : container ships	370,000 t (23%)
3 : tankers	145,000 t (9%)
4 : general cargo	64,000 t (4%).

### category

1 : bulk carriers	86 (50%)
2 : container ships	28 (16%)
3 : general cargo and tankers	17 (10 %)
4 : offshore supply vessels	9 (5%)

 At least 38 vessels (22%) were deflagged just before departing for demolition in  Bangladesh, India, Pakistan and Turkey. The pace is accelerating: it was 16% in the previous quarter. This time, Comoros (15 ships) is the favorite funeral flag ahead of the Palau archipelago (6 ships).

### After the bars, the scrap yard

26 of the ships (15%) were controlled by a classification society that does not belong to the IACS (International Association of Classification Societies) or without classification. The substandard ships are still priority scrap choice: at least 98 (57%) have been previously detained in world ports with a detention rate of 73% for bulk carriers, 65% for general cargo carriers, 54% for container ships and 29% for tankers.

The podium of substandard ships is occupied by 3 general cargo carriers: tied for gold medal with 13 detentions each the *Reijo 1* demolished in India (p 18) and the *Creac'h* demolished in Turkey (p 16). Bronze medal for the *Milano Sky* which would have deserved gold: banned from European ports in 2013,

11 detentions only but during 57 days in Durban, South Africa and 45 days in Bayonne, France (p 17). With 7 detentions of which 91 days in 2001, the reefer *Wind Forrader* (p 10) deserves a special mention.



*Reijo 1*, in Singapour, November 2015  
© MG Klingsick



*Creac'h* in Sulina (Romania), March 2012  
© DMG/MarineTraffic

### Ages and sizes

The broken ships range between 56 years of age for the ore transshipment vessel *Priyamvada* (p 47) and 7 years for the damaged tanker *Fair Afroditi* (p 30). The average age drops to 27 years - 25 years for bulk carriers and 21 for container ships. The *Philadelphia*, dismantled in India, was only 13.



The venerable *Priyamvada*, anchored in Goa Bay (India), May 2013 © Smulick Goronzola

49 vessels have a length of less than 150 m, 56 measure between 150 and 199 m and 67 over 200 m. The convoy of ships demolished this quarter would stretch out over 31 km.

The largest and heaviest, is the *Margot N* (p 45), built in South Korea, scrapped in Bangladesh: 322 m long, 255,028 dwt, for a lightweight of 38,505 t.





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.

Flags of the last voyage



Comoros



Kiribati



Libéria



Niue



Palau



Panama



St. Kitts  
& Nevis



Togo

## Reefer

*Wind Forrader* (ex-*Beauty Song*, ex-*Smara III*, ex-*Bosco Polar*, ex-*Reefer Badger*). IMO 8223452. Reefer. Length 107 m, 2,461 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kinoue (Japan) by Kishimoto Zosen. Owned by JSC Atlantrybflot Scientific-Industrial Association (Russia). Detained in 1998 in Esbjerg (Denmark), in 1999 in Bremerhaven (Germany), in 2001 during 91 days in Falmouth (United Kingdom), in 2002 in Malaga (Spain), in 2003 in Kaliningrad (Russia) and in 2011 in Velsen (Norway) and Hafnarfjordur (Iceland). Sold for demolition in India.



*Wind Forrader*, in Brest (France), November 2014 © Erwan Guéguénat

## Fishing ship / factory ship

8 factory ships from 54 to 101 m in length have left to be broken up. Unfortunately, the race to gigantism does not slow down. The Chinese group Jiangsu Sunline Deep Sea Fisheries has just ordered a new factory ship designed to fish krill around the Antarctic continent. 115 m in length. Baleen whales feed on krill. In addition to conventional net trawling, the new mechanical monster will use continuous pumping to catch schools of krill. Krill oil is very appreciated for its high omega 3 content.



*Aleksandra* (ex-Alexandra, ex-San Fernando de Maldonado, ex-Ligita, ex-Mozhayskiy). IMO 8721909. Fishing ship. Length 54 m, 948 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Volgograd (Russia) by Volgogradskiy SZ. About 290 ships of the *Alpinist* class, or project 503 have been built from 1971 to 1994 by the shipbuilding yards of Iaroslavl, Volgograd and Kiev; a few units have been modified for crab fishing. Owned by Magadanryba (Russia). Sold for demolition in Busan, South Korea.



June 2003 MarineTraffic



December 12, 2015, the crow's nest and the gantry have gone, dismantling operations have started, Busan (South Korea) © Lappino

 *Gissar*. IMO 8131790. Factory ship. Length 101 m, 3,120 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. One of the 201 ships of the *Prometei* class, or project Atlantik 464; they were equipped for fishing and for the production of frozen fish, canned fish-liver, fish-meal and fish-liver oil. Built in Stralsund (Germany) by Volkswerft VEB. Owned by Pacific Marine (Russia). Sold for demolition in Bangladesh. 



*Gissar*, off Vladivostok (Russia), April 2015 © Sergei Skriabin





3 more ships of the *Barentsevo More* class, or project 1332, have been sent to the breakers this quarter. 61 ships of this type left the Lithuanian shipyard SZ Baltiya of Klaipeda between 1973 and 1983. The basic type was equipped for fishing, salting, canning and for the production of fish oil and meal. "Shipbreaking" # 41 had already noted the departure of *Klintsy* for demolition at Klaipeda.

*Khvalynsk*. IMO 8033285. Factory ship. Length 62 m, 1300 t. Russian flag. Classification society Russian Maritime Register of Shipping. N°51 of the serie, Built in 1982 then modified and equipped with freezing machinery (Project 1332 M). Owned by JSC Arkhangelsk Trawl Fleet (Russia). In the course of being scrapped at Arkhangelsk (Russia).



In the foreground, *Khvalynsk*, call sign UAWX © Vitaliy Vashutkin



*Menzelinsk*. IMO 7833183. Factory ship. Length 59 m, 1,290 t. Russian flag. Classification society Russian Maritime Register of Shipping. N°42 in the series, built in 1980. Owned by JSC Arkhangelsk Trawl Fleet (Russia). In the course of being scrapped at Arkhangelsk (Russia).



*Menzelinsk*, call sign UAWQ © Vitaliy Vashutkin

*Novoazovsk*. IMO 7642613. Factory ship. Length 70 m, 1,633 t. Russian flag. Classification society Russian Maritime Shipping Register. N° 12 in the series, built in 1976; like the *Klintsy*, she was jumboized, lengthened from 59 to 70 m, and equipped with freezing machinery (project 1332 MU). Owned by JSC Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Klaipeda, Lithuania.



April 1993, *Novoazovsk* at Cuxhaven (Germany) © Ulf Kornfeld

October 2015. Arriving at Klaipeda for demolition © Gena Anfimov



## General cargo

*Adamar* (ex-Izborsk, ex-Ladoga-13). IMO 7614628. General cargo. Length 81 m, 1,045 t. Cook Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Uusikaupunki (Finland) by Rauma-Repola. Detained in 2010 in Szczecin (Poland). Sold by her Cyprus ship-owner N.N.N. Marine Ltd to the Ukraine-based Viko Marine prior to her beaching for demolition in Turkey.



*Amneh-F* (ex-East Castle, ex-Ameglia Star, ex-Range, ex-Eagle Prosperity, ex-David Bluhm, ex-OOCL Affluence, ex-David Bluhm, ex-Eagle Sea, ex-David Bluhm, ex-Annapurna, ex-Ville d'Aurore, ex-David Bluhm). IMO 8215778. General cargo. Length 133 m, 4,173 t. Panamanian flag. Classification society RINA. Built in 1983 in Neuenfelde (Germany) by Sietas. Owned by Nereide Marine SA (Greece). Detained in 2010 in Bremen (Germany), in 2013 in Nea Moudhania (Greece) and in 2015 in Drepanon (Greece). Sold for demolition in India.



As *East Castle*, June 2012, Vlissingen, Netherlands  
© Ron van de Velde



*Amneh F*, Alang, November 2015  
© Jimit Shah

*An Kwang* (ex-Anawa Kyar, ex-Ocean Tiger). IMO 8510623. General cargo. Length 100 m, 2,345 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Pusan (South Korea) by Dae Sun SB & E Co. Owned by Shinsung Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh.



Transshipment at Busan, South Korea, July 2011 © V Tonic / Marinetrffic

*Banglar Doot* (ex-Seaspac I, ex-Banglar Doot). IMO 8617110. General cargo. Length 159 m. Bangladeshi flag. Classification society Bureau Veritas. Built in 1988 in Guangzhou (China) by Guangzhou SY. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Rotterdam (Netherlands) and in Kashima (Japan), in 2003 in Vladivostok (Russia), in 2004 in Lianyungang (China), in 2006 in Aqaba (Jordan) and in 2013 in Tanjung Perak (Indonesia). Sold for demolition in Bangladesh.







*Banglar Mamata*. IMO 7913270. General cargo. Length 154 m, 5,706 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1980 in Shimonoseki (Japan) by Mitsubishi. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2009 in Jinzhou (China) and in 2010 in Xiamen (China) and Kandla (India). Sold for demolition in Bangladesh.



Spotted in Nantes (France) in 2000 © Pascal Riteau

*Banglar Moni (ex-Antje)*. IMO 8120818. General cargo. Length 150 m, 6,090 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1983 in Rostock (Germany) by Neptun VEB. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Singapore and twice in 2007 in Bandar Abbas (Iran). Sold for demolition in Bangladesh. She was one of the last *Neptun 421* still in service. There is only one survivor now. See the chapter The END, p 61.

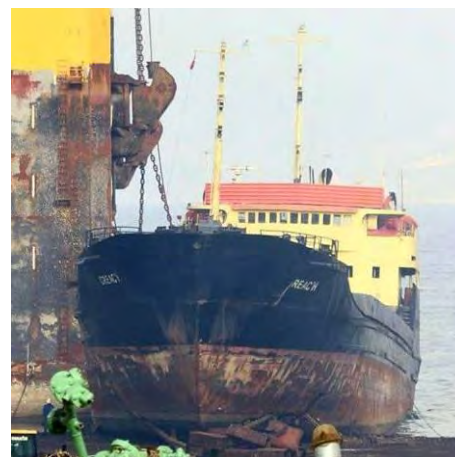


*Banglar Moni*, off Dubai, June 2005 © Reinier Meuleman

*Creac'h (ex-Marika, ex-Stropus, ex-Baltiskiy-52)*. IMO 6801212. General cargo. Length 96 m. Cambodian flag. Classification society International Register of Shipping. Built in 1966 in Kaliningrad (Russia) by Yantar. Owned by Oldington Invest Corp (Georgia). Detained in 2001 in Naples, Genova and Leghorn (Italy), in 2005 in Izmit (Turkey) and in Varna (Bulgaria), in 2006 in Gemlik (Turkey) and in Nikolayev (Ukraine), in 2009 in Trabzon (Turkey) and again in Izmit and in Nikolayev, in 2010 in Nikolayev again and in 2015 in Tulcea (Romania) and in Fatsa (Turkey). With 13 detentions, she is gold medallist of substandard ships this quarter, tied with *Reijo 1*. Sold for demolition in Turkey.



*Creac'h* in Yuzhnyy Bug River, Ukraine, August 2011  
© Bengt-Rune Inberg



At Aliaga © Selim San

*Elans* (ex-*Modisk*, ex-*Kar*, ex-*Zeynep D*, ex-*Liberty*, ex-*Tavda*). IMO 8031392. General cargo. Length 82 m, 961 t. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1981 in Rosslau (Germany) by Elbewerften. Owned by Niesco Shipping Co Ltd (Ukraine). Detained in 2002 in Taganrog (Russia), in 2005 in Koper (Slovenia) and in Novorossiysk (Russia) and in 2009 and 2011 in Izmit (Turkey). Sold for demolition in Turkey.



*Elans*, southbound on the Bosphorus on June 2010 © Wil Weijsters



Aliaga. © Selim San

*Kang Nam 5* (ex-*Peace n°12*, ex-*Cho Sung n°3*, ex-*Heiwa Maru n°12*). IMO 8626006. Ex dredger converted to general cargo carrier in 2005. Length 60 m. North Korean flag. Classification society Korea Classification society. Built in 1984 in Nagashima (Japan) by Nagashima Zosen. Owned by Korea Kumrung Trading Co Ltd (North Korea). Detained in Hong Kong in 2006 and in Yantai (China) in 2011 and 2013. Sold for demolition in China.



*Me Linh* (ex-*Marianne Schulte*). IMO 8126836. General cargo. Length 135 m. Vietnamese flag. Classification society Germanischer Lloyd. Built in 1983 in Ulsan (South Korea) by Donghae SB Co. Owned by Vinalines Shipping Co (Vietnam). Sold for demolition in a local Vietnamese yard.



*Me Linh* at Ho Chi Minh City, Vietnam, February 2015 © Gordon Dalzell

*Milano Sky* (ex-*Westwind II*, ex-*Westwind*, ex-*Tertia*). IMO 8515635. General cargo. Length 101 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1985 in Wewelsfleth (Germany) by Hugo Peters. Owned by Engy Shipping Lines (Egypt). Detained in 2002 in Hamburg and in Husum (Germany), in 2004 in Szczecin (Poland), in 2009 in Bartin (Turkey), Izmir (Turkey) and Alanya (Turkey), in 2010 in Damietta (Egypt) and during 57 days in Durban (South Africa), in 2011 during 45 days in Bayonne (France) and then in Portland (United Kingdom) and in 2013 in Slatine (Croatia).

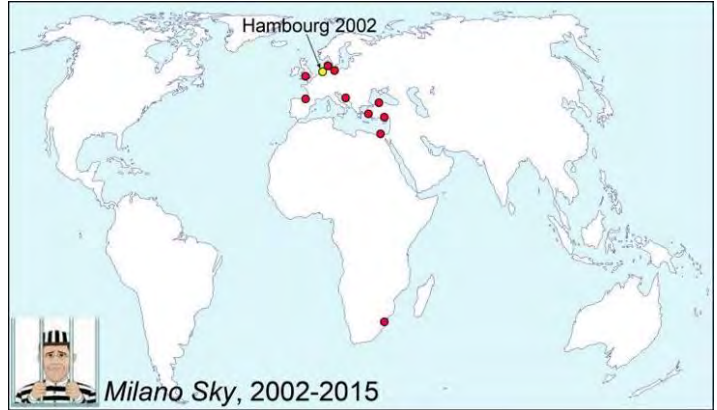




Banned from European ports for multiple detentions. Bronze medallist of substandard ships this quarter with 11 detentions. Sold for demolition in Turkey.



Westwind II, future Milano Sky, August 2011  
© Erwin Willemse



The detentions of Milano Sky © Robin des Bois

MSC Anna (ex-Palmgracht). IMO 8414752. General cargo. Length 113 m, 3,938 t.



Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Shimizu (Japan) by Miho. Owned by MSC Mediterranean Shipping Co (Switzerland). Sold for demolition in India. US \$ 307 per ton.



MSC Anna, leaving Valencia Port (Spain) on January 2, 2009. © Manuel Hernández Lafuente



Reijo 1 (ex-Sea Master, ex-Bonex Pride, ex-Gracia, ex-Atlas, ex-Daisy, ex-Sea Highway, ex-Osa Grande). IMO 8319897. General cargo. Length 110 m, 2,259 t. Deflagged from Panama to Kiribati for her last voyage as Eijo. Classification society Inter maritime Certification Services. Built in 1984 in Ulsan (South Korea) by Donghae SB Co. Detained in 2008 in Incheon and in Ulsan (South Korea), in Rizhao (China) and twice in Guangzhou (China), in 2009 twice again in Incheon, in 2010 in Lianyungang (China), in Pyeongtaek (South Korea) and again in Ulsan, in 2014 again in Rizhao and in 2015 in Caofeidian (China) and in October in Yantai (China). With 13 detentions, she is gold medallist of substandard ships this quarter, tied with Creac'h. Sold by her Chinese ship-owner to the Mumbai-based Elektrans Shipping Pvt Ltd a few days prior to be beached for demolition in India.




Reijo 1, November 11, 2015, Singapore.  
© Martin Klingsick



*SC Sunny* (ex-*Seneca Maiden*, ex-*Asian Manila*, ex-*Lady Rose*, ex-*ALS Prosperity*). IMO 8601446. General cargo. Length 155 m, 5,546 t. Panamanian flag. Classification society RINA. Built in 1986 in Uwajima (Japan) by Uwajima Zosensho. Owned by Brother Marine Co (Hong Kong, China). Detained in 2015 in Hong Kong (China). Sold for demolition in India.



 *Tanto Fajar II* (ex-*Bernina*, ex-*St Spirit*, ex-*Nikolay Kantemir*, ex-*Baykovo*). IMO 8901004. General cargo. Length 98 m, 2,462 t. Deflagged from Indonesia to Kiribati for her last voyage. Classification society International Ship Classification. Built in 1992 in Gebze (Turkey) by Sedef Gemi Endustrisi. Detained in 2002 in Rijeka (Croatia) and in 2009 in Hong Kong. Sold by her Indonesian ship-owner Tanto Intim to the Indian broker Elektrans Shipping Pvt Ltd just prior to her departure towards Bangladesh. US \$ 275 per ton.



*Toyca-1* (ex-*Merzifon*). IMO 7364534. Ex tanker converted in 2005 to general cargo carrier. Length 111 m. Turkish flag. Classification society Turk Loydu. Built in 1974 in Yarimca (Turkey) by Marmara Shipbuilding. Owned by OF Denizcilik Ticaret AS (Turkey). Detained in 2004 in Constanta (Romania). Sold for demolition in Turkey.



© Marc Ottini



Aliaga, December 2015 © Selim San

*Zeynep Dundar* (ex-*Burak N*, ex-*Golden Bridge*, ex-*Arktis Sky*, ex-*P&O Nedlloyd Coral*, ex-*P&O Nedlloyd Eritrea*, ex-*Arktis Sky*, ex-*Zeynep Undar*). IMO 8616582. General cargo. Length 80 m. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1987 in Ringkøbing (Denmark) by Nordsovaerftet. Owned by BRN Deniz Tasimaciligi Ticaret Ltd (Turkey). Detained in 2006 in Leghorn (Italy), in 2012 in Southampton (United Kingdom) and in 2013 in Bruges (Belgium). Sold for demolition in Turkey.



*Zeynep Dundar*, April 24, 2015, port of Bartın (Turkey) © Babür Halulu



## Container ship



RICKMERS GROUP



The Rickmers Group disposed of 3 ships among the 11 of the 2200 boxes family. The Taiwanese sisters all headed towards the Indian shipbreaking yards. They were only 17 years of age.

*Alice Rickmers* (ex-Kota Maju, ex-Alice Rickmers, ex-Direct Kea, ex-CMA CGM Cezanne, ex-CGM Cezanne, ex-Alice Rickmers). IMO 9152765. Container ship, 2226 teu. Length 196 m, 11,459 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 as is in Fujairah to Indian breakers. US \$ 293 per ton including 150 t of bunkers.

*Alice Rickmers* arriving at Iquique-Chile on March 4, 2006 coming from Callao- Peru.

© Osvaldo Morales Cáceres



*Andre Rickmers* (ex-Marfret Provence, ex-CGM Matisse, ex-Andre Rickmers). IMO 9152789. Container ship, 2210 teu. Length 196 m, 11,459 t. Deflagged from Liberia to Comoros for her last voyage as *Andi*. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2011 in Dunkirk (France) and in 2012 in Antwerp (Belgium). Sold for demolition in India. US \$ 293 per ton including 200 t of bunkers.



Leaving from Valencia Port (Spain) on February 25, 2013. © Manuel Hernández Lafuente

*Andreas* (ex-CGM Renoir, ex-Andreas Rickmers). IMO 9152777. Container ship, 2210 teu. Length 196 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2012 in Xiamen (China). Sold for demolition in India.



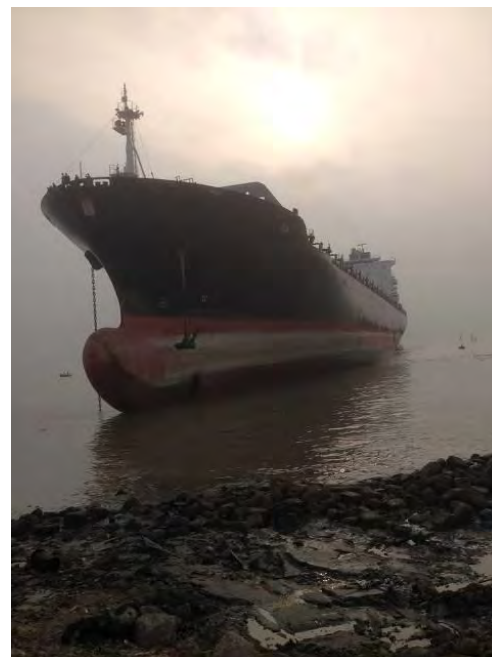


*APL Malaysia* (ex-MOL Value, ex-APL Malaysia, ex-Northern Glance). IMO 9196917. Container ship, 4890 teu. Length 294 m, 20,058 t. Liberian flag, Palau flag for her last voyage as *Sia*. Classification society Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Detained in 2001 in Onomichi (Japan) and in 2003 in Hong Kong. In November 2015, she was acquired by the well-known Prayati Shipping, renamed, deflagged and then beached for demolition in Bangladesh on December 11. US \$ 317 per ton.



Off Florida, July 2013 © Steve OBrien

*Sia*, ex *APL Malaysia*, beached at Chittagong, Bangladesh, December 16. © Viral Shah



*Despina P* (ex-Beauty River, ex-Belstar). IMO 8901391. Container ship, 1932 teu. Length 188 m, 8,760 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Inchon (South Korea) by Halla Engineering. Owned by Eurobulk Ltd (Greece). Detained in 2013 in Singapore. Sold for demolition in Bangladesh. 310 \$ per ton.



*Despina P* at Tanjung Pelepas, Malaysia, January 16, 2014 © Viktor



*Dongtai Fortune* (ex-Seavoyager, ex-Thailand Star I, ex-Seavoyager, ex-Saudi Damman, ex-Westerbrook, ex-Zim Paraguay, ex-Puente Atlantico, ex-Magdalene, ex-Nedlloyd Zaandam, ex-Woermann Ubangi, ex-Westerbrook). IMO 8508412. Container ship, 1033 teu. Length 151 m, 5,124 t. Deflagged from Hong Kong to Sierra Leone in October 2015 and then Kiribati for her last voyage as *Fortune*. Classification society Germanischer Lloyd. Built in 1985 in Rendsburg (Germany) by Nobiskrug. Detained twice in 2003 in Hong Kong. Sold by her Chinese shipowner to the Mumbai-based Elektrans Shipping Pvt Ltd just prior to her departure from Dalian (China) bound for India as final destination.






*Dorikos* (ex-CMA CGM *Quetzal*, ex-*Dorikos*, ex-*Colombia*, ex-*MSC Africa*, ex-*Dorikos*, ex-*P&O Nedlloyd Bahrain*, ex-*Nedlloyd Seoul*, ex-*Dorikos*). IMO 9114191. Container ship, 1610 teu. Length 171 m, 7,887 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Dioryx Maritime Corp (Greece). Sold for demolition in India. US \$ 316 per ton.



*CMA CGM Quetzal*, port of Le Havre (France), November 15, 2007 © **Pascal Bredel**



*Dorikos* idle at Valletta (Malta), July 29, 2015 © **Captain Peter**

 *Ever Racer*. IMO 9088110. Container ship, 4229 teu. Length 294 m, 22,144 t. Panamanian flag, pavillon Comores for her last voyage as *Acer*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Onomichi (Japan) by Onomichi Zosen. Owned by Evergreen Marine Corp (Taiwan). Detained in 1999 in Los Angeles (United States). Sold as is in Singapore for demolition in Bangladesh. US \$ 322 per ton.



*Ever Racer* September 04, 2008  
Flushing, Vlissingen, Netherlands  
© **Ron van de Velde**

*Federal* (ex-*Hyundai Federal*, ex-*APL Federal*, ex-*Hyundai Federal*, ex-*APL Confidence*, ex-*MOL Confidence*, ex-*Federal*, ex-*Hyundai Federal*). IMO 9065625. Container ship, 4469 teu. Length 275 m, 21,656 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Danaos Shipping Co Ltd (Greece). Detained in 2014 in Fremantle (Australia). Sold for demolition in India. US \$ 328 per ton including an important amount of bunkers.



*Federal*, departing Busan New Port, bound for Alang and demolition, January 2016. © **Lappino**



*Hanjin Marseilles*. IMO 9015541. Container ship, 4024 evp. Length 290 m, 19,007 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI. Owned by Hanjin Shipping Co Ltd (South Korea). In spring 2014, *Hanjin Marseilles* was bound for demolition. Her Equasis status became « to be broken up ». The Korean ship-owner is taking delivery of its 10,000 teu capacity new units (Cf “[Shipbreaking](#)” # 35). Nevertheless, *Hanjin Marseilles* has been going on operations for a year and a half. This time, it's for real. She ended up on Alang beach. *Hanjin Los Angeles* (IMO 9128130) 4024 teu, *Hanjin Paris* (IMO 9128128) and *Hanjin Rome* (IMO 9161766) 5302 teu, were also all bound for demolition according Equasis, but their service has been as well extended. In the first quarter 2014, Hanjin had sold for demolition 15 container ships at an average price of US \$ 480 per ton; *Hanjin Marseilles* fetched US \$ 310

Information	Since
IMO number :	9015541
Name of ship :	HANJIN MARSEILLES (during 1993)
Call sign :	DSNX9
MMSI :	440411000
Gross tonnage :	51299 (during 1994)
DWT :	62623
Type of ship :	Container Ship (during 1993)
Year of build :	1993
Flag :	Korea (Republic of) (during 2004)
Status of ship :	To Be Broken Up (since 06/02/2014)
Last update :	11/02/2014



*Hanjin Marseilles* leaving Le Havre (France), October 12, 1997. © Pascal Breidel



*Hansa Africa* (ex-Maruba Simmons, ex-Hansa Africa, ex-ANL Excellence, x-Ville de Venus, ex-Ibn Zaidoun, ex-Hansa Africa). IMO 9134517.

Container ship, 3398 teu. Length 243 m, 13,949 t. Deflagged from Germany to Comoros for her last voyage as *Rica*. Classification society Germanischer Lloyd. Built in 1997 in Koje (South Korea) by Samsung. Owned by Leonhardt & Blumberg Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2002 in Port Botany (Australia) and in 2013 in Fremantle (Australia). Sold as is in the Persian Gulf for demolition in India. US \$ 293 per ton.



In Melbourne (Australia) © Marc Ottini



*HH Nikol C* (ex-Boston Express, ex-Essen Express). IMO 9036909. Container ship, 4639

teu. Length 294 m, 20,775 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Koje (South Korea) by Samsung. Owned by Konig & Cie GmbH & Co KG (Germany). Sold for demolition in India.



*HH Nikol C* leaving Port 2000, Le Havre (France), June 6, 2015 on her first and last call under this name.

© Pascal Breidel



*Horizon Trader* (ex-CSX Trader, ex-Sea-Land Trader, ex-American Entente, ex-Austral Entente). IMO 7326233. Container ship. Length 248 m, 17,110 t. United States flag. Classification society American Bureau of Shipping. Built in 1973 in Pascagoula (United States) by Ingalls Litton; jumboized in 1977 and lengthened from 204 to 248 m.



*Austral Entente*, January 01, 1974  
at Auckland, New Zealand  
© Chris Howell

Since January 2015, this vintage vessel had been laid up in Brownsville, Texas, close to the ship-breaking yards used by the US MARAD to dismantle decommissioned ex naval ships. Her ship-owner Horizon Lines had been taken over in late 2014; her new owner, Matson, announced in the summer 2015 that the *Horizon Trader* will be the very last ship of its fleet to be demolished on the Asian beaches. The container ship left the Gulf of Mexico towed by the *Miss Gaunt*, ex *Gauntlet* IMO 7716957, built in 1976 by Mc Dermott (Louisiana, United States) which has just been renamed and deflagged to Curacao. She is the one giving the position of the convoy through the Automatic Identification System (AIS). The



AIS of the *Horizon Trader* is shut off, which entailed rumors and phantasms by some American NGOs: the ship would be carrying dangerous, or even radioactive materials and would be hiding to discharge them at sea. Another story is told: the *Horizon Trader* would be down on the sea bottom. In fact, the convoy was off South Africa in November 2015 and then called at Mauritius in early December. Eventually, the 2 ships headed to Alang. The *Horizon Trader* was delivered to the breakers on January 8, 2016.

*Horizon Trader* at San Juan, Puerto Rico March 2012 © Foggy/Shippotting

*Marc* (ex-*Ania*, ex-*Marcampania*, ex-*Niledutch Shanghai*, ex-*Marcampania*, ex-*Lina*, ex-*Rejane Delmas*, ex-*Contship New Zealand*). IMO 9070034. Container ship, 1599 evp. Length 163 m, 7,030 t. St. Vincent & Grenadines flag. Classification society Germanischer Lloyd. Built in 1994 in Bremerhaven (Germany) by Schichau Seebeck. Owned by Interworld Shipping Agency LLC (United Arab Emirates). Detained in 2013 and in 2015 in Chah Bahar (Iran). Sold for demolition in India.




*MCC Java* (ex-*Triumph*, ex-*CMA CGM Itajai*, ex-*Triumph*, ex-*Lykes Racer*, ex-*Triumph*, ex-*P&O Nedlloyd Everest*, ex-*Triumph*, ex-*P&O Nedlloyd Lagos*, ex-*Nedlloyd Lagos*, ex-*Nedlloyd Rio*, ex-*Triumph*). IMO 9060297. Container ship, 1576 teu. Length 168 m. Indonesian flag. Classification society Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hanjin HI Co. Owned by MCC Transport (Singapore). Sold for demolition in Bangladesh.




*CC Itajai*, April 2006 in Durban (South Africa)  
© Marc Ottini

*MSC Challenger* (ex-*Hyundai Challenger*, ex-*Navarino*, ex-*Henz*, ex-*Zim Shenzen*, ex-*California Zeus*, ex-*Hidaka Maru*). IMO 8417948. Container ship, 2633 teu. Length 233 m, 14,966 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by Costamare Shipping Co SA (Greece). Detained in 2006 in Shanghai (China) and in 2007 in Melbourne (Australia). Sold for demolition in Bangladesh. US \$ 336 per ton.



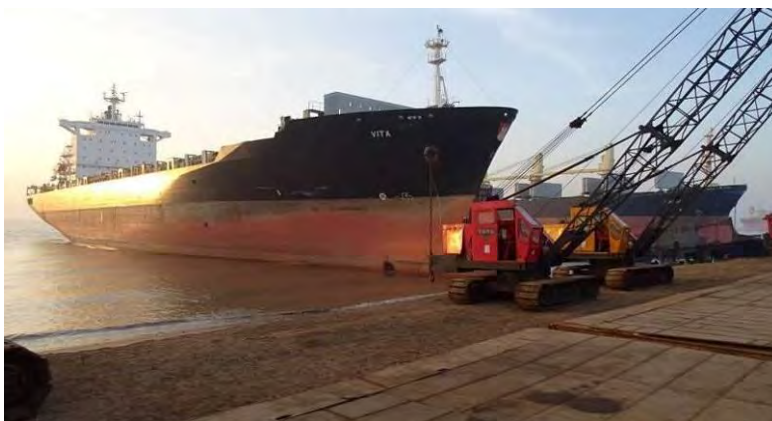
 *Northern Diversity* (ex-*Indamex Godavari*, ex-*MSC Bursa*, ex-*P&O Nedlloyd Barcelona*, ex-*Northern Diversity*). IMO 9147112. Container ship, 3607 teu. Length 245 m, 14,097 t. Deflagged from Liberia to Comoros for her last voyage as *Sity*. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Sold as is in Singapore for demolition in India. US \$ 299 per ton.



 *Northern Vitality* (ex-*Laguna*, ex-*Northern Vitality*, ex-*MSC Rio Plata*, ex-*Northern Vitality*, ex-*Ming Trusty*, ex-*Hyundai Trusty*). IMO 9122423. Container ship, 2808 teu. Length 196 m, 11,107 t. Deflagged from Antigua & Barbuda to Palau for her last voyage as *Vita*. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Detained in 2005 in New York (United States). Late August 2012, while Wilhelmshaven was waiting for the *MSC Flaminia* struck by a fire, spotlights turned on the *Northern Vitality*. She had been for several months at Jade Weser Port, Wilhelmshaven's new container terminal; she was sold for demolition. The last Port State was European; the ship-owner was German; the *Northern Vitality* should in theory be dismantled in Europe or in an OECD State. The authorization for her departure was postponed. The container ship finally left Germany in mid-October 2012 for further operation (See "Shipbreaking" # 29 p 37). 3 years later, usual trick, the container ship left South-East Asia and headed for Alang beach without any media noise.



Information	Since
IMO number :	9122423
Name of ship :	NORTHERN VITALITY (since 01-09-2009)
Call sign :	V2GY
MMSI :	304377000
Gross tonnage :	29115 (during 1997)
DWT :	40080
Type of ship :	Container Ship (during 1997)
Year of build :	1997
Flag :	Antigua and Barbuda (since 01-01-2002)
Status of ship :	To Be Broken Up (since 23-08-2012)
Last update :	04/09/2012



« Vita » beached in Alang, plot V1 at Priya Blue Industries Pvt. Decembre 15, 2015. © Viral Shah  
It should be noted that part of the beaching plot is covered with an assembly of concrete slabs.

*Philadelphia* (ex-*Hanjin Philadelphia*). IMO 9232101. Container ship, 4389 teu. Length 282 m, 18,848 t. Liberian flag. Classification society Germanischer Lloyd. Built in 2002 in Pusan (South Korea) by Hanjin HI. Owned by Reederei F Laeisz GmbH (Germany). Sold for demolition in India. US \$ 300 per ton.



*Philadelphia*, visiting Melbourne, Australia, August 06, 2015, © Paul Finnigan





*Pusan* (ex-*MSC Navegantes*, ex-*Pusan*, ex-*MSC Kenya*, ex-*Pusan Senator*). IMO 9139488. Container ship, 4688 teu. Length 294 m, 18,851 t.

German flag, Palau flag for her last voyage as *San*. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2012 in Seattle (United States). Sold as is in Singapore for demolition in Bangladesh. US \$ 315 per ton including a 69 t propeller.



*Singapore*. IMO 9143063. Container ship, 5390 evp. Length 276 m, 24,225 t.

Deflagged from Hong Kong to Liberia for her last voyage. Classification society RINA. Built in 1997 in Nagasaki (Japan) by Mitsubishi. Owned by Con Chart Commercial Inc (Greece). Sold as is in Singapore for demolition in Bangladesh.



*Tanto Satria* (ex-*Da Li*, ex-*Tiger Stream*, ex-*Sea Success 1*, ex-*Eagle Success*, ex-*Sea Laurel*, ex-*Marivia*, ex-*Eagle Nova*, ex-*Marivia*, ex-*EA Endeavour*, ex-*Husa II*, ex-*Marivia*, ex-*Mississippi*, ex-*Marivia*, ex-*European Eagle*, ex-*Marivia*). IMO 8104498. Container ship, 584 teu. Length 127 m, 3,280 t. Deflagged from Indonesia to Kiribati for her last voyage as *Satria*.

Classification society Bureau Veritas. Built in 1982 in Bremerhaven (Germany) by Rickmers Werft. Sold by her Indonesian ship-owner Bauhinia Shipping Pte Ltd to the Indian broker Elektrans Shipping. Sold for demolition in India.



*Da Li* at Singapore anchorage in 2002 © John White

*Thermaikos* (ex-*CMA CGM Colibri*, ex-*Thermaikos*, ex-*Norasia Punjab*, ex-*Thermaikos*, ex-*Puerto Cabello*, ex-*Thermaikos*, ex-*P&O Nedlloyd Santos*, ex-*Zim Buenos Aires*, ex-*Thermaikos*, ex-*Alvaro Diaz*). IMO 9114189. Container ship, 1610 teu. Length 171 m, 7,891 t.

Cyprus flag. Classification society American Bureau of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Dioryx Maritime Corp (Greece). Sold for demolition in India. US \$ 316 per ton.



*Tiger Bridge* (ex-*City of Hamburg*, ex-*Astrid Schulte*, ex-*Ibn Al Kadi*, ex-*American Senator*, ex-*Choyang Green*, ex-*American Senator*, ex-*Astrid Schulte*). IMO 8901884. Container ship, 2238 teu. Length 182 m, 8,595 t. Marshall Islands flag.

Classification society Germanischer Lloyd. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Eurobulk Ltd (Greece). Detained in 2011 in Singapore. Sold for demolition in Bangladesh. US \$ 340 per ton.



*City of Hamburg* at Terneuzen (Netherlands) on August 2006. © Marc Ottini

*Ville d'Aquarius* (ex-Lykes Tiger, ex-Ville d'Aquarius). IMO 9125607. Container ship, 4113 teu. Length 259 m, 15,887 t. Cyprus flag. Classification society Bureau Veritas. Built in 1996 in Okpo (South Korea) by Daewoo for the German ship-owner Conti Reederei. From the start, she has been chartered by CMA CGM (France) along with her sisterships *Ville d'Orion*, *Ville de Taurus*, *Ville de Mimosa*, *Ville d'Antares* and *Ville de Virgo*. In 2005, CMA CGM acquired the 2 elder ones, *Ville d'Aquarius* and *Ville d'Orion*, 38 millions \$ each, and sold them 2 years later to the subsidiary company Global Ship Lease. Since April 2014, the 2 ships have been chartered by X-Press Feeders on the India / United Arab Emirates service. Detained in 2011 in Shenzhen (China). Sold for demolition in India. US \$ 337 per ton.



*Ville d'Aquarius*, on Alang Beach, November 2015 © Viral Shah

*Ville d'Orion* (ex-ANL California, ex-Ville d'Orion). IMO 9125619. Container ship, 4113 evp. Length 259 m, 15,904 t. Cyprus flag. Classification society Bureau Veritas. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by CMA CGM (France). On March 24, 2001, *Ville d'Orion* made a spectacular call at Los Angeles, with her collapsed container stacks. 70 damaged containers were unloaded. None would have been lost at sea. Detained in 2006 in Miami (United States) and in 2011 in Shenzhen (China). Sold for demolition in India. US \$ 328,25 per ton according to GSL press release.



March 2001, Los Angeles © Cargolaw



Cape Town (South Africa), December 2012 © Ian Shiffman



*Xiang Wang*. IMO 9106352. Container ship, 392 evp. Length 112 m. Chinese flag. Classification society China Classification society. Built in 1995 in Pusan (South Korea) by Daedong SB Co. Owned by China Shipping Group (China). Sold for demolition in China.



Kanmon Kaikyo, Japan , March 2014 © V Tonic



*Zenit* (ex-MOL Universe, ex-Safmarine Amazon, ex-Maersk Wellington, ex-Zenit). IMO 9127813. Container ship, 1617 evp. Length 178 m, 9,480 t. Deflagged from Marshall Islands to Comoros for her last voyage. Classification



society Germanischer Lloyd. Built in 1998 in Gdynia (Poland) by Gdynia Stocznia. Owned by Alpha Shipmanagement GmbH & Co KG (Germany). Sold as is in Hong Kong for demolition in Bangladesh. US \$ 290 per ton.



Rio Haina, Dominican Republic, August 26, 2012  
© b47b56 /shipspotting

## Ro Ro



*Span Asia 15* (ex-Sulpicio Express Dos, ex-Hokuo Maru). IMO 8817265. Ro Ro. Length 136 m, 4,355 t. Deflagged from Philippines to Palau for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1988 in Akitsu (Japan) by Shin Kurushima. Owned by Philippine Span Asia Carrier (Philippines). Sold for demolition in Bangladesh. US \$ 325 per ton.



*Span Asia 16* (ex-Sulpicio Express Tres, ex-Honshu Maru). IMO 8817071. Ro Ro. Length 129 m, 4,219 t. Deflagged from Philippines to Palau for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1989 in Imabari (Japan) by Imabari Zosen. Sold by her Filipino owner Span Asia Carrier (Philippines) to Trio Maritime Ltd a Saint-Kitts-et-Nevis-based shell company. Sold for demolition in Bangladesh. US \$ 325 per ton.



*Span Asia 16*, July 26, 2014, Manila, Philippines © Viktor

## Tanker

*Araevo* (ex-*Sea Merchant*, ex-*Alkinoos*, ex-*Freja Baltic*, ex-*Kirsten*). IMO 9009009. Tanker. Length 179 m, 9,680 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Kherson (Ukraine) by Khersonskiy SSZ. Owned by Aegean Marine Petroleum SA (Greece). Sold for demolition in Pakistan. US \$ 340 per ton.



Piraeus Roads, August 14, 2010  
© Peter j. Fitzpatrick



At Gadani, Pakistan, December 21, 2015  
© Shahid Ayub

*Ba VI* (ex-*M Nuri Cerrahoglu*, ex-*Bralanta*). IMO 7389065. Tanker converted to Floating Production Storage Offloading unit (FPSO). Length 285 m, 21,900 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1976 in Göteborg (Sweden) by Gotaverken Arendal. Sold in 1985 to Cerrahogullari Umumi Nakliyat Varpurculuk ve Ticaret AS from Istanbul (Turkey) then in 1994 to Vietsovpetro, joint Russian-Vietnamese enterprise for offshore oil and gas exploration and production. The tanker is converted to FPSO and operated on the Bach Ho oil field (White Tiger Oil and Gas Field) off Ho Chi Minh City. Sold for demolition and towed to Bangladesh by *Mtide Salvage 1* (IMO 8409977).



Super tanker *M. Nuri Cerrahoglu*. © Steinar Norheim

*Bonsu Q* (ex-*Bonsu*, ex-*Ditas*). IMO 7726225. Tanker. Length 143 m. Ghanaian flag. Unknown classification society. Built in 1982 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Saltpond Offshore Producing (Ghana). Sold for demolition in Turkey.



The Georgian tanker *Bonsu*, May 2005 © MarineTraffic



*Fair Afroditi*. IMO 9447419. Tanker.



Length 135 m, 4,259 t. Liberian flag. Classification society China Classification society. Double hull ship built in 2008 in Yueqing (China) by Xinshun Group. Owned by Fairdeal Group Management SA (Greece). Detained in 2013 in Gunsan (South Korea).



Singapore, April 2009 © M Klingsick

On August 14, 2015, *Fair Afroditi* was anchored off Lome (Togo). Prior to loading, she suffered an explosion during tank cleaning. The engine room got flooded, the ship developed a list. After bunkers and oily waters were removed, the ship was reinforced, watertight sealed, towed to Turkey and finally beached for demolition late December 2015.



After the explosion © Tsaviris

*Jelita Bangsa* (ex-*Atlantic Hero*, ex-*Stena Concertina*). IMO 8917821. Tanker. Length 232 m, 15,225 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Oppama (Japan) by Sumitomo. Owned by Trada Shipping (Indonesia). Sold as is in Balongan (Indonesia) for demolition in Pakistan. 250 \$ per ton.



*Kosiam* (ex-*Asif II*, ex-*Kinmei*). IMO 7810519. Tanker. Length 97 m, 2,372 t. Deflagged from Tuvalu to St. Kitts & Nevis for her last voyage as *Siam 1*. Classification society Global Marine Bureau. Built in 1978 in Onishi (Japan) by Kurushima. Owned by Coam Co Ltd (South Korea). Sold for demolition in Bangladesh. 280 \$ per ton.



*Moskovskiy C* (ex-*Moskovskiy Festival*). IMO 8206947. Tanker. Length 179 m, 9,540 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Caroil Transport Marine Ltd (Cyprus). Sold as is in Cuba for an unspecified destination of demolition. US \$ 205 per ton.



Calland Canal (Rotterdam Europoort), December 2004 © Aart van Bezooijen



*Nanghai Kai Tuo* (ex-*Java*, ex-*H.J. Haynes*). IMO 7008855. Ex supertanker of Chevron Shipping Co converted to Floating Production, Storage and Offloading unit (FPSO). Length 285 m, 30763 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1970 in Malmö (Sweden) by Kockums MV; shortened in 1980 from 316 m to 285 m then converted in 1994 to FPSO. Owned by China National Offshore Oil Co / CNOOC (China). *Nanghai Kai Tuo* was operated on Xijiang oil field, off Hong Kong. Nevertheless, she left South China Sea under tow of the *Resolve Monarch* up to the shipbreaking yards of Bangladesh.

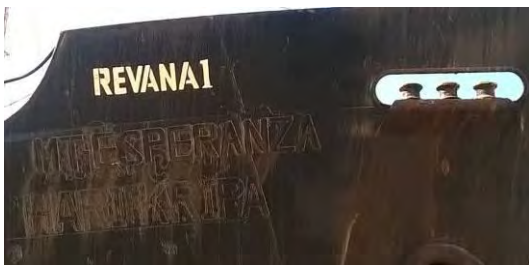


Supertanker *HJ Haynes* © Seaman / Navi e Armatori



FPSO *Nanghai Kai Tuo*, October 2010 in Hong Kong, China © Helen Krmic

*Revana 1* (ex-*Esperanza*, ex-*Hari Kripa*, ex-*Adriana*, ex-*Arabian Victory*, ex-*Kiyo Maru* n°53). IMO 8405323. Tanker. Length 80 m, 938 t. Tanzanian flag. Classification society Universal Marine Classification. Built in 1984 in Minoe (Japan) by Sasaki. Owned by Al Rafedain Marine Services LLC (United Arab Emirates). Sold for demolition in Pakistan.



*Revanna 1*, ex *Esperanza*, ex *Hari Kripa*... © Shahid Ayub



Gadani Beach, November 25, 2015 © Shahid Ayub



*Sea Czar* (ex-*Al Widadia*, ex-*Nice*, ex-*Kalba Nice*, ex-*Amina*, ex-*Hasnaa*, ex-*Midorikai Maru n°1*). IMO 7011149. Tanker. Length 83 m, 938 t. Palau flag. Unknown classification society. Built in 1969 in Hakata (Japan) by Watanabe Zosen. Sold for demolition in Pakistan.



*Vista 1* (ex-*Marshal Chuykov*). IMO 8227977. Tanker. Length 243 m, 16,350 t. Panamanian flag. Unknown classification society. Built in 1985 in Kerch (Ukraine) by Zaliv. Owned by Akron Trade & Transport (United Arab Emirates). Detained in 2003 in St Croix (United States). Beached for demolition in Pakistan as *Mars*, in memory of her baptismal name.



Gadani Beach, December 17. © Shahid Ayub

### Chemical tanker

*Bow Victor* (ex-*Jo Brevik*). IMO 8416322. Chemical tanker. Length 183 m, 9,487 t. Norwegian flag. Classification society Det Norske Veritas. Built in 1986 in Floro (Norway) by Ankerlokken Floro. Owned by Odfjell



Management AS (Norway). Detained in 2013 in Foynes (Ireland). Sold for demolition in India. US \$ 450 per ton including 1,280 tons of stainless steel.



*Bow Victor* departing Morehead City, NC, USA  
© Plimsollgear/MarineTraffic

*Multi Delta* (ex-*Sichem Eva*, ex-*Songa Eva*, ex-*Lake Eva*, ex-*Jakov Sverdlov*, ex-*Yakov Sverdlov*). IMO 8517073. Chemical tanker. Length 151 m, 6,217 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia.





Built in 1989 in Pula (Croatia) by Uljanik. Owned by Multiline Shipping Co Pt (Indonesia). Detained in 1999 in Montreal (Canada), in 2001 in Quebec (Canada) and in 2009 in San Francisco (United States). Sold for demolition in Bangladesh. US \$ 300 per ton.

Red Sea, June 2009  
© Marc Ottini



## Gas tanker

 *Korea Gas*. IMO 8515879. Gas tanker. Length 109 m, 2,461 t. Deflagged from South Korea to Togo for her last voyage. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Smart Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.

 *Oceanus (ex-Oceanus 09, ex-Snowdon)*. IMO 8811754. Gas tanker. Length 99 m, 1,990 t. Deflagged from South Korea to Togo for her last voyage. Classification society Korean Register of Shipping. Built in 1989 in Imabari (Japan) by Higaki Shipbuilding. Owned by Youngsan Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.

*Pathfinder (ex- Kwangyang Gas, ex-Honam Gas)*. IMO 8718720. Gas tanker. Length 109 m, 2,462 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Inter Ocean Shipping Co Ltd (South Korea). Sold for demolition in India.



*Kwangyang Gas* at Yeosu, Yosu, South Korea, May 14, 2013  
© Tord Avsnes Sæle



September 2014, still in South Korea  
© Yun Dylan


*Saehan Stellar (ex-Gas Orchis, ex-Gas East)*. IMO 9016698. Gas tanker. Length 103 m, 2,265 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Kochi (Japan) by Shin Kochi Jyuko. Owned by Saehan Marine Gas Co Ltd (South Korea). Detained in 2005 in Tokuyama (Japan). Sold for demolition in India. US \$ 315 per ton.



On the Yangze, April 2011 © AF van Rhijn




## Bulk carrier

 *African 4* (ex-*African Iris*, ex-*Wish*, ex-*Kent Loyalist*, ex-*Blue Pearl*, ex-*Sunny Napier*). IMO 7801324. Bulk carrier. Length 165 m, 6,979 t. Deflagged from Liberia to Togo in June 2015. Classification society Nippon Kaiji Kyokai. Built in 1978 in Onishi (Japan) by Kurushima. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2008 in



Hamburg (Germany). Sold for demolition in India. US \$ 275 per ton.

March 13, 2013 proceeding to Bassens to load cargo  
© Pascal Riteau

 *Anangel Ambition*. OMI. Bulk carrier. Length 280 m, 19,215 t. Deflagged from Greece to Comoros for her last voyage as *Bambi*. Classification society American Bureau of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Sold as is in Singapore for demolition in Bangladesh. US \$ 307 per ton.



*Anangel Ambition*, Europort, Rotterdam, Netherlands, March 16, 2014  
© Arjan Elmendorp



*Angara* (ex-*AG Methodios*, ex-*Voge Prestige*, ex-*National Prestige*). IMO 9110523.

Bulk carrier. Length 225 m, 11,750 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Unimor Shipping Agency (Ukraine). Detained in 2003 in Port Lincoln (Australia) and in 2007 in Guangzhou (China). Sistership of the *Ancona*, ex *AG Vartholomeos* (see "[Shipbreaking](#)" # 40, p 2, "Grexit for 2 bulkers"). Sold for demolition in Pakistan. US \$ 287 per ton.



Vancouver, June 2011, © Malcolm Milar

*Aquafaith*. IMO 9120968. Bulk carrier. Length 283 m, 22,088 t. Liberian flag. Classification society Det Norske Veritas. Built in 1997 in Samho (South Korea) by Halla Engineering. Owned by Carras SA (Greece). Detained in 2011 in Tangshan (China). Sold for demolition in Bangladesh. US \$ 288 per ton.

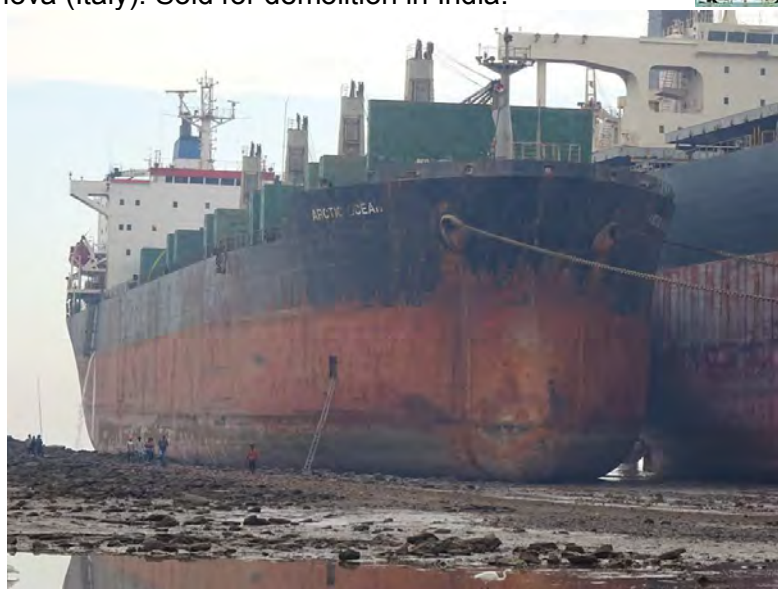


Guanabara Bay, Rio de Janeiro (Brazil), May 2009 © **Edson de Lima Lucas**

*Arctic Ocean* (ex-*Joalmi*, ex-*Salavat*). IMO 8902450. Bulk carrier. Length 183 m, 7,723 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Ulsan (South Korea) by Hyundai. Detained in 2006 in Genova (Italy). Sold for demolition in India.



*Arctic Ocean* at Lisbon, Portugal  
October 30, 2013 © **Pedro Amaral**



At Alang, December 2015 © **Viral Shah**



*Areti* (ex-*Koyo Maru*). IMO 8315023. Bulk carrier. Length 230 m, 14,266 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kudamatsu (Japan) by Kasado Docks. Owned by Kon-Quest SA (Greece). Detained in 2007 in Gladstone (Australia). Sold for demolition in Pakistan. US \$ 283 per ton.



Gadani, December 17, 2015  
© **Shahid Ayub**

(c) Shahid Ayub  
17-Dec-2015, Gadani



*Aristides NP*. IMO 9043990. Bulk carrier. Length 225 m, 9,829 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by Eurobulk Ltd (Greece). Detained in 2010 in Gunsan (South Korea) and in San Francisco (United States). Sold for demolition in India.



*AT 30 (ex-Cornilios, ex-Olympic Mentor, ex-Patricia R, ex-Callioe Patronicola)*. IMO 8307650. Bulk carrier. Length 183 m, 6,574 t. Togolese flag. Classification society RINA. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by T Fleet Management Ltd (Lebanon). Sold for demolition in Pakistan. US \$ 304 per ton.

*AT 30, ex-Olympic Mentor* lost her flame.



December 2015, Gadani. © **Shahid Ayub**



At Montoir (France), February 11, 2009 © **Erwan Guéguéniat**

*Atlantis (ex-Orbit, ex-Siam Pearl, ex-Chennai Polivu)*. IMO 8128078. Bulk carrier. Length 182 m, 9,129 t. Togolese flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Detained in 1999 in Leith (United Kingdom) and in 2010 in Shanghai (China). Sold for demolition in India. US \$ 285 per ton.



*Balthazar (ex-Iron Man, ex-Pandesia, ex-Docelake)*. IMO 9161730. Bulk carrier. Length 225 m, 11,168 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by AM Nomikos Transworld Maritime Agencies SA (Greece). Detained in 2012 in Tianjin (China). Sold for demolition in Bangladesh. US \$ 296 per ton.



Balthazar at Quequen, Argentina, July 24, 2014 © **Maxi Alonso**

*Bashundhara 2 (ex-Emerald)*. IMO 8316223. Bulk carrier. Length 189 m, 8,731 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Kobe (Japan) by Kawasaki. Owned by Symphony Shipmanagement (Bangladesh). Detained in 2007 in Redcar (United Kingdom), in 2011 in Tianjin (China) and in 2013 in Nanjing (China). Sold for demolition in Bangladesh.



*Bashundhara-3 (ex-Epiphaney, ex-Darya Lakshmi, ex-Neo Helenium, ex-Sanko Helenium)*. IMO 8308898. Bulk carrier. Length 185 m, 7,510 t. Bangladeshi flag. Classification society RINA. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by Symphony Ship Management (Bangladesh). Detained in 2000 in Long Beach (United States) and in 2011 in Rizhao (China). Sold for demolition in Bangladesh.



*C. Summit (ex-Ilanthe, ex-Loire Ore, ex-Channel Commander)*. IMO 9108623. Bulk carrier. Length 273 m, 18,530 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1995 in Tsu (Japan) by NKK. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2015 in Hay Point (Australia). Sold for demolition in Bangladesh. US \$ 334 per ton.



*C Summit*, anchored at Guanabara Bay/Rio de Janeiro (Brazil). © Edson de Lima Lucas

*Camellia (ex-K Camellia)*. IMO 8813673. Bulk carrier. Length 312 m, 24,925 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Koje (South Korea) by Samsung. Owned by Korea Line Corp (South Korea). Detained in 2012 in Port Hedland (Australia). Sold for demolition in Bangladesh. US \$ 320 per ton.



*Cape Canada (ex-Cape Wakaba, ex-Cape Maple)*. IMO 9116565. Bulk carrier. Length 289 m, 20,884 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Sakaide (Japan) by Kawasaki. Owned by Cyprus Sea Lines Co Ltd (Greece). Sold for demolition in India. US \$ 287 per ton.



*Cape Cathay*. IMO 9043603. Bulk carrier. Length 271 m, 18,530 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1993 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by U-Ming Marine Transport Corp (Taiwan). Sold as is in Singapore for demolition in India. US \$ 287 per ton including enough bunkers for the voyage.

*Cape Cathay* on it's way to Berendrechtlock in Antwerp. She is escorted by four tugs to get in to the lock, July 2006. © Marie Anne





*Chang Feng 1* (ex-Yuan Feng, ex-Worada Naree, ex-Kizo Maru, ex-Handy Jade, ex-Golden Jade, ex-Oceanid, ex-Ocean Monarch). IMO 8223335. Bulk carrier. Length 161 m, 5,820 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Imabari (Japan) by Imabari Zosen. Owned by Dalian Chain Star Ship Management Co Ltd (China). Detained in 2000 in Oita (Japan), in 2001 in Port Hedland (Australia), in 2006 in Greenore (Ireland) and in 2007 in Silvertown (United Kingdom). Sold for demolition in Bangladesh. US \$ 307 per ton.



*Choulex* (ex-Sanko Spark, ex-World Spark). IMO 9074511. Bulk carrier. Length 274 m, 18,615 t. Bermuda flag. Classification society Bureau Veritas. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Swiss Marine Corp Ltd (Switzerland). Detained in 2008 in Dampier (Australia), in 2011 in Vlissingen (Netherlands), in 2012 in Lianyungang (China) and in 2014 in Zhanjiang (China). Sold for demolition in Bangladesh. US \$ 330 per ton, including 500 t of bunkers.



*Choulex*, August 19, 2011 at Flushing, Vlissingen, Netherlands  
© Gerolf Drebes

*Collonges* (ex-Montego II, ex-Donau Ore, ex-Winona). IMO 9032551. Bulk carrier. Length 270 m, 18,572 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1993 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 2014 and in 2015 in Newcastle (Australia). Sold for demolition in Bangladesh. US \$ 287 per ton.



*Collonges*, Sydney Harbour, completing turn under North Head. 3 March 2009.  
© Clyde Dickens

*Countess Sea* (ex-Go Friendship, ex-ABG Madhava, ex-Little Annou, ex-Pearl Crest, ex-Halla Phoenix). IMO 9082958. Bulk carrier. Length 187 m, 7,628 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1994 in Incheon (South Korea) by Halla Engineering & Heavy Industries. Owned by Way-East Shipping Agency Co (Taiwan). Detained in 2000 in Novorossiysk (Russia), in 2004 in New York (United States), in 2011 in Murmansk (Russia) and in 2015 in Singapore. Sold for demolition in India.



*Courage* (ex-Hsin Ho). IMO 9134983. Bulk carrier. Length 224 m, 9,649 t. Panamanian flag. Classification society CR Classification society (CRCS). Built in 1997 in Ariake (Japan) by Hitachi Zosen. Owned by Courage Maritime Group (Taiwan). Detained in 2004 in Newcastle (Australia), in 2008 in Antwerp (Belgium), in 2009 in Sept-Iles (Canada) and Dunkirk (France) and in 2013 in New Orleans (United States). Sold as is in Hong Kong for demolition in India. US \$ 261 per ton.



*Daio Creacion* IMO 9179309. Woodchip carrier. Length 200 m, 10,154 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Marugame (Japan) by Imabari Zosen. Owned by Mitsui OSK Lines Ltd / MOL (Japan). Detained in 2015 in Portland (Australia). Sold for demolition in India.




*Daio Creacion* on the River Clyde at Erskine (Scotland, United Kingdom), October 2010. © Willie Michael

*Dona Zoitsa* (ex-Bel East, ex-Belem, ex-XinXing Hai, ex-Northern Venture). IMO 9081784. Bulk carrier. Length 224 m, 10,064 t. Liberian flag. Classification society Det Norske Veritas. Built in 1995 in Sasebo (Japan) by Sasebo HI. Owned by Arion ShippingLtd (Greece). Detained in 2009 in Bunbury (Australia). Sold for demolition in Pakistan. US \$ 289 per ton.



*Eirini L* (ex-Fiora Topic). IMO 8318893. Bulk carrier. Length 187 m, 8,107 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Lomar Shipping & Management (Greece). Detained in 2004 in Savona (Italy) and in 2012 in Novorossiysk (Russia). Sold for demolition in Pakistan. US \$ 290 per ton.



 *Electronica* (ex-Antonis G. Pappadakis, ex-Atlantica, ex-Atlantic Crown, ex-Atlantic Rose). IMO 9087271. Bulk carrier. Length 225 m, 10,454 t. Deflagged from Malta to Niue for her last voyage as « *Tronica* ». Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Kassian Maritime Navigation Agency Ltd (Greece). Detained in 2008 in Qingdao (China), in 2009 in Ghent (Belgium), in 2010 in Bunbury (Australia) and in 2013 in Norfolk (United States). Sold as is in Singapore for demolition in Bangladesh. US \$ 281 per ton including 750 t of bunkers.



Singapore, December 27, new identity and new flag prior to her departure for demolition.



*Everglory*. IMO 8512889. Bulk carrier. Length 225 m, 270 t. Panamanian flag. Classification society RINA. Built in 1988 in Numakuma (Japan) by Tsuneishi. Owned by Fujian Hengfeng Shipping Co Ltd (China). Detained in 2000 in Niigata (Japan), in 2005 in Newcastle (Australia) and in 2015 in Ningbo (China). Sold for demolition in India.



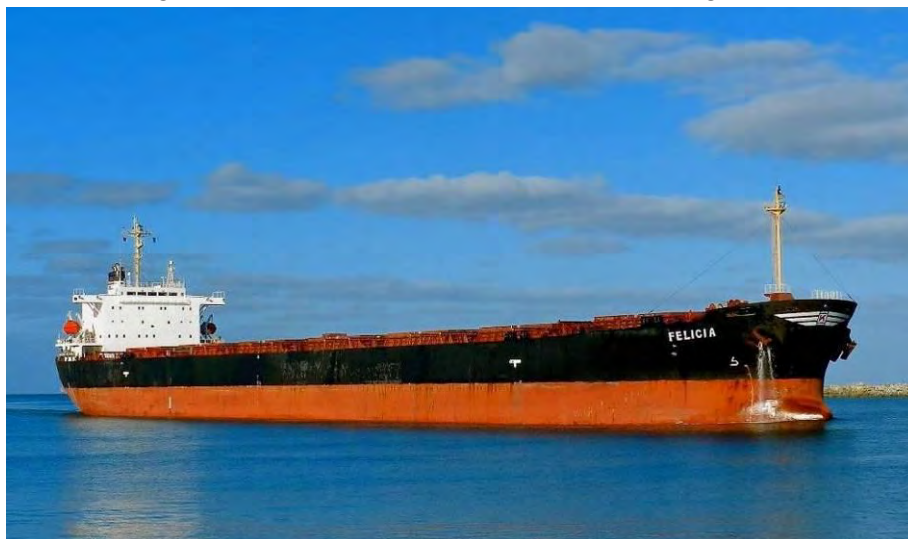
*Everglory*, February 21, 2015, Mindoro Strait, Philippines © Vladimir Knyaz



*Felicia* (ex-Coral Wind). IMO 9154139. Bulk carrier. Length 225 m, 10,166 t. Deflagged from Panama to Comoros for her last voyage as *Eli*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Sasebo (Japan) by Sasebo HI. Owned by Carras SA (Greece). Detained in 2014 in Guangzhou (China). Sold for demolition in Bangladesh. US \$ 262 per ton including 770 t of bunkers.



*Felicia*, January 25, 2014, Outer Harbour, Port Adelaide, Australia © sema4/Shippotting



*Force-One* (ex-Vina del Mar, ex-MST Callao, ex-Navios Pioneer, ex-Western Hope, ex-Sanko Taurus). IMO 8309000. Bulk carrier. Length 180 m, 7,218 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Force Shipping (Egypt). Detained in 2005 in Vancouver (Canada), in 2008 in Patillos (Chile) and in 2014 in Tuticorin (India) and in Kandla (India). Sold for demolition in India. US \$ 282 per ton.

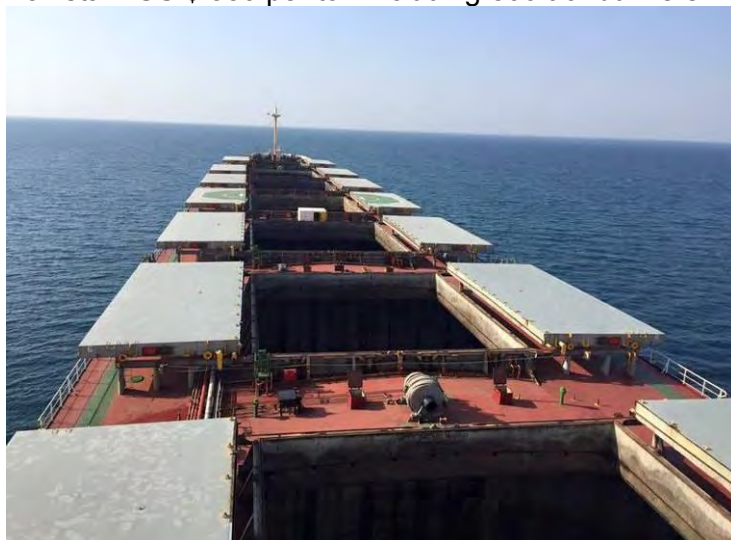


Constanta, Romania, September 2013 © AE Marine Traffic

*Fortune Star* (ex-Anna A, ex-Saint Rafael A, ex-Hatemi 8, ex-Diana Island). IMO 7926928. Bulk carrier. Length 146 m, 4,223 t. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1980 in Imabari (Japan) by Imabari Zosen. Owned by Fujian Mainstar Shipping-Chr (China). Detained in 2002 in Split (Croatia), in 2007 in Haikou (China) and in 2008 in Guangzhou (China). Sold for demolition in Bangladesh.



*Giovanni* (ex-World Raven, ex-Toplink). IMO 9138915. Bulk carrier. Length 225 m, 10,228 t. Bahamian flag. Classification society American Bureau Of Shipping. Built in 1996 in Sasebo (Japan) by Sasebo HI. Owned by Gestion Maritime SAM (Monaco). Sold for demolition in Pakistan. US \$ 330 per ton including 800 t of bunkers.



Gadani, Pakistan, November 2015  
© Rizwan Yaseen

*GNS Donghae* (ex-Dimitrios S, ex-Alwine Oldendorff, ex-Tatry). IMO 8807193. Bulk carrier. Length 225 m, 9,865 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by KT Capital Corp (South Korea). Detained in 2001 in Brindisi (Italy), in 2003 in Newcastle (Australia), in 2005 in Shenzen (China) and in 2010 in Newcastle again. Sold for demolition in Bangladesh. US \$ 282 per ton.



 *Go Public* (ex-Marinchris, ex-Transworld). IMO 9045900. Bulk carrier. Length 224 m, 9,808 t. Deflagged from Bahamas to Liberia for the end of her life. Classification society Nippon Kaiji Kyokai. Built in 1993 in Maizuru (Japan) by Hitachi. Owned by Marine Spirit SA (Greece). Detained in 2005 in Port Adelaide (Australia), in 2006 in Newcastle (Australia), in 2011 in New Orleans (United States), in 2013 in Nanjing (China), in 2014 in Incheon (South Korea) and in Gibraltar (United Kingdom) and in 2015 at Piraeus (Greece). Deflagged and renamed *Go Pub* in April 2015. Sold for demolition in Pakistan.



© Shahid Ayub



© Marine Traffic





*Goodfaith* (ex-CK *Goodfaith*, ex-Torres Bulker, ex-Nego Wes, ex-Elliott Bay). IMO 9076404. Bulk carrier. Length 165 m. Deflagged from Cyprus to Togo for her last voyage towards the demolition yards. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shimonoseki (Japan) by Mitsubishi. Owned by Star Marine Management Inc (Greece). In February 2015, the *Goodfaith* ran aground on a rock of Andros Island in the Aegean Sea. She was sailing empty from Elefsina, near Athens, to Odessa (Ukraine). The 22 crew members were rescued. The coast guard observed a minor pollution. The ship remained pinned on Andros rocks; the stern section was cut up in order to free the vessel. *Goodfaith* was first towed to Salamis shipyards and then eventually beached for demolition in Turkey on October 19.



Aground on Andros © **Mazin Hussein**



Half cut in Piraeus July 2015 © **Sakis Antoniou**

*Great Prestige* IMO 9148623. Bulk carrier. Length 190 m. Hong Kong flag. Classification society Bureau Veritas. Built in 1998 in Jinhae (South Korea) by Daedong SB Co. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2011 in Port Hedland (Australia). Sold for demolition in China.



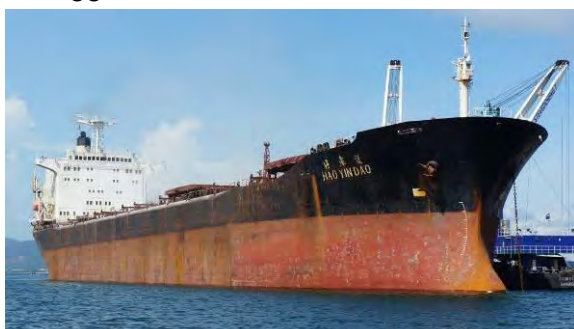
*Great Prestige*, at berth in Brest (France), July 2009 © **Erwan Guéguéniat**



*Hao Yin Dao* (ex-*Stefania*, ex-*Petra*, ex-*Antonis S Lemos*, ex-*Yasmine*, ex-*Sparto*, ex-*Jaraconda*). IMO 7929243. Bulk carrier. Length 224 m, 11,271t. Deflagged from Panama to Comoros for her last voyage as *Hao*. Classification society



Intermaritime Certification Services. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by Xiamen ITG Shipping Co Ltd (China). Detained in 2007 in Vancouver (Canada), in 2008 in Zoushan (China) and in 2013 in Tianjin (China). Sold as is in Hong Kong for demolition in Bangladesh. US \$ 268 per ton.



*Hao Yin Dao*, Koh Si Chang Transhipment Area, Thailand July 16, 2014 © **Geir Vinnes**

*He Bang* (ex-*Archangelos R*, ex-*Paola II*). IMO 9020560. Tanker converted to bulk carrier in 2008. Length 232 m. Chinese flag. Classification society China Classification society. Built in 1992 in Oppama (Japan) by Sumitomo. Owned by Tianjin Cosbulk (China). Her demolition is ongoing in Xinhui (China).



Tanker times, *Archangelos R*, June 2006 leaving Santos (Brazil) © **Rafael Ferreira Viva**



Bulker times, *He Bang*, at Mizushima, Japan, February 2011 © **Kozo1356/Vesseltracker**

*Hui Hong II* (ex-*Bianco ID*, ex-*Bandai*). IMO 9170286. Bulk carrier. Length 225 m, 9,027 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Qingdao Huiquan Shipping Co (China). Detained in 2012 in Kwinana (Australia). Sold for demolition in India. US \$ 295 per ton.




*Infinity* (ex-*Orient*, ex-*Thor Orchid*, ex-*Grant Mariner*, ex-*Pomorac*). IMO 8115215. Bulk carrier. Length 183 m, 7,878 t. Liberian flag. Classification society Bureau Veritas. Built in 1985 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Makro Denizcilik (Turkey). Detained in 2014 in Bandar Khomeini (Iran). Sold for demolition in India.



*Infinity* in the Kola Bay near Murmansk, Russia June 2012 © **Maksim Abramov**



 *Irene* (ex-*Pacific Ace*). IMO 9034327. Bulk carrier. Length 225 m, 11,958 t. Greek flag, Panamanian flag for her last voyage as *Global Trader 1*. Classification society American Bureau of Shipping. Built in 1993 in Shanghai (China) by Jiangnan Shipyard. Detained in 2002 in Esperance (Australia).



Sold as is in Singapore by her Greek ship-owner Fafalios Shipping to Partagas Maritime, a Liberia-based shell company. Her final destination is unspecified. US \$ 330 per ton including 1000 t of bunkers.

*Irene*, April 28, 2015, at Perama, Piraeus, Greece © **Giorgos Mertis**




*Ismail Deeb* (ex-*Alam Senang*, ex-*Atlantic*, ex-*Golden Alliance*). IMO 8308812. Bulk carrier. Length 178 m, 6,384 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by GMZ Ship Management Co SA (Lebanon). Detained in 2007 in Savona (Italy). Sold for demolition in Pakistan. US \$ 283 per ton.



Thailand (Siam port), May 2012  
© Osman Ismail

*Jahan Moni* (ex-*Noni*, ex-*Uljanik*). IMO 9102954. Bulk carrier. Length 183 m, 9,219 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1996 in Pula (Croatia) by Uljanik. Owned by Brave Royal Shipping (Bangladesh). Detained in 2002 in Yantai (China), in 2005 in Port Adelaide (Australia), in 2011 in Thessalonique (Greece), in 2012 in Chennai/Madras (India), in 2013 in Novorossiysk (Russia) and in 2014 in Lianyungang (China). Sold for demolition in Bangladesh.




★  *Jia Da 16* (ex-*Bei Lun Hai 16*, ex-*Dong Fang Hai*, ex-*Neptune Sheratan*). IMO 8103298. Bulk carrier. Length 187 m, 7,579 t. Chinese flag, Panamanian flag for her last voyage as *Nemo*. Unknown classification society. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Ningbo Longsheng Shipping Co Ltd (China). Sold for demolition in Bangladesh. US \$ 270 per ton.



*King David* (ex-*Cape Toronto*, ex-*Tai Fu Star*, ex-*Crystal Star*, ex-*Azul Glory*, ex-*Dyna Aquarius*). IMO 9157612. Bulk carrier. Length 289 m, 21,258 t. Bahamian flag. Classification society Bureau Veritas. Built in 1998 in Okpo (South Korea) by Daewoo. Owned by Actis Ship Management (Ukraine). Sold for demolition in India. US \$ 280 per ton.

*Ladoga* (ex-*Warrior*, ex-*Cape Ladoga*, ex-*Cape Warrior*, ex-*China Act*). IMO 9106601. Bulk carrier. Length 270 m, 18,884 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Leader Shipmanagement (Ukraine). Detained in 2008 in Newcastle (Australia), in 2011 in Tees (United Kingdom) and in 2015 in Xiamen (China). Sold and beached for demolition in Bangladesh as *Leora*. US \$ 288 per ton.



 *Li Hua* (ex-*Evpo Agnic*, ex-*World Candour*). IMO 7632412. Bulk carrier. Length 176 m, 6,912 t. Deflagged from Panama to Comores for her last voyage. Classification society Panama Shipping Registrar. Built in 1977 in Shimizu (Japan) by Kanasashi. Owned by Fujian Huarong Marine Shipping Group Corp (China). Detained in 1998 in Middlesbrough (United Kingdom) and in 2008 in Xiamen (China). Sold as is in Taiwan to be demolished in Bangladesh, *Li Hua* was finally beached in India as *Clío*. US \$ 215 per ton including 200 t of bunkers.



*Li Hua* at Keelung, Taiwan, May 2012  
© Chun Hsi



*Lucija* (ex-Pacific Premier). IMO 9114141. Bulk carrier. Length 185 m, 8,039 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1995 in Ulsan (South Korea) par Hyundai. Owned by Splosna Plovba Doo (Slovenia). Sold for demolition in India. US \$ 320 per ton including 1000 t of bunkers.



December 16, 2015, *Lucija*, beached at Alang  
© Viral Shah

*Margot N* (ex-Eastern Fortune, ex-Honam Sapphire, ex-Niels Maersk). IMO 8707226. VLOC (Very Large Ore Carrier). Length 322 m, 38,505 t. Liberian flag. Classification society Det Norske Veritas. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Blue Ocean Ship Management Ltd (United States). Detained in 2011 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. US \$ 327 per ton.



*Margot N*, February 01, 2015. Anchored at Guanabara Bay/Rio de Janeiro. © Edson de Lima Lucas

*Nagil Batar* (ex-Guang Ying, ex-Antarios Breeze, ex-Florence, ex-Denbulk, ex-Neo Pelargonium, ex-Sanko Pelargonium). IMO 8313130. Bulk carrier. Length 185 m, 7,180t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Osaka (Japan) by Osaka Zosenho. Owned by Chahaya Shipping & Trading Co Pte Ltd (Indonesia). Detained in 2010 in Xiamen (China). Sold to be demolished in India, she was finally beached in Bangladesh with a 6860 t damaged coal cargo.



*Nagil Batar*, Sabang, Indonesia © Cekmint Cekmus



*New Smart (ex-Oriental Pioneer, ex-Oriental Fortune)*. IMO 9139983. Bulk carrier. Length 225 m, 9,714 t. Hong Kong flag. Classification society China Classification society. Built in 1996 in Tadotsu (Japan) by Hashihama Zosen. Owned by Qinhuangdao Hezhong Ship Management Co Ltd (China). Sold for demolition in Pakistan. US \$ 295 per ton including 600 t of bunkers.

*Newcastle Max (ex-Nadia F, ex-Agate, ex-National Progress)*. IMO 9159567. Bulk carrier. Length 225 m, 9,460 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1997 in Oppama (Japan) by Sumitomo. Owned by Enterprises Shipping & Trading SA (Greece). Detained in 2001 in Norfolk (United States) in 2008 in Newcastle (Australia) and in 2013 in New Orleans (United States). Sold for demolition in Bangladesh. US \$ 325 per ton.




December 31, 2014, *Newcastle Max*, enter the North-lock of IJmuiden. Netherlands © **Willem Oldenburg**




*Ocean Lovely (ex-Ocean Fortune)*. IMO 8313049. Bulk carrier. Length 180 m, 6,853 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tsurumi (Japan) by NKK. Owned by Hengfa Shipping In (Hong Kong, China). Sold for demolition in India. US \$ 290 per ton.



*Ocean Fortune* June 17, 2014, Constanta, Romania, during unloading © **Sorin Titu**

 *Pacific Navigator*. IMO 9126780. Bulk carrier. Length 288 m, 22,370 t. Deflagged from Hong Kong to Niue for her last voyage as *Navigator*. Classification society American Bureau of Shipping. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Island Navigation Corp International Ltd (Hong Kong, China). Detained in 2014 in Newcastle (Australia). Sold as is in Singapore for demolition in Bangladesh. US \$ 323 per ton including 500 t of bunkers.

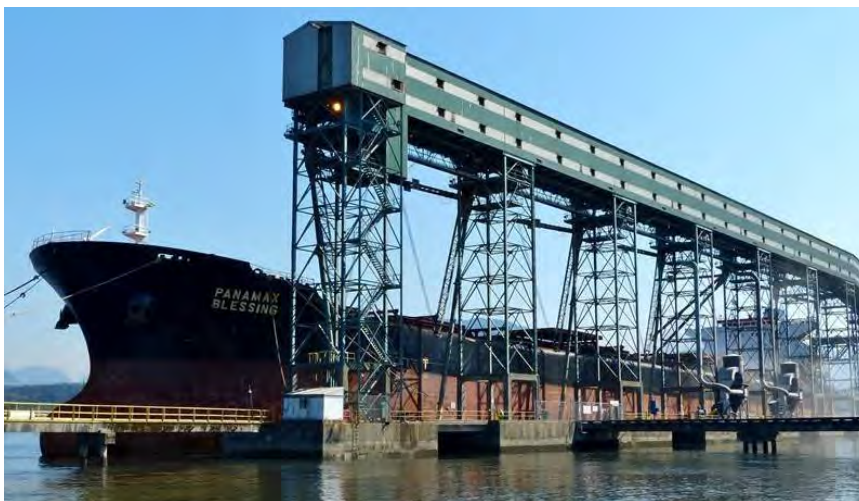


 *Pacific Vitality*. IMO 9126778. Bulk carrier. Length 288 m, 22,339 t. Deflagged from Hong Kong to Niue for her last voyage as *Vitality*. Classification society American Bureau of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Island Navigation Corp International Ltd (Hong Kong, China). Sold as is in Singapore for demolition in Bangladesh. US \$ 323 per ton including 650 t of bunkers.

*Panamax Applause (ex-Jupiter Applause, ex-Jupiter Island, ex-Oklahoma Rainbow, ex-Jupiter Island)*. IMO 9161479. Bulk carrier. Length 225 m, 9,737 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. US \$ 320 per ton.



*Panamax Blessing* (ex-Mahakam, ex-Formentera, ex-Ioannis N. Pateras, ex-Hebei Princess, ex-Blessing). IMO 9085869. Bulk carrier. Length 225 m, 12,178 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Shanghai (China) by Hudong Shipyard. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2001 in Rostock (Germany), in 2003 in Vancouver (Canada), in 2008 in New Orleans (United States) and in Shanghai (China), in 2010 in Geraldton (Australia) and in 2013 in Ulsan (South Korea). Sold for demolition in India. US \$ 320 per ton.



*Panamax Blessing* loading grain at Cascadia terminal, Vancouver, BC, Canada, July 2014 © ML Jacobs

*Pearl River* (ex-Alianca Pearl, ex-Pearl River, ex-Hugo Oldendorff). IMO 9135901. Bulk carrier. Length 199 m, 9,287 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Guangzhou (China) by Guangzhou International. Owned by MPC Munchmeyer Petersen Steamship GmbH & Co KG (Germany). Detained in 2014 in Dublin (Ireland). Sold for demolition in India.



*Ploypailin Naree* (ex-Rubin Bonanza). IMO 9074717. Bulk carrier. Length 169 m, 6,095 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imabari (Japan) by Imabari Zosen. Owned by Precious Shipping Public Co Ltd (Thailand). Sold for demolition in India.

*Priyamvada* (ex-Jagar Swamini, ex-Otto Springorum). IMO 5267380. Bulk carrier. Length 161 m, 7,150 t. Indian flag. Classification society Indian Register of Shipping. Built in 1959 in Emden (Germany) by Rheinstahl Nordsee; converted in 1982 to ore trans-shipment vessel. Owned by Sesa Resources (India). Sold as is in Goa for demolition in India. US \$ 205 per ton. At 56 years of age, she is the eldest one this quarter. Her sisterships have all been broken up more than 30 years ago: *Rheinstahl* in 1984 in Ulsan (South Korea), *Anita Thyssen* in Kaohsiung (Taiwan) in 1978 and *Arenberg* in Santander (Spain) in 1978 after she was fire-damaged in the Mediterranean while carrying phosphate ore from Casablanca (Morocco) towards Mumbai, (India).



December 02, 2008, at Goa Bay, India  
© John Wilson



Trans-shipment operations, November 15, 2003  
© Erdem Turna



*Qi Yuan* (ex-*Atlantic Monterrey*, ex-*Goldensari Indah*). IMO 8408715. Bulk carrier. Length 198 m, 7,933 t. Panamanian flag. Classification society RINA. Built in 1986 in Osaka (Japan) by Osaka Zosen-sho. Owned by Dia Yuan International Shipping Co (Hong Kong, China). Detained in 2006 in Kwinana (Australia) and in 2012 in New Orleans (United States). Sold for demolition in Bangladesh. US \$ 306 per ton including a spare propeller.



July 11, 2014 at Vanino, Russia © andy.ru73

*Qinfa 8* (ex-*Emerald Hill*, ex-*Pacific Queen*). IMO 8916334. Ex tanker converted to bulk carrier in 2007. Length 225 m, 10,857 t. Chinese flag. Classification society China Classification society. Built in 1991 in Numakuma (Japan) by Tsuneishi. Owned by China Qinfa Group Ltd (China). Sold for demolition in China. US \$ 125 per ton.

*Renuar* (ex-*Panacea*, ex-*Hai Kang*). IMO 9042221. Bulk carrier. Length 225 m, 12,033 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Shanghai (China) by Hudong Shipyard. Owned by Pavimar SA (Greece). Detained in 2008 in Gunsan (South Korea). Sold for demolition in Pakistan. US \$ 299 per ton.



Off Ilha Grande, in Rio de Janeiro (Brazil), October 2007  
© Cesar T. Neves



Gadani, Pakistan, December 2015 © Shahid Ayub

*Ribbon* (ex-*World Ribbon*). IMO 9163295. Bulk carrier. Length 225 m, 10,116 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1998 in Sasebo (Japan) by Sasebo HI. Owned by Augustea Group Srl (Italy). Detained in 2015 in Newcastle (Australia). Sold for demolition in Bangladesh. US \$ 305 per ton including 1000 t of bunkers.



*Rui Fu Star* (ex-*Ikan Altamira*, ex-*Alam Sayang*, ex-*Bel Ombre*, ex-*Yuko Maru*). IMO 8401341. Bulk carrier. Length 183 m, 7,478 t. Panamanian flag. Classification society RINA. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Five Ocean Maritime Services Co (China). Sold for demolition in Bangladesh.

*Rui Fu Union* (ex-*Desert Wind*, ex-*Desert Trader*, ex-*Desert Song*, ex-*Cassia*, ex-*Patriotis*). IMO 8315140. Bulk carrier. Length 190 m, 8,200 t. Panamanian flag. Classification society RINA. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Rui Fu Ship Management Co Ltd (China). Sold for demolition in Bangladesh. US \$ 310 per ton.

*RZS Fortune* (ex-*Sumihou*, ex-*Asahisan*). IMO 9136589. Bulk carrier. Length 289 m, 19,960 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by Stella Ship Management Pte Ltd (Singapore). Detained in 2006 in Newcastle (Australia), in 2008 in Hay Point (Australia), in 2010 in Dampier (Australia) and in 2015 in Newcastle again. Sold for demolition in Pakistan. US \$ 320 per ton.



At Gadani (Pakistan) © **Shahid Ayub**



At Richards Bay, South Africa, March 2013 © **Peter Terry-Lloyd**

*S Atlantic* (ex-*Royal Emerald F*, ex-*Atermon*, ex-*Oriental*, ex-*Oriental Spring*, ex-*Sanko Lyra*). IMO 8314990. Bulk carrier. Length 180 m, 7,140 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by LA Maritime SA (Greece). Detained in 2005 in Port Hedland (Australia) and in 2013 in Pyeongtaek (South Korea). Sold for demolition in Pakistan. US \$ 315 per ton.



Kiel Canal, July 2007 © **Michael Siebert**



At Gadani (Pakistan) © **Shahid Ayub**

*Samjohn Light*. IMO 9074688. Bulk carrier. Length 224 m, 9,970 t. Greek flag. Classification society American Bureau of Shipping. Built in 1994 in Maizuru (Japan) by Hitachi. Owned by Golden Flame Shipping SA (Greece). Sold for demolition in India. US \$ 281 per ton.



*SCF Suek* (ex-*Gianni D*, ex-*St. Nicholas*, ex-*Kiev*). IMO 9120322. Bulk carrier. Length 225 m, 15,335 t. Liberian flag. Classification society Det Norske Veritas. Built in 1998 in Nikolayev (Ukraine) by Okean. Owned by Unicom Management Services (Cyprus). Sold for demolition in India.



*SCF Suek*, February 2015, arriving Willemstad, Port of Curacao. Bound for Curacao Drydock Company (CDM) © **Cees Bustraan**




*Sea Breeze* (ex-*Arados H*, ex-*Samali S*, ex-*Nordholm*). IMO 7501871. Bulk carrier. Length 118 m, 3,043 t. Tanzanian flag. Classification society Maritime Lloyd Georgia. Built in 1976 in Hakata (Japan) by Watanabe Zosen. Owned by Arados Shipping (Romania). Detained in 1998 in Rotterdam (Netherlands), in 2003 twice in Antwerp and in 2006 in Varna (Bulgaria). Sold for demolition in Pakistan.




*Sea Fortune* (ex-*Seawind*, ex-*Jasper*). IMO 9141974. Bulk carrier. Length 225 m, 10,360 t. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Marugame (Japan) by Imabari Zosen. Owned by Athenian Ship Management Inc (Greece). Detained in 2008 in Hay Point (Australia) and in 2014 in Ningbo (China). Sold for demolition in India. US \$ 308 per ton including 900 t of bunkers.



 *Sea Venus* (ex-*Maratha Explorer*, ex-*Oceanic Explorer*). IMO 8916152. Bulk carrier. Length 225 m, 9,937 t. South Korean flag, pavillon Comoros for her last voyage as *Venus*. Classification society Korean Register of Shipping. Built in 1990 in Imari (Japan) by Namura. Owned by SW Shipping Co Ltd (South Korea). Detained in 1998 in Hamburg (Germany), in 1999 in Mobile (United States), in 2002 in Bremen (Germany), in 2006 in Murmansk (Russia), in 2007 in Hay Point (Australia) and in 2011 in La Plata (Argentina). Sold for demolition in Bangladesh. US \$ 315 per ton including 400 t of bunkers.




 *Shadfar* (ex-*Admiral*, ex-*Dais*, ex-*Iran Shariati*). IMO 8309696. Bulk carrier. Length 190 m, 9,203 t. Deflagged from Iran to Comoros for her last voyage as *SPM* then *Winner*. Classification society Bureau Veritas. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM.). Detained in 2002 in Hay Point (Australia), in 2007 in Hamburg (Germany), in 2008 in Hong Kong and in 2011 in Kandla (India). Sold by her Iranian owner Rahbaran Omid Darya Shipmanagement to the Indian broker Prayati Shipping prior to her departure for demolition in India.



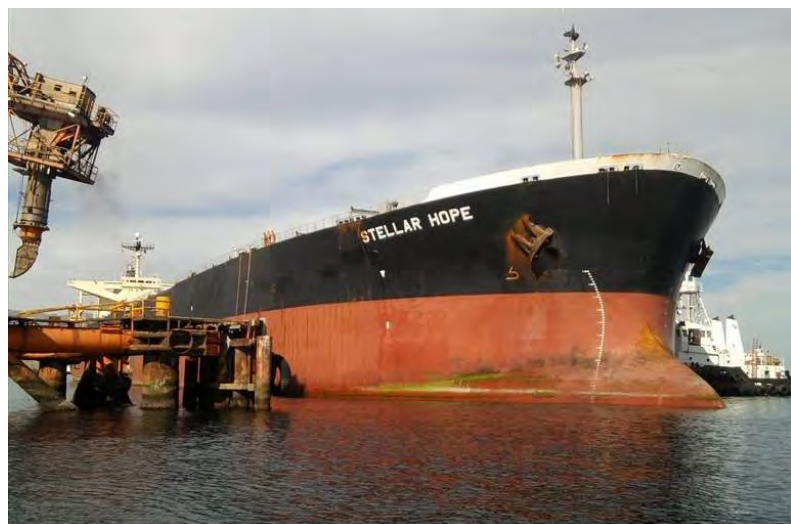
*Dais* leaving Chiwan (China), June 2008  
© Marc Ottini



 *Stellar Hope*. IMO 9130602. Bulk carrier. Length 273 m, 17,792 t. Deflagged from Panama to Comoros for her last voyage as *Larch*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Tsu (Japan) by NKK Corp. Owned by Toyo Sangyo Co Ltd (Japan).



Detained in 2006 in Kawasaki (Japan) and Port Hedland (Australia). Sold as is in Singapore for demolition in Bangladesh. US \$ 285 per ton.



Isla De Cedros, Baja California, Mexico, November 2010 © 7394 Jmmp

*Sujitra Naree (ex-Tiger Durban)*. IMO 9116307. Bulk carrier. Length 166 m, 6,262 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tsurumi (Japan) by Nippon Kokan. Owned by Precious Shipping Public Co Ltd (Thailand). Sold for demolition in Bangladesh. US \$ 275 per ton.

*Taio Rainbow*. IMO 8616374. Woodchip carrier. Length 198 m, 9,235 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Oppama (Japan) by Sumitomo. Owned by Misuga Kaiun Co Ltd (Japan). Detained in 2000 in Portland (Australia). Sold for demolition in Bangladesh.



*Toledo (ex-Rosanna)*. IMO 7638557. Bulk carrier. Length 156 m, 5,107 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Onomichi (Japan)



by Onomichi Zosen. Owned by International Shipping Group & Trading Ltd (Turkey). Detained in 2004 in Novorossiysk (Russia) and in 2009 in Monfalcone (Italy). Sold for demolition in India. US \$ 276 per ton.



Island Kefallinia (Greece), October 2009  
© MarineTraffic

*Trustworthy (ex-Irine M, ex-Perseus, ex-Aghia Marina, ex-Bright Skies, ex-Bright Peak)*. IMO 7713876. Bulk carrier. Length 147 m, 4,573 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1978 in Imabari (Japan) by Imabari Zosen. Owned by Unifleet Management Co (Lebanon). Detained in 2004 in Lisbonne (Portugal), in 2005 in Motril (Spain), in 2007 in Izmit (Turkey), in 2012 in Damietta (Egypt) and in 2014 in Novorossiysk (Russia). Sold for demolition in India.



*Tuo Fu 1 (ex-Hong Yuan 1, ex-Frontier Express)*. OMI 9044451. Ex tanker converted to bulk carrier in 2010. Length 229 m, 14,050 t. Panamanian flag. Classification society RINA. Built in 1993 in Imari (Japan) by Namura. Owned by Tuo Fu Ocean Shipping Ltd (Hong Kong, China). Detained in 2010 in Alexandria (Egypt) and in 2014 in Guangzhou (China). Sold for demolition in Bangladesh.



Tanker *Frontier Express* in Singapore, January 2008  
© Klaas-Jan Brouwer



Bulker *Tuo Fu 1* in Durban, South Africa, February 2015 © Dave Leonard

*Tuo Fu 11 (ex-Corona A, ex-Corona Ace)*. IMO 9084164. Bulk carrier. Length 230 m, 10,780 t. Panamanian flag. Classification society RINA. Built in 1994 in Kobe (Japan) by Kawasaki. Owned by Tuofu Shipping (China). Detained in 2009 in Newcastle (Australia). Sold for demolition in Bangladesh.





*Turgut Reis* (ex-Vera I, ex-Eastwind Ruhr, ex-EW Horsham, ex-Horsham, ex-Sininni, ex-Burwain Pollux, ex-Sonja). IMO 8706478. Ex tanker converted to bulk carrier in 2008. Length 170 m, 8,218 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. Owned by Turgutreis Denizcilik (Turkey). Detained in 2005 in Mersin (Turkey), in 2006 in Izmir (Turkey), in 2010 in Vancouver (Canada) and in 2013 in Rijeka (Croatia). Sold for demolition in India.




*Xin Shang* (ex-KS Grace, ex-Lady, ex-Siswala ex-Spring Swallow, ex-Sanko Swallow). IMO 8307777. Bulk carrier. Length 185 m, 7,626 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hong Kong Shun Xin Marine Ltd (Hong Kong, China). Detained in 2003 in Hong Kong (China), in 2004 in Newcastle (Australia) and in 2011 in Ulsan (South Korea). Sold for demolition in Bangladesh. US \$ 265 per ton.



*Xing Heng Da* (ex-Chios Joy, ex-Grace T, ex-Maersk Teluk, ex-Neptunus, ex-Knight Kim). IMO 8715481. Bulk carrier. Length 224 m, 10,646 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hong Sheng Da Ship Management (Hong Kong, China). Detained in 2008 in Wallaroo (Australia) and in 2014 in Tiangshan (China). Sold for demolition in Bangladesh. US \$ 305 per ton.




 *Yuan Feng Hai* (ex-Wu Chang Hu, ex-Egret, ex-Golden Dove, ex-Wu Chang Hu). IMO 8021828. Bulk carrier. Length 228 m, 13,973 t. Deflagged from China to Comoros for her last voyage as *Feng*. Classification society China Classification society. Built in 1983 in Ariake (Japan) by Hitachi. Owned by Yuanfeng Shipping Co Ltd (China). Sold for demolition in Bangladesh. US \$ 307 per ton.

*Zena A* (ex-Nena A, ex-Pacific King). IMO 9087221. Bulk carrier. Length 185 m, 8,012 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Sea Quest Shipmanagement (Croatia). Detained in 2001 in Singapore, in 2013 in Alexandria (Egypt) and in 2015 in Taman (Russia). Sold for demolition in India. US \$ 289 per ton.



*Nena A*, anchored on the Orinoco River, September 08, 2011, Puerto Ordaz, Venezuela © Captain Ted

*Zhe Hai 151* (ex-Bonasia, ex-Southeast Alaska, ex-Alaka, ex-Sanko Prosperity). IMO 8400256. Bulk carrier. Length 168 m. Chinese flag. Classification society China Classification society. Built in 1986 in Tamano (Japan) by Mitsui. Owned by Zhejiang Shipping Group Co Ltd (China). Sold for demolition in China.

 *Zhong De 1* (ex-Feggites, ex-Neelam, ex-Unity T, ex-Mui Kim). IMO 8715493. Bulk carrier. Length 224 m, 10,644 t. Deflagged to Palau then Comoros for her last voyage as *Duke*. Classification society Polish Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Detained in 2006 in Valencia (Spain), in 2011 in Yingkou (China), Vancouver (Canada) and Zhenjiang (China) and in 2013 and 2014 in Lianyungang (China). Sold, deflagged and renamed in April and then in June prior to her departure for demolition in Bangladesh. US \$ 320 per ton.



## Cement carrier

*Falkland Cement* (ex-Cemfeed, ex-Cem Feeder, ex-Terceireense, ex-Cement King). IMO 7303281. Cement carrier. Length 99 m. Bahamian flag. Classification society Bureau Veritas. Built in 1973 in Fredrikstad (Norway) by Ankerlokken Glommen. Owned by KGJS Cement AS (Norway). Detained in 2003 in Palma de Majorque (Spain) and in 2004 during 76 days in Aveiro (Portugal). Sold for demolition in Turkey.



April 21, 2015 Bergen, Norway, shipspotting at Sotra-bridge. © Tomas Østberg- Jacobsen

## Car carrier

*Autoracer*. IMO 9079200. Car carrier. Length 120 m. Portuguese flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Brattvaag (Norway) by Brattvaag Skipsverft. Owned by United European Car Carriers Unipessoal (Portugal). She arrived on her own powered in Grenaa (Denmark). She was partially dismantled but the hull and the castle were eventually towed to Gdynia (Poland).



December 6, 2014, *Autoracer* entering Le Havre (France) © Pascal Bredel



November 18, 2015, 1 year later, dismantling in Grenaa © Bendt Nielsen



*Serasi VIII* (ex-Aichi Maru). IMO 8921793. Voiturier. Length 148 m, 4,800 t. Deflagged from Indonesia to Comoros for her last voyage as *Sera*. Classification society Biro Klasifikasi Indonesia. Built in 1991 in Setoda (Japan) by Naikai. Owned by Toyofuji Serasi Indonesia (Indonesia). Sold for demolition in Bangladesh.





## Miscellaneous

### Offshore supply vessel

Oil prices collapse, offshore supply vessels leave to be broken up. Denmark and India are their main destinations. It may be noted that *Grampian Sprite* (ex-*Stirling Sprite*), IMO 8104345, built in 1983 at Great Yarmouth (United Kingdom) by Richards Drydock & Engineering, was ultimately saved. She arrived from Aberdeen (Scotland, United Kingdom) at Fornaes Shipbreaking in Grenaa (Denmark) in November. She was « sold for recycling » according to her classification society Bureau Veritas, and was in extremis put back in service as *NSM Sea* for the Norwegian North Marine Sea AS.

*Mahanuwara* (ex-*Smit-Lloyd 114*). IMO 7412018. Offshore supply tug. Length 64 m, 1,528 t. Sri Lanka flag. Classification society American Bureau of Shipping. Built in 1975 in Millingen (Netherlands) by Bodewes, H.H.. Owned by Lanka Maritime Services Ltd (Sri Lanka). Sold for demolition in India.



*Mahaweli* (ex-*Darius*). IMO 8104230. Offshore supply tug. Length 53 m, 985 t. Sri Lanka flag. Classification society Bureau Veritas. *Mahaweli* was built in 1982 at Cherbourg by Constructions Mécaniques de Normandie as the French *Darius* for SURF (Compagnie des Moyens de Surface adaptés à l'exploitation des océans, in short SURF), a company which was taken over by Groupe Bourbon in 1991. She was an offshore supply vessel mainly operated in West Africa. She was sold in 2007 to the State-owned Sri Lanka Shipping Company, renamed *Mahaweli* and reflagged to Sri Lanka. She was delivered to the Alang breakers on December 18, 2015.



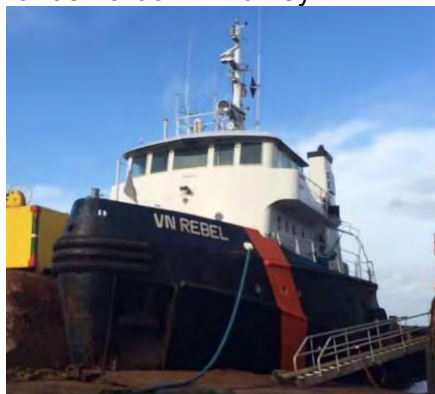
Anchored off Galle, Sri Lanka on 01 December 2011 © Fleetmon

*Samudrika 4*. IMO 8311728. Offshore supply tug. Length 55 m, 1,008 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Visakhapatnam (India) by Hindustan. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.

*VN Rebel* (ex-*Vos Zephiros*, ex-*Grecale Terzo*, ex-*O.I.L. Supply 2*). IMO 7633832. Offshore supply tug. Length 50 m. Italian flag. Classification society RINA. Built in 1977 in Singapore by Singapore SB. Owned by SeaOwl France (France). Sold for demolition in Turkey.



September 2013, at Toulon-La Seyne (France)  
© G Gyssels



Aliaga © Selim San

*Vos Emperor* (ex-Black Watch, ex-Kaskazi). IMO 7608485. Ex fishing ship converted to standby-safety vessel. Length 38 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1977 in Leer (Germany) by Jansen ; converted in 1991. Owned by Vroon Offshore Services Uk (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Vos Emperor* sailing from Lerwick, Shetland Archipelago (Scotland, United Kingdom). June 04, 2011 © Sydney Sinclair

*Vos Patrol* (ex-Dea Patrol, ex-Estay Tide). IMO 8030661. Ex supply vessel converted to standby-safety vessel in 2006. Length 55 m. Barbados flag. Classification society American Bureau of Shipping. Built in 1982 in Moss Point (United States) by Halter Marine. Owned by Vroon Offshore Services Uk (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Vos Patrol*, April 15, 2013 Aberdeen, United Kingdom © George58

*Vos Siren* (ex-Dea Siren, ex-Cole Tide). IMO 8030673. Ex supply vessel converted to standby-safety vessel in 2006.. Length 55 m. Barbados flag. Classification society American Bureau of Shipping. Built in 1982 in Moss Point (United States) by Halter Marine. Owned by Vroon Offshore Services Uk (United Kingdom). Sold for demolition in Grenaa, Denmark.



*Vos Siren*, inbound at Great Yarmouth from UKCS. May 05, 2014 © Paul Gowen

*Vos Warrior* (ex-Britannia Warrior, ex-Suffolk Warrior). IMO 7225673. Ex fishing ship converted to standby-safety vessel in 1977. Length 37 m. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Woolwich (United Kingdom) by Cubow. Owned by Vroon Offshore Services Limited (United Kingdom). Sold for demolition in Ghent, Belgium, by Galloo Recycling.





**Research vessel**

*Ocean Seeker* (ex-*Granuaile II*, ex-*Granuaile*). IMO 7012179. Research vessel. Length 81 m. United Kingdom flag. Classification society Germanischer Lloyd. Built in 1970 in Port Glasgow (United Kingdom) by Ferguson Bros.



*Granuaile* at Cork, Ireland, in November 1984 © Allan Ryszka-Onions

Ex Irish buoy and lighthouse tender boat converted in 2000. Owned by Gardline Shipping Ltd (United Kingdom). Sold for demolition, she arrived on her own power at Fornaes shipbreaking yard in Grenaa, Denmark on December 18.

*Ocean Seeker*, November 27, 2013  
Immingham, United Kingdom © Igor Dilo



**Tug**

*Al Towfan* (ex-*Al Entisar*, ex-*Nakilat-7*, ex-*Al Entisar*). IMO 8112225. Tug. Length 46 m, 813 t. United Arab Emirates flag. Classification society Bureau Veritas. Built in 1982 in Hardinxveld (Netherlands) by Damen. Owned by Mubarak Marine Llc (United Arab Emirates). Sold for demolition in Mumbai, India.



*Al-Towfan*, January 02, 2013, at Fujairah, United Arab Emirates © Tarbatness

## Ferry

*Sherbatskiy* (ex-*Oleander*, ex-*P&OSLL Picardy*, ex-*Pride of Bruges*, ex-*Pride of Free Enterprise*). OMI 7820497. Ferry. Length 132 m, 7,179 t. Cyprus flag. Classification society Bureau Veritas. Detained in 2002 in Dunkirk (France).



This ferry was the third in a series of three built in 1980 for the English shipping company Townsend Car Ferries by the shipyard Schichau Unterweser, Bremerhaven. The first two were the *Spirit of Free Enterprise* and the *Herald of Free Enterprise*.



In the North Sea/ English Channel. May 1984.  
© Viktor Geinbihner



*Pride Of Bruges*, in the North Sea, July 1998  
© Capt. Jan Melchers

The *Pride of Free Enterprise* began her career on the Dover/Calais line. Due to the takeover of Townsend by P&O European Ferries, she came in 1987 under the control of that company and was transferred to the Dover / Zeebrugge line. She was renamed *Pride of Bruges*. From 1991 on, she returned for most of the time on the Calais line.

In 1998, during the merger between P&O and Stena becoming P&O Stena Line, she was renamed *P&OSL Picardy*. She was decommissioned at Dunkirk in early 2000 and purchased the following year by the Slovenian Transeuropa Ferries group who renamed her *Oleander* under Cypriot flag and assigned her to the Ostend / Ramsgate line.



*Oleander* at Ostend (Belgium), October 2009.  
© Pascal Bredel



*Sherbatskiy* leaving Almeria (Espagne) on June 2013  
© Manuel Mohedano Torres

In 2010, she left this line and was chartered between Almeria (Spain) and Nador (Morocco) first by the Moroccan ship-owner Comarit, then in 2012 by the Spanish Acciona Trasmediterranea. In 2013, year of the disappearance of Transeuropa Ferries, the *Oleander* was acquired by the Slovenian Novgorod Shipping, became the *Sherbatskiy* and kept sailing under Spanish charter until the end of 2015. Decommissioned, she was then sold for scrap and delivered on December 11, 2015 under the name of *Sher* in Alang (India). \$ 220 per ton.

The *Sherbatskiy* was the last survivor of the trio. The *Herald of Free Enterprise* capsized March 6, 1987 in the port of Zeebrugge (193 victims) following a water ingress through the front door left open; refloated, she was demolished in Kaohsiung (Taiwan) the following year. The *Spirit of Free Enterprise*, now the *Pride of Kent*, then the *P&OSL Kent*, became the Greek *Anthi Marina* in 2003 and was demolished in 2012 in Aliaga.



## Passenger ship

*Veronica* (ex-*Mona Lisa*, ex-*Victoria*, ex-*Sea Princess*, ex-*Kungsholm*). *Veronica*. OMI 6512354. Passenger ship. Length 201 m, 17,923 t. Bahamian flag. Unknown classification society. Built in 1966 in Clydebank (Scotland, United Kingdom) by John Brown & Co.



Beached at Alang November 19, 2015, the *Veronica* was originally the Swedish liner *Kungsholm* delivered in 1966 to the Swedish American Line. Last regular liner between Göteborg and New York, she was also suitable for cruising.



1966, arrival at Göteborg  
© Göteborgs Posten



1969, *Kungsholm* cruising in Papeete - Tahiti (French Polynesia). © Michel Floch



© Göteborgs Posten

Sold in 1975 to Flagship Cruises (USA) and transferred under the Liberian flag, she keeps her name and continues to cruise.



Conversion into *Sea Princess* at Bremer Vulkan

Collection Hermann Rabbel

She is acquired in 1978 by P&O and becomes the English *Sea Princess*. During her overhaul at the German Bremer Vulkan shipyard, she loses one of her two funnels and the remaining one takes a more modern profile.

While remaining with the P&O, she is renamed *Victoria* in 1995

*Victoria* departing Turku (Finland),  
August 2002  
© Eerik Laine



Acquired in 2002 by Bahama-based Leonardo Shipping, under Greek management, renamed *Mona Lisa* (the funnel is then decorated with the Gioconda), she sails under charter of the German company Holiday Kreuzfahrten until its bankruptcy in 2006.

In the winter 2006/2007 she becomes a hotel ship during the "Asian Games" in Qatar, then is chartered in 2007 to the Spanish Pullmantur who renames her *Oceanic II*. She also operates for a few months in late 2007 and early 2008 as a floating university for the American organization "The Scholar Ship".

*Oceanic II*



Istanbul (Turkey), July 2007 © Olaf Kuhnke



Darling Harbour, Sydney (Australia) © Clyde Dickens

She becomes the *Mona Lisa* again in 2008 and is regularly chartered by the German company Lord Nelson Seereisen, but also used during the winter 2008/2009 by the Japanese organization "Peace Boat" and early 2010 as a floating hotel in Vancouver for the Olympic winter Games.



*Mona Lisa* at Le Havre (France), August 29, 2009 © Pascal Bredel





The *Mona Lisa*, which is no longer in compliance with the SOLAS Convention (Safety Of Life At Sea), is finally acquired in October 2010 by DSME Oman, a subsidiary of Daewoo Shipbuilding & Engineering Company. She is then docked by the Korean group in the shiprepair complex port at Duqm on the coast of the Indian Ocean and has been used since summer 2011 under the name *Veronica* as a floating hotel and restaurant. The deluxe room there costs US \$ 300 a night.

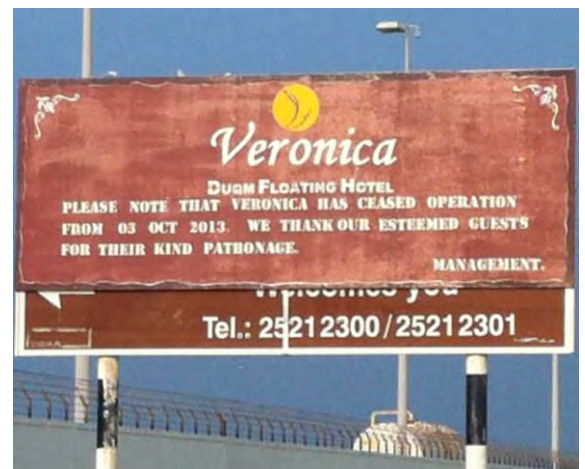


*Veronica* © Reuben Goossens /SS Maritime

The hotel *Veronica* closed down in October 2013. After 2 years of lay-up on site, the former ocean liner is finally sold as is in Oman and towed for demolition in India. US \$ 238 per ton.



October 2015 © Neil Thomas



© Reuben Goossens /SS Maritime

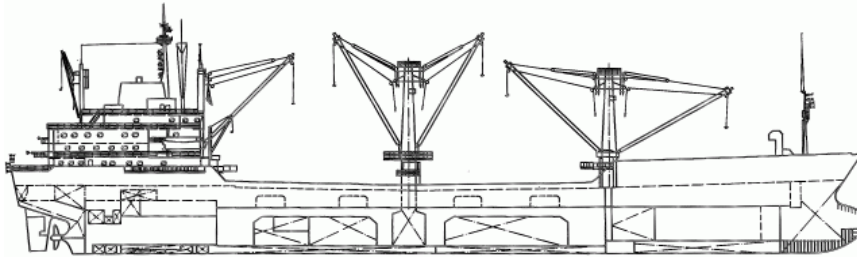
## The END

### Almost the end for the *Neptun 421* series

The *Banglar Moni*, built in 1983 as *Antje* for Horst Oldendorff, Singapore, and immediately sold to the Bangladesh Shipping Corporation, was the penultimate of still active *Neptun 421*. It's almost the end of a cult series, named after the number of the first-born, the *Cam Doussié*.



This series built between 1977 and 1985 by the Neptun shipyard in Rostock, at the time in East Germany, counted 33 ships. They had as main features a length of 150,20 meters, a width of 21,05 meters and deadweight of 12,600 tons. They were versatile cargo ships with nevertheless a capacity of about 400 twenty-foot equivalent container units (TEU). Their "Velle" type derricks could tilt and move in all directions, with an endless cable and 2 winches.



1979 Deutfracht/Seereederei Rostock (VEB) / 2012 Seeleute Rostock e.V.

The main initial purchasers were East and West German ship-owners (13 units including 7 for Vinnen of Bremen, namely the *Merkur Sea*, *Merkur River*, *Merkur Bay*, etc.), Norwegian (5 units) and the East German state Deutsche Seereederei (5 units, *Pritzwalk*, *Pasewalk*, *Glauchau*, *Crimmitschau* and the famous *Fliegerkosmonaut der DDR Sigmund Jähn*, perhaps the longest name of the Merchant Navy).



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*Fliegerkosmonaut der DDR Sigmund Jähn*, named in honor of the first German cosmonaut having flown in space to the Salyut 6 station on August 26, 1978.



Three of the *Neptun 421* flew the French flag at the Société Navale Caennaise (Naval Company from Caen). These were the *Thésée* (1980 to 1994), the *Galatée* (1982 to 1990) and the *Hébé* (1986-1994). The trio has mainly served the western coast of Africa, like many of their African sister-ships, namely the seeded Cameroonian *Cam Doussié*, sank following a collision on March 2nd, 1987 with the Spanish container ship *Puerto Santana* off the coast of Morocco and the Gabonese *M'Passa* and *L'Abanga*, used from 1983 to 1994 by Sonatram (Société Nationale de Transport Maritime).



Coll. E Guéguéniat

The *Safmarine*, specialized in African routes, also appreciated the *Neptun 421*. It chartered 8 of those for long or short periods renaming them *Safmarine Lobito*, *Safmarine Gabon*, *Safmarine Palanca*, *Safmarine Boma*, etc.

The *Neptun 421* were known for their sturdiness. When they were not accident damaged, they approached or exceeded 30 years. The *Crimmitschau* even spent her entire career without changing name. She ended up in Bangladesh in 2009, at the age of 30 years.



Young years © archives DSR/Seeleute Rostock



June 3, 2009, last stop at Honfleur © E Guéguéniat

The only survivor is the Panamanian *Port Said* owned by the Egyptian company Red Sea Navigation Company which is no other than the former Gabonese *L'Abanga*. She entered her thirty-third year.



Coll. E Guéguéniat



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**Sources:**

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## 2015, the year of Bangladesh, bulkers go for slaughter, the industry for purgatory

by tonnage of metal	by unit	by category (tonnage)	(units)
1 Bangladesh 2.3 million t (33%)	1 Bangladesh, <b>225</b> (29%)	1 bulker: 4.3 million t (61%)	(356)
2 India 1.9 million t (27%)	2 India, <b>215</b> (28%)	2 container ship: 896,000 t (13%)	(80)
3 Pakistan, 1.3 million t (19%)	3 Pakistan, <b>105</b> (14%)	3 tanker: 876,000 t (13%)	(97)
4 China 750,000 t (11%)	4 Turkey, <b>87</b> (11%),	4 general cargo: 477,000 t (7%)	(106)
5 Turkey 411,000 t (6%)	5 China, <b>74</b> (10%),		

### Tons and \$

766 ships demolished in 2015, i.e. a 21% drop compared to 2014. The scrap tonnage was 7 million tons, it was 8 million tons in 2014. This has been the weakest year since 2010 for the demolition business. Turbulence in the Top 5: decline in Pakistan and Turkey, drop in India, collapse in China and boom in Bangladesh. With a 47% increase, it is taking the lead after 6 years of Indian reign. 2015 is the year of Bangladesh. The Top 5 absorbed 95% of the demolished ships.

The purchase prices have shrunk. The ton fetched 400 \$ early 2015 and dropped below 300 \$ at the end of the year in the Indian Subcontinent. In Turkey, the decrease reached 40%; in China, prices have been halved with an upper limit of 140 \$ for tankers. When a Chinese ship owner does not order a new ship to replace a demolished one, it cannot benefit of scrappage incentive. Some Chinese owners send their end-of-life vessels to Bangladesh. Thus, the FPSO tanker *Nanghai Kai Tuo* left the South China Sea to be demolished in Chittagong, for an additional profit of 5 million \$ compared to a Chinese shipbreaking yard.

### Bulk and oil crisis

2015 has been a gloomy year for bulk carriers, victims of depressed freight rates. This is an haemorrhage: 32% of the scrapped tonnage in 2014, 61% in 2015. Among the 364 sacrificed units were 91 capesize bulkers, over 110,000 t deadweight. The average age at the end of their life is 25 years; it was 28 years in 2014. Only container ships have a shorter life: 22 years. The overall average for all categories is 28 years.

The other economic victim is the oil exploration and exploitation sector. The established low level of crude oil prices is slowing down investments and has led to demolition 41 vessels dedicated to seismic research, drilling or offshore supply.

### Flags of the last voyage

At least 125 ships (16%) have been deflagged prior to their last voyage: the rythm is speeding up. St. Kitts and Nevis remains the favourite funeral flag of ship owners and brokers, ahead of Comoros. Palau archipelago, which emerged in 2014, is ranked 3. Newcomer this year, Niue Island, population 1190, 260 km<sup>2</sup>, a South Pacific country in free association with New Zealand, recognized by UN and member of the IMO. Niue has been blacklisted in June 2015 by the European Union as an uncooperative tax haven.

### Detention and demolition

This is good for maritime safety: substandard ships are still driven out of business. 55% (423) of demolished ships have been previously detained in ports around the world. The detention rate of general cargo carrier is 74%; it is of 71% for bulkers, 62% for chemical tankers, 45% for container ships. The most punctilious port with regard to ship control is Newcastle, an Australian port located north of Sydney, specialized in coal exportation. It has totalled 49 detentions among the ships sent to the scrapyards. It's ahead of the Russian port of Novorossiysk (33 detentions), Hong Kong (25 detentions) and a trio of European ports, Rotterdam and Hamburg (22 detentions) and Antwerp (21 detentions). English and French ports are missing in this roll of honor.

## Hong Kong in focus

The Convention for a safe and environmentally sound recycling of ships was adopted in Hong Kong in 2009. The number of contracting parties remains stagnant: 3 (Norway, Congo, France). Yet, the ship demolition industry worldwide pretends to be Hong Kong compatible. In China and Turkey, shipbreaking yards say they are ready. For a few years now, Japan has been counting on some selected Indian yards. In 2015 the classification society Nippon Kaiji Kyokai issued certificates of compliance to 2 Alang shipbreaking yards, Kalthia Shipbreaking and Priya Blue Industries; no South Asian beaching plot had been awarded such certificate before. In Bangladesh, Norway and the IMO are on the move. Launched in April 2015, the project to improve safety and environmental standards « is making good progress » according to its governing bodies which met in Dakha in December 2015.

## Europe is moving offshore

254 ships (33%) were flying a European flag or belonged to a shipowner established in the European Union or in a member state of the European Free Trade Association (Iceland, Switzerland, Norway). 27% have been built in the same countries. 86% have been broken up in Asia, India was their favoured destination, ahead of Pakistan and Turkey.

The European regulation is an ongoing process: it will apply to ships flying a European flag pending the entry into force of the Hong Kong Convention. It is an improvement with regard to risk awareness through the implementation of inventory of hazardous materials on board. Shipbreaking yards will be responsible for the management of toxic waste from European-flagged ships. They will be awarded renewable authorization. Everything is getting in order to legalize export practices from the EU towards third countries, including non-OECD ones.

## Genoa

The *Costa Concordia* dismantling operations are progressing. In May 2015, after lightering, the ex cruise ship was transferred from the seawall pier at Voltri container terminal to a Genoa dock. The project is a deconstruction, not a demolition. Each deck is stripped of its interiors, the removed materials are sorted in containers or big bags and evacuated to be recycled or disposed off in Italy. The dismantling of the upper decks is ongoing. The final cutting phase will be carried out in drydock. Will it only be a demonstration with no follow-up? This would be regrettable. Europe needs facilities able to dismantle large-sized vessels.



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