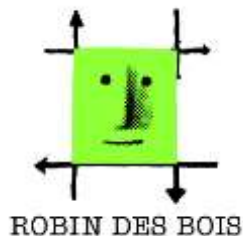


# # 37

from July 1<sup>st</sup>, to September 30<sup>th</sup> 2014



## Ship-breaking

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### An unbreakable ship to be broken up



February 27<sup>th</sup>, 2003, *Springbok* vs *Gas Roman* © Cargo Law

On February 27, 2003, the general cargo ship *Springbok* was sailing through Singapore Strait. Having departed from Sarawak on the island of Borneo, she was carrying 4000 cbm of timber from primeval forest for unloading in South Africa. A little after midnight, she was rammed by the *Gas Roman* which was carrying 44,000 cbm of natural gas from Kuwait.

It was no contest between the two ships. By some miracle, only one sailor on the *Springbok* was injured: the impact occurred just feet away from the living and navigation quarters. The teams of Smit Salvage and Semco Salvage removed part of the *Springbok* cargo; divers plugged the leaks. The two embedded vessels were then towed south of the Strait to calmer and less busy seas and then separated. The *Springbok* is a truly durable ship, after repairs, she continued to carry cargo for another ten or so years. She was eventually sold for demolition in China. Her last name was *He Feng* (p 45)

British quality: the *Springbok* was the ex-*Good Faith*, an SD 14 type ship (for Shelter Deck 14,000 tons). The SD 14 was a series built in the United Kingdom from the 1960's on to replace the Liberty Ships, the supply vessels of the Second World War; 211 SD 14's were constructed between 1968 and 1988.



The SD 14 *Good Faith* © Jürgen Scholz



2003, after collision and emergency repair © Juha Luukka

## What has happened to them?

Last minute transactions may lead to changes in the final destinations. A few examples of this musical chairs game:

- The Taiwanese chemical tanker *Global Eminence* was to be broken up in China at 330 US\$ per ton (Cf [Ship-breaking # 36](#), p 45). She was eventually diverted towards Chittagong and beached as « *Glob* » under Togolese flag on September 25<sup>th</sup>.
- The general cargo carrier *Horizon Express* and the bulker *Ocean Rich* expected in India were at last sent towards Bangladesh.
- The gas tanker *Benegas* immobilized in Jordan since 2006 after suffering a major fire, expected to be demolished in India (Cf [Ship-breaking # 36](#), p 46) was beached in Pakistan.
- The dredger *Thames* arrived at Galloo recycling yard in Ghent (Belgium) in September 2013 (Cf. [Ship-breaking # 33](#)). Her official status in the EQUASIS Database was « broken up ». Summer 2014 though, she comes back to life, leaves Ghent and is now «in service» in Cape Verde.

Their final destinations were until then unknown:

- The Spanish ferry *Isabel del Mar* ([Ship-breaking # 32](#)) left Barcelona under tow bound for Aliaga ship-breaking yards (Turkey).
- The Canadian Ro Ro *Cabot* ([Ship-breaking # 35](#)) became the *Cebu* under the St. Kitts and Nevis flag prior to her arrival for demolition in India on August 10<sup>th</sup>.
- The general cargo carrier *Rekefjord Stone* ([Ship-breaking # 36](#)) left Rotterdam under tow bound for Belgium and Galloo Recycling yard at Ghent.

*Isabel del Mar*, Aliaga © Webmar.com



The DEIULEMAR veteran bulker family was cruelly sundered (see "The clearance sale of the DEIULEMAR fleet", [Ship-breaking # 36](#), p 47). *Giovanni Della Gatta*, *Gina Iuliano* and *Luciana Della Gatta*, renamed *Abyo one*, *Abyo Two* and *Abyo Three*, then *Yo 1*, *Yo 2* and *Yo 3*. *Giovanni - Yo 1* was beached in Chittagong (Bangladesh) and *Luciana - Yo 3* in Alang (India).

*Gina* was missing. She was beached in Gadani, Pakistan, on July 31<sup>st</sup>.

© Shahid



## The genetically modified ships

They left for demolition this summer. During their lifetime, they were subjected to transformations and their original mission converted.



1



2

*Golden Huaren 9009140*. She was a single hull tanker. In order to escape the regulatory phase-out, she became a bulker, like many of her fellows.



3



4

*Island Breeze 6708252*. She was originally a Ro Ro sailing in the North Sea; she ended up as a cruise ship visiting the Greek Islands.



5



6

*Torrens 7203663*. At first, she was a reefer; in the end she was a cattle carrier.



7



8

*Breadbox Acacia 8843862*. An ex GDR Navy tug, she was lengthened from 76 to 90 m and became a general cargo carrier.



9



10

*Jolly Arancione* 7361180. Originally a container ship, she was 210 m long, up to 239 m at the end of her life. She had two major surgeries, in particular the transplant of a Ro Ro compartment.



11



12

*Club Harmony* 6910544. In 1969, she was able to transport 744 containers; from 1990 on, she has been carrying 2000 passengers for Costa Cruises; faithful till the end to her sistership *Annie Johnson* converted into *Costa Allegra*.

**Photos credits :**

1 Mick Prendergast / 2 Peter Terry-Lloyd / 3 © Gustav Schneider Collection / 4 Aleks Lindström / 5 Gordon Dalzell / 6 Clyde Dickens / 7 navyworld.narod.ru (photo of the *Wittow* sistership of the ex-*Granitz* / *Breadbox Acacia*) 8 Benoît Donne / 9 Jack Dusty / 10 Andreas Spörri / 11 Ray Thorsteinson / 12 Rolf Larsson.

## Towards the end of toxic reefs off the United States of America

In May 2006, the French aircraft carrier *Clemenceau* arrived in Brest after a long haul in the Indian Ocean and an aborted attempt of demolition in an Indian ship-breaking yard which could have been monitored through a partner ship with the French Navy; at the very same time, the United States was scuttling the US aircraft carrier *Oriskany* off Pensacola, Florida.



The scuttling of the *Oriskany*, May 17<sup>th</sup>, 2006 © US Navy

Robin des Bois wrote to the EPA (Environmental Protection Agency) to protest against the sinking of US Navy old hulls, which were polluted with PCB, asbestos, hydrocarbons, toxic heavy metals and paints (see the press releases «[Shipwreck of an aircraft carrier in the United States](#) », May 3<sup>rd</sup>, 2006).

The sinking policy has nonetheless continued under the pressure of « California Ships to Reef » (CSTR) an organization promoting diving and submarine hunting.

The scuttling of the US National Defense Reserve Fleet covers up the lack of dismantling sites. Between 2000 and 2010, 53 vessels weighing an estimated 286,000 t were sunk off the Hawaii Archipelago and 32 ships were scuttled off the Carolinas. Some others were also sunk off Alaska. In the years 2000-2010, the system was at its height. In all, 110 vessels were sunk.

The process is reversing. In June 2012, the sinking of the oiler *Kawishiwi* was cancelled at the very last moment to the despair of CSTR. The US Maritime Administration (MARAD) announced that all vessels likely to contain PCB and the vessels within the 24-months planning window for disposal would be excluded from the list of ships suitable for sinking and use as artificial reefs.

In accordance to this new policy which is an important step for the Basel Action Network and Robin des Bois, the ship-breaking and recycling yards of Brownsville, Texas, have just taken charge of the oiler *Kawishiwi* and of three aircraft carriers. The *USS Forrestal* arrived there late February; the *USS Saratoga* and *Constellation* left their homeport in August.

## Military and auxiliary vessels

### United States

Most naval vessels to be disposed of are now dismantled in approved ship-breaking yards in the United States in compliance with the federal regulation. This principle also applies to the auxiliary ships serving the US Navy and then the Military Sealift Command (MSC) and whose title was transferred to the US MARAD before disposal. The MSC provides transportation for the Ministry of Defense and replenishment to the US Navy fleet and Bases.

In contrast, other loyal servants of the MSC are considered as simple civilians and sent for scrapping in Asia after they renounced the United States flag; a usual trick to bypass the US regulation and the ban on export of hazardous waste.

Following *1st Lt Alex Bonnyman*, *PFC James Anderson Jr*, *CPL Louis J Hauge Jr*, *LTC Calvin P Titus* which were all stripped of their heroic references and beached anonymously as *Bonny*, *Anders*, *Abby G* and *Calvin* is now coming *TSGT John A Chapman* renamed *John*, under the flag of St. Kitts and Nevis (Cf. p 19).

### The NDRF (National Defense Reserve Fleet) veterans

*Cape John* (ex-*Santa Ana*, ex-*CE Dant*). OMI 5056274. General cargo. Length 172 m, 8,280 t. United States flag. Built in 1963 in San Diego (California, United States) by National Steel (NASSCO) for States Lines as the merchant ship *CE Dant*. In 1980, she was acquired by the US MARAD and converted to replenishment ship for the US Navy. She was operated by a crew of 35 civilian mariners. In 2003, after the second Gulf War, she was reassigned to the Reserve Fleet at Beaumont, Texas. Downgraded and struck from the naval register in April 2011. Summer 2014, she is eventually sold for demolition in Brownsville (Texas, United States) by ESCO Marine.



*CE Dant*, Vancouver, August 1970 © Walter E. Frost



*Cape John* (T-AK-5022) © US Navy

*Hassayampa*. T-AO-145, US Navy *Neosho* class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 9,400 t. United States flag. Built in 1954 in Camden (New Jersey, United States) by New York Shipbuilding Corp. During her career as a support vessel for the US Navy Pacific Fleet, her homeport was Pearl Harbor. She also served as a recovery logistic ship during the space program Gemini. On November 17<sup>th</sup>, 1978, she was transferred to the Military Sealift Command, with a crew of 106 civilian and 21 navy mariners. Decommissioned in April 1991 and struck from the naval register on February 17<sup>th</sup>, 1997. Her title was transferred to the US MARAD in 1999 and she was laid up in the NDRF at Suisun Bay, California. After a regulatory clean-up at Mare Island, she left for demolition via Panama Canal and arrived at Brownsville, Texas, on July 29<sup>th</sup>, 2014.



*Hassayampa* © Angelwind

Clean-up at Mare Island © Frank Cleope, Jr

*Kawishiwi*. T-AO 146, US Navy *Neosho* class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 9,400 t. United States flag. Built in 1954 à Camden (New Jersey, United States) by New York Shipbuilding Corp. Like her sistership *Hassayampa*, she supported the US Navy 7<sup>th</sup> fleet in the Pacific and between 1966 and 1971 has also supported the recovery operations of space



missions Gemini 10, 11 and 12, then Apollo 13 and 15. On October 10<sup>th</sup>, 1979, she left the US Navy and started serving the Military Sealift Command. She was decommissioned and laid up in the NDRF at Suisun Bay, California on September 16<sup>th</sup>, 1992 then struck from the naval register on November 7<sup>th</sup>, 1994. Her title was transferred to the US MARAD in 1999.

Arrival in Pearl Harbor. She will not be converted to toxic reef.  
© Maritime Matters

A “reefing plan” was approved in October 2010. The project was to sink the *Kawishiwi* by 40 m deep and 6 km off Capistrano Beach in South California so that she would become a diving site. The estimated sink date was summer 2013, once completed the « preparation » of the oiler. In May 2012, under the pressure of environmentalists, the US MARAD withdrew the *Kawishiwi* from the list of vessels suitable for sinking and announced to exclude all ships likely to contain PCBs: until now, only liquids PCBs and material containing 50 ppm of PCB's or more had to be extracted.

The ship is eventually sold for demolition to International Shipbreaking Ltd. She arrived in Brownsville, Texas, on August 6<sup>th</sup>, 2014.

*Sirius* (ex-*Lyness*). AFS-8, US Navy combat store ship. Length 159 m, 9,010 t. United States flag. Built as *Lyness* in 1965 in Wallsend (United Kingdom) by Swan Hunter as a Royal Navy auxiliary ship. In January 1981, she was acquired by the US Navy and renamed *Sirius*. From then on, she was operated by the Military Sealift Command, had no armament and was manned by 123 civilian and 47 navy mariners.



Decommissioned, struck from the naval register and transferred to the US MARAD on July 1<sup>st</sup>, 2005. From September 2005 to February 2006, she was deployed to New Orleans in support of humanitarian efforts for Hurricane Katrina. She was supposed to be refitted and converted to training ship for the Texas Maritime Academy as the *Texas Clipper III*. In 2007, she appeared in an episode of the TV serial

« Prison Break ». In November 2008, the conversion project was cancelled due to a lack of funds; *Sirius* was laid up in the NDRF at Beaumont in April 2009. In 2014, she was sold for demolition in Brownsville, Texas.



Texas Clipper III berthed at Galveston, waiting to be converted, March 2008. © Captain Peter

**Aircraft carriers**

The aircraft carrier *USS Saratoga* left Newport (Rhode Island) on August 19<sup>th</sup> bound for the ESCO Marine yard in Brownsville, Texas. Launched in 1955, *Saratoga* CV-60 is the 6<sup>th</sup> US Navy vessel to bear this name in commemoration of the American Revolution Battle of Saratoga. She was engaged in the Vietnam War from May 1972 to January 1973 and received the Battle Star, then in the first Gulf War. Off war times, she was mainly deployed in the Mediterranean with the 6<sup>th</sup> fleet; in October 1985, *Saratoga's* aircraft intercepted an airliner carrying terrorists who had hijacked Italian cruise liner *Achille Lauro*.



Septembre 1985 © Mark W. Lupus / US Navy

© *USS Saratoga Association*



The departure of *Saratoga* was delayed because of the Peregrine falcon family nesting under the elevator used to bring the aircrafts on the flight deck: the Federal law forbids moving or destroying a nest of these birds of prey which are protected on national and international levels. Converted to breeding ground for birds, « Sara » has remained stuck for a few weeks. Her dismantling planning was disrupted



Peregrine falcon fledglings © Raptor Politics

The US Navy is paying one minimal cent to the ESCO Marine shipyard to dismantle the aircraft carrier... Apart from the sale of scrap metal to steel companies, the shipyard intends to fabricate and sell a collection of plaques and medallions from sections of the flight deck and hull. The items will not be available before December 14<sup>th</sup>; ESCO will be taking online orders. WE BUY, if there are any medallions in honor of the USS *Saratoga* falcons. « Sara » arrived in Texas early September.



*Saratoga* arriving at Brownsville © The Brownsville Herald / Brad Doherty

The *USS Saratoga* will be joined by another conventional aircraft carrier, the *Constellation* (CV-64), destined to International Shipbreaking, also in Texas. Launched in 1960, « *Connie* » left Kitsap-Bremerton Naval base, Washington State, on August 8<sup>th</sup>. Her voyage all the way from the West Coast to Texas is expected to take 5 months. Considering the additional cost of towing, the US Navy will pay an extra 3 million US\$ to the yard.

It should be noted that the aircraft carrier *Saratoga* n° 5 (CV-3) was sunk on July 25<sup>th</sup>, 1946 in the American Nuclear bomb test Baker at Bikini Atoll. (See [Ship-breaking # 24](#), p 1)



July 26<sup>th</sup>, 1946, Bikini

**Elsewhere.**

In Brazil, the Navy is undergoing modernization. Like all its Latin American neighbours (Cf. The END p 62), the country has no ship dismantling facilities available. Consequently, the Navy goes on exporting its old hulls. In April 2004, the aircraft carrier *NAeL Minas Gerais*, ex Royal Navy *HMAS Vengeance* built in 1945, was beached for demolition in Alang, India. Today, the *NDD Rio de Janeiro* (G 31) has just reached the Aliaga ship-breaking yards in Turkey; the *NDD Rio de Janeiro* is the ex US Landing Ship Dock *USS Alamo* (LSD 33), built in 1956 and decommissioned in June 2012. The demolition of the aircraft carrier *NAeL Sao Paulo*, ex-*Foch* built in 1957 and sistership of the *Clemenceau* is not to be arranged straight away; the new Brazilian aircraft carrier should enter service in 2025 only.



2004 : *NAeL Minas Gerais* at Alang in the utmost discretion.  
Nothing to be compared with the *Clemenceau* hullabaloo  
capture [Google Earth](#) / [Robin des Bois](#)



*NDD Rio de Janeiro* (G 31) © [Marinha do Brasil](#)

In France, the helicopter carrier and school ship *Jeanne d'Arc* has just arrived for demolition at Bordeaux (See also [Ship-breaking # 36](#), p 4-5)



*Jeanne* sailing up the Garonne River © [Sud-Ouest](#) / [Guillaume Bonnaud](#)



## Assessment from 1<sup>st</sup> of July to 30<sup>th</sup> of September: Pakistan in the lead.

### Recycled Metal

- 1 Pakistan 483,000 t (28%)
- 2 India, 444,000 t (26%)
- 3 Bangladesh, 299,000 t (17%)
- 4 China, 291,000 t (17%)
- 5 Turkey, 153,000 t (9%)

### Ships

- 1 India, **56** (22%)
- 2 Turkey, **51** (21%)
- 3 Bangladesh, **50** (20%)
- 4 Pakistan, **43** (17%)
- 5 China, **35** (14%)

With a growth of close to 60% in volume of ships received, it is Pakistan (28%) who ranks number 1 in tonnage of recycled metal in the 3<sup>rd</sup> trimester, surpassing India (26%). A number of ships that were initially announced to have been sold in India or Bangladesh have finally been sent to Gadani. 15 European ships were broken up in Pakistan this trimester.

The rhythm of the ships departing for their dismantling has slightly decreased to 19 ships per week (the 2<sup>nd</sup> trimester averaged 20 ships a week). The global reduction has been from 8% in number of ships and 12% in volume of metal but the situations of the major demolishing countries differ dramatically. Volume has collapsed in China (-29%) and even more so in India (-46%). Along with Pakistan, Turkey is the greatest beneficiary of the trimester; she has doubled her tonnage of metal.

**248** ships have left the global fleet during the 3<sup>rd</sup> trimester. The cumulative demolition has resulted in the recycling of close to **1.7 million metric tons** of metal. **97** (39%) were built in Europe, **69** (28%) belonged to European ship-owners, and **233** (94%) landed in Asia.

### Category

- 1 : bulk carrier, 75 (30%)
- 2 : general cargo, 70 (28%).
- 3 : container ship, 30 (12%)
- 4 : tanker, 29 (12%)

### Recycled Metal

- 1 : bulk carrier, 662,000 t (38%)
- 2 : tanker, 320,000 t (19%)
- 3 : container ship, 297,000 t (176%)
- 4 : general cargo, 229,000 t (13%).

The purchase prices offered by shipyards did not change significantly: around 450/500 US\$ per ton in the Indian subcontinent. They were slightly lower at the end of the period. India has won the most expensive ship of the trimester in unit mass, the chemical tanker *Mercur* (800 US\$ per ton) and her 1,600 tons of stainless steel.

*Mercur*, January 2001, at Royal Portbury (United Kingdom)

© Martin Pick



China lives in autarky. All the ships bought by Chinese ship-breakers were owned by Chinese companies, with the exception of the North Korean cargo ship *Tae Dong Gang* (p 51), the car carrier *Madame Butterfly* of Swedish company Wallenius Line AB and the ex Russian passenger liner *George Ots*, which was sold clandestinely by a tactless Chinese charterer (see p 57). The rates (at around 300 US\$ per ton) remain particularly weak in comparison with those of the Indian sub-continent and even Turkey.

### © Swansea Drydock



The Welsh port of Swansea seems like it is improving its capacity in ship dismantling and recycling. After recycling small sized ships, it was awarded the dismantling of the frigate *HMS Cornwall* in 2013 as a test for its operational capacities while three similar frigates were sent in Turkey. Swansea Drydocks now called Swansea Drydocks Ship Repair and Recycling Yard has two drydocks (170 m and 204 m long) and a 266 m long repair wharf. Two other ships are being deconstructed in the facility: the dredger *Norstone* and the nuclear transport vessel *Atlantic Osprey* (see p 61).



Deflagging remains a steady practice. At least 33 ships have changed their passport just before their departure for demolition. The Comoros and St. Kitts and Nevis are the most favourite mortuary colors.



### Out of prison, into the scrapyard

69 (28%) of ships departing for dismantling are under a classification society not belonging to IACS (International Association of Classification Societies) or have no classification. Sub-standard ships are always the most numerous: 137 (55%) were previously detained in world ports with a rate of detention upwards of 75% for car carriers, chemical tankers and general cargo ships, of 67% for Ro Ros and 61% for bulk carriers.

The gold medal of substandard ships is undoubtedly attributed to the general cargo ship *Sea Karam* (p 50), which with 21 detentions has blown away the previous record in the accounts of Ship-breaking. She precedes two other ships of the same category, the *Steamer* (13 detentions, p 50) and the *Amal* (12 detentions, p 41). The three medallists arrived at Aliaga shipbreaking yards which have received 6 of the 8 ships that were previously detained 10 times or more.

### Years and Metres

The age of ships leaving the global fleet for demolition ranges from 13 years in the case of the general cargo ship *Jutta* beached in Pakistan to 60 years for the two US Navy replenishment tankers *Hassayampa* and *Kawishiwi* demolished in the United States. The average age is 29 years, 42 years for passenger ships and 24 for container ships. 101 ships have a length less than 150 metres, 84 measure between 150 and 199 m and 62 more than 200 m. The biggest are the tankers *Athens Warrior* and *Varada Blessing*, 332 m, broken up in Pakistan.



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



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



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



Ship and crew detained in a port for deficiencies.



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

#### Flags of the last voyage



Cambodia



Comoros



Liberia



Malta



Palau



Panama



St Kitts & Nevis



Sierra Leone



Tanzania



Tuvalu

## Freon risk



*Revolutsiya, Rybachiy, Viktor Mironov and Zavolzhsk in attente in Arkhangelsk, October 2013 © Eugene Iron*

8 huge fish predators from the ex-USSR left to be broken up between the 1st of July and the 30th of September, 7 of which were sent to Turkey. These 8 factory-ships skimmed the Northeast Atlantic, the Barents Sea and the South Atlantic. The refrigeration plants on these ships were using Freon as refrigeration liquid. Freons, commercially named by the American company Dupont de Nemours, are chlorofluorocarbon, or CFC and hydrochlorofluorocarbon or HCFC. These gasses are trouble for the stratosphere and for the climate:

- 1- they are qualified as Ozone Depleting Substances
- 2- in 1990, global emissions of CFC used en masse in aerosol cans, in fire extinguishers, in refrigerators, in air conditioners and in the production of polyurethane foams represented 25% of the contribution to the greenhouse gas effect from human activities.

The Montreal Protocol and its successive amendments aim since 1987 to outlaw the production, the sale on the market, the maintenance use of CFC's and HCFC's. In Europe, the recycling of HCFC extracted from old refrigerator models or refrigeration plants will be outlawed from the 1<sup>st</sup> of January 2015 onwards.

From a sailor's point of view, the risks concerning Freon use are immediate and acute. Many fatal accidents from Freon leaks on board fishing boats and cargo ships are listed: 2 sailors on the refrigerated cargo ship *Mimoza* in the commercial port of Brest in 1994, 1 sailor on board a Moroccan trawler in 2003, 1 sailor on board a Japanese deep-sea fishing vessel in 2004.

The accumulation of Freon in closed environments causes asphyxiation. The danger is all the more pernicious because of the gas's odourless nature. One of the last known accidents happened in 2008 on board a nuclear-powered Russian submarine, the *Nerpa*. The untimely activation of the anti-fire system unleashed the Freon, causing an automatic lockdown of the submarine's bulkheads and mortally suffocating 20 passengers, the majority of whom were technicians on board to evaluate the technical validity of the ship's systems.

It is probable that many leakages of Freon causing deaths on board fishing vessels involved in illegal fishing activities are never revealed to the public.

The dismantling of refrigeration systems in factory ships, in deep-sea fishing vessels, and in passenger ships, exposes the workers to "whiffs" of residual Freon trapped in compressors, pipes, freezing holds, and cold rooms. If indeed guarantees are either required by some demolition sites or supplied by shipowners concerning hydrocarbon gasses, the degassing of refrigerating plants aboard vessels is not the object of formal and universal prescriptions.

In case of fire or strong flame, the decomposition of Freon produces toxic and poisonous phosgene-like gasses. In sectors of the boat where risk is high, the cutting of metal with welding torches must be strictly supervised, or even banned.

## Factory ship

### Aquila class

*Germes* (ex-*Arkadiya*, ex-*Aquarius*). IMO 8008618. Factory ship. Length 103 m, 3,926 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Gdansk (Poland) by Polnocna. Owned by Dalvest Co Ltd (Russia). One of the three *Aquila* class ship (project B 407) built by the Polish shipyard between 1981 and 1983. She was delivered to the Polish fleet as *Aquarius*, then entered the Russian fleet as *Arkadiya* in 2001; her latest homeport was Nakhodka on the Pacific Coast. Operated by a crew of 89 sailors. Equipped for pelagic and ground fishing and the production of frozen fish (60 t/day), fish meal and fish oil. The refrigerant used by the processing plant was Freon 22. Sold for demolition in India.



*Germes* © Fleetmon

### Barentsevo More class

*Krasnoznamensk*. IMO 7645201. Factory ship. Length 59 m, 1,290 t. Panamanian flag. Unknown classification society. Built in 1977 in Klaipeda (Lithuania) by SZ Baltiya. Owned by JSC Arkhangelsk Trawl Fleet (Russia). One of the 61 ship of the *Barentsevo More* class (project 1332) built in the Lithuanian shipyard (then USSR) between 1973 and 1983. Operated by a crew of 42 sailors, she was equipped for pelagic and ground fishing and the production of salted or cooled fish (25 t/day), fish meal, fish-liver cans, fish-liver oil and herring preserves. The refrigerant used by the processing plant was Freon 12. Sold for demolition in Turkey.



*Krasnoznamensk* in Arkhangelsk, August 2012 © Eugene Iron

### Ivan Bochkov class

*Golden Fortune*, *Revolyutsiya*, *Rybachiy*, *Sovetskaya Konstitutsiya*, *Viktor Mironov* and *Zavolzhsck* were among the 35 ships of the *Ivan Bochkov* class (project B-408) built between 1978 and 1988 by Stocznia Gdanska im. Lenina in Gdansk (Poland). Operated by a crew of 90 sailors. Equipped for pelagic and ground fishing and the production of frozen fish, fish meal, canned fish-liver and fish-liver oil. The processing plant was able to produce 48 t / day of frozen fish, 50 t/day of fish meal, 1 t of fish liver oil and 2 t of canned liver. The refrigerant used by the processing plant was Freon 22

*Golden Fortune (ex-Leonid Ivanov)*. IMO 8015910. Factory ship. Length 94 m, 3,220 t. South



Korean flag. Classification society Korean Register of Shipping. Built in 1981 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Kum Woong Fisheries (South Korea). Sold for demolition in Turkey.



*Golden Fortune* in Las Palmas de Gran Canaria (Canary Islands, Spain), May 2014 © **Alex Marrero**

*Revoljutsiya*. IMO 8705058. Factory ship. Length 94 m, 3,220 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Gdansk (Poland) by Stocznia Gdanska im. Lenina and last of the B-408 serie. Owned by Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Turkey.



*Rybachiy*. IMO 8705022. Factory ship. Length 94 m, 3,220 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Turkey.



*Rybachiy*, Smutthavet fishing area, Norway Sea, August 2006 © **Frode Adolfsen**  
To be noted : fenders make possible the transshipment on board reefer.

*Sovetskaya Konstitusiya*. IMO 8705046. Factory ship. Length 94 m, 3,220 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Turkey.



*Viktor Mironov*. IMO 8325339. Factory ship. Length 94 m, 3,529 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Turkey.



*Zavolzhsk*. IMO 8705034. Factory ship. Length 94 m, 3,220 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Turkey.



*Zavolzhsk*, Barents Sea, July 2008 © **Gena Anfimov**



## Reefer

*Amalia* (ex-*Pacific Start*, ex-*Pacific Star*). IMO 8221868. Reefer. Length 152 m, 6,634 t. Barbados flag. Classification society American Bureau of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Holy House Shipping (Sweden). Sold for demolition in India.



*Amalia* leaves Cuxhaven (Germany) after unloading of frozen fish from Alaska, April 2013 © **nbocean**

*Majestic* (ex-*Artbukhta*, ex-*Spero*, ex-*Sea Road*, ex-*Marine Ace*). IMO 7929750. Reefer. Length 113 m, 2,936 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Uwajima (Japan) by Miyoshi Shipbuilding. Owned by Silver Star Ltd (Russia). Detained in 2001 in Villagarcia de Arosa (Spain), in 2003 in Cadiz (Spain), in 2006 in Novorossiysk (Russia), in 2008 in Alexandria (Egypt), in 2010 in Haiphong (Vietnam) and in 2011 in Dalian (China). Sold for demolition in Bangladesh. 452 US\$ per ton.



*Majestic*, in Okhotsk Sea (Russia), June 2013 © **Savitskiy Alexander**

*Skulptor Tomskiy* (ex-*Skulptors Tomskis*, ex-*Skulptor Tomskiy*). IMO 8402204. Reefer. Length 138 m, 5,996 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Aalborg Vaerft (Denmark) by Aalborg Vaerft. Owned by Fairwind Shipmanagement Ltd (Russia). Sold for demolition in India.



*Skulptor Tomskiy*, February 2011, stuck in the ice of the Gulf of Finland © **Rico Voss**


*Summer Wind* (ex-*Chiquita Burica*, ex-*Edyth L*). IMO 8410574. Reefer. Length 169 m, 9,258 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Chartworld Shipping Corp (Greece). Detained in 2004 in Hamburg (Germany). Sold for demolition in India.



*Summer Wind*, Valparaiso (Chile), March 2013.  
© **Juan Carlos C**

## Container ship

*Akritas* (ex-Cap Akritas, ex-Safmarine Igoli, ex-APL Costa Rica, ex-MSC Pacific, ex-Houston Express, ex-Saturn, ex-California Saturn). IMO 8703397. Container ship, 3152 teu. Length 250 m, 14,586 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Marugame (Japan) by Imabari Zosen. Owned by Shanghai Costamare Ship Management Co (China). Sold for demolition in India.

 *Alianca Brasil*. IMO 9000730. Container ship, 2161 teu. Length 200 m, 13,503 t. Deflagged from Brazil to Liberia for her last voyage. Classification society Germanischer Lloyd. Built in 1994 in Niteroi (Brazil) by CCN Maua. Owned by Alianca Navegacao (Brazil). Sold for demolition in Turkey. 360 US\$ per ton.

Rio de Janeiro (Brazil), January 2009 © Edson de Lima Lucas




*Altavia* (ex-Safmarine Tugela, ex-Altavia, ex-Safmarine Tugela, ex-Maersk Nagoya, ex-Maersk Santos, ex-Choyang Fortune, ex-Altavia). IMO 9064322. Container ship, 2063 teu. Length 188 m, 10,448 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Gdynia (Poland) by Gdynia Stocznia. Owned by Herm Dauelsberg GmbH & Co KG (Germany). Sold for demolition in India. 535 US\$ per ton.



*Altavia* in Kaohsiung (Taiwan), March 2013 © C.Y. Chen

*Christy* (ex-Cape Sorrell, ex-TS Osaka, ex-Cape Sorrell, ex-Indiapendent Concept, ex-Cape Sorrell). IMO 9106508. Container ship, 1055 teu. Length 151 m, 5,822 t. St Vincent and Grenadines flag. Classification society Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Owned by Deepdale Shipping Co (Lebanon). Detained in 2011 in Tanjung Priok (Indonesia), in 2013 in Tuzla (Turkey) and in 2014 in Mersin (Turkey). Sold for demolition in Turkey.



 *CMA CGM Junior S* (ex-Active F, ex-Perak, ex-Sea Scandia, ex-Maersk Miami, ex-Fiona I). IMO 8912754. Container ship. Length 150m, t. Deflagged from Malta to St Kitts and Nevis for her last voyage as **Prosperity**.



Classification society Bureau Veritas. Built in 1994 in Szczecin (Poland) by Szczecinska. Sold by her French shipowner CMA CGM to Baltanas Shipping Ltd a St Kitts and Nevis-based shell company just prior to her departure for demolition in India.


*CMA CGM Junior S* on orders in Khor Fakkan, January 2007  
© Françoise Massard / Marine Marchande.net




CSL Ride (ex-Pride, ex-MSA Pride, ex-Jadroplov Pride, ex-Jolly Ocra, ex-MSA Pride ex-Jadroplov Pride). IMO 9005431. Container ship 2324 teu. Length 201 m, 12,953 t. Cyprus flag. Classification society Bureau Veritas. Built in 1996 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Cyprus Sea Lines (Greece). Sold for demolition in India. 531 US\$ per ton.



October 2010, loading in Karachi (Pakistan) © Snip

 Golden Express (ex-Stenheim, ex-Nantai Prince). IMO 8506672. Container ship, 838 teu. Length 156 m, 4,566 t. Deflagged from South Korea to Tuvalu for her last voyage as Express. Classification society Korean Register of Shipping. Built in 1986 in Uwajima (Japan) by Uwajima Zosen. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2004 in Hong-Kong (China), in 2003 in Kitakyushu (Japan) and in Hong-Kong (China). Sold as is in Singapore for demolition in Bangladesh. 449 US\$ per ton.



 Golden Wing (ex-Sea Lark, ex-Sandys Bay). IMO 8401054. Container ship, 656 teu. Length 137 m, 4,434 t. Deflagged from South Korea to Tuvalu for her last voyage as Golden W. Classification society International Ship Classification. Built in 1984 in Hakata (Japan) by Watanabe Zosen. Detained in 2001 in Singapore. Sold as is in Singapore by her South Korean shipowner Kookyang Shipping Co Ltd to the Indian Doehle Danautic prior to her departure for demolition in India. 449 US\$ per ton.



Hong Wei (ex-Santa Isabella, ex-Tiger Island, ex-Sitc Manila, ex-Santa Isabella, ex-P&O Nedlloyd Dammam, ex-Santa Isabella, ex-P&O Nedlloyd Salvador, ex-Santa Isabella, ex-Nedlloyd Van Cloon, ex-Scandutch Helvetia, ex-Holsten Sea). IMO 8516251. Container ship, 1742 teu. Length 182 m, 9,890 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1986 in Lübeck-Siems (Germany) by Flenders. Owned by Hongyuan Marine Co Ltd (China). Detained in 2012 in Tianjin (China). Sold for demolition in India. 485 US\$ per ton including 200 t of bunkers.



Jolly Arancione (ex-Maersk Arizona, ex-LTC Calvin P Titus, ex-Albert Maersk, ex-Adrian Maersk). IMO 7361180. Container ship. Length 239 m, 20,748 t. Italian flag. Classification society RINA. This is one of the 6 class A container ships built for Maersk in Steinwerder (Germany) by Blohm & Voss in 1975; 3 other ships of this type were built by Flenders, also in Germany. Their names all began with an « A » : Adrian, Albert, Alva, Anna, Arnold, Arthur, Anders, Axel and Arild Maersk. These container ships with a capacity of 1984 teu were powered by two General Electric steam turbines and could reach 26 knots. In 1978, the 9 ships were jumboized and lengthened from 210 to 225 m with an additional section in the midship ahead of the superstructure..



Berthed at Genoa (Italy), July 2010 © Marine Traffic


Between 1983 and 1985, the family was again converted, in the Japanese shipyard of Innoshima. Successively, the ships were cut in two parts; the stern section was attached with a new Burmeister & Wain diesel motorization to reduce the bunker costs. An additional module was added in the midship, bringing the total length to 239 m and 3 of the 9 vessels were fitted with a stern ramp and a Ro Ro garage. The ships were re-assembled with the bow of another of the sisterships; the new ship will be bearing the name of the bow section contrary to the usage. Thus, Adrian Maersk (IMO






7361180) received the bow of *Albert Maersk* (IMO 7361192) and became *Albert Maersk*. In 1995, she was chartered as *LTC Calvin P Titus* by the United States Military Sealift Command. She went back to Maersk as *Maersk Arizona* in 1999. Detained in 2004 in Vladivostok (Russia). She was acquired in 2006 by the Genoa-based ship-owner Ignazio Messina & C SpA.

Most members of the « A » family were sent to demolition between 1999 and 2010. The remaining ones are the *Jolly Nero* (IMO 7361233, ex-*Axel Maersk*, which was rebuilt from the stern part of *Adrian Maersk*) and the *Jolly Arancione*. The latter has just been beached for demolition in India. 463 US\$ per ton. The *Jolly Nero* is still in service ; in May 2013, she crashed into the control tower in the port of Genoa, killing 9.

 *King Julius* (ex-*Astor*, ex-*APL Caracas*, ex-*Astor*, ex-*Infanta*, ex-*Astor*). IMO 9108362. Container ship, 1129 teu. Length 159 m, 6,810 t. Deflagged from Malta to St Kitts and Nevis for her last voyage as *Lius*. Classification society Germanischer Lloyd. Built in 1995 in Gdynia (Poland) by Gdynia Stocznia. Detained in 2011 in Algeciras and in 2014 in Valletta and in Marsaxlokk (Malta). Sold by her German shipowner to the Indian Prayati Shipping just prior to her departure for demolition in India.




 *Maestra Caribe* (ex-*Westerhever*, ex-*P&O Nedlloyd Coleridge*, ex-*Westerhever*, ex-*Maersk Durban*, ex-*Westerhever*, ex-*Maersk Rio Grande*, ex-*CCNI Atacazama*, ex-*Westerhever*). IMO 9074418. Container ship, 1572 teu. Length 168 m, 7,068 t. Deflagged from Malta to St Kitts and Nevis for her last voyage. Classification society RINA. Built in 1994 in Wismar (Germany) by Mathias Thesen. Owned by NTL Navegacao e Logistica SA (Brazil). Sold for demolition in India. 323 US\$ per ton.



*Maestra Mediterraneo* (ex-*Neptunia Mediterraneo*, ex-*Alianca Amazonia*, ex-*Global Amazonia*, ex-*Neptunia Mediterraneo*). IMO 9065261. Container ship, 1100 teu. Length 142 m, 6,580 t. Brazilian flag. Classification society RINA. Built in 1996 in Rio de Janeiro (Brazil) by Ilha. Owned by NTL Navegacao e Logistica SA (Brazil). Detained in 2002 in San Juan (Porto Rico) and in 2003 in Valparaiso (Chile). Sold for demolition in India. 323 US\$ per ton. Probably waiting to be deflagged prior her departure like the the 2 other NTL ships



*Maestra Mediterraneo* anchored in Guanabara Bay /Rio de Janeiro (Brazil), January 2013. © Edson de Lima Lucas


 *Maestra Pacifico* (ex-*Westerdeich*, ex-*Indamex Liberty* ex-*Westerdeich*, ex-*Indamex Washington*, ex-*Kota Serikat*, ex-*Zim Santos*, ex-*Westerdeich*, ex-*Zim Santos*, ex-*Westerdeich*, ex-*Maersk Rio Grande*, ex-*TSL Gallant*, ex-*Westerdeich*). IMO 9074406. Container ship, 1572 teu. Length 168 m, 7,068 t. Deflagged from Malta, to St Kitts and Nevis for her last voyage. Classification society RINA. Built in 1994 in Wismar (Germany) by Mathias Thesen. Owned by NTL Navegacao e Logistica SA (Brazil). Sold for demolition in India. 323 US\$ per ton.



*Maestra Pacifico*, Manaus, Brazil (January 2014) © Tony Hogwood

*Marcajama* (ex-Delmas Leixoes, ex-StelIndiaich, ex-Guatemala, ex-P&O Nedlloyd Mombasa, ex-StelIndiaich). IMO 9113458. Container ship, 1203 teu. Length 159 m, 6,775 t. Portuguese flag (Madeira). Classification society Germanischer Lloyd. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Mar Consult Schiffahrt (GmbH & Co (Germany). Sold as is in Malta for demolition in India. 418 US\$ per ton.



 *Melina* (ex-Swan, ex-MOL Mosel, ex-APL Qingdao, ex-MOL Mosel, ex-Mose). IMO 9122605. Container ship, 4706 teu. Length 300 m, 24,321 t. Deflagged from Panama to Comoros for her last voyage as *Meli*. Classification society RINA. Built in 1995 in Mihara (Japan) by Koyo Dockyard. Owned by Technomar Shipping Inc (Greece). Detained in 2011 in Xiamen (China). Announced as sold as is in Singapore for demolition in India, 505 US\$ per ton including 250 t of bunkers. She eventually was beached for demolition in Chittagong, Bangladesh.



*Melina*, in Rotterdam (Netherlands), April 2012  
© Andreas Spörri

*Min He*. IMO 8806096. Container ship, 2917 teu. Length 236 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Kiel (Germany) by Howaldtswerke-DW. Owned by COSCO (China). Sold for demolition in China.



*MSC Corinna* (ex-Med Singapor, ex-Cille de Sirius, ex-Rhein Express, ex-Verhaeren). IMO 8208684. Container ship, 2415 teu. Length 207 m, 14,360 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1984 in Tamise (Belgium) by Boelwerf. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2006 in Melbourne (Australia) and in 2012 in La Spezia (Italy). Sold for demolition in India. 494 US\$ per ton.





*MSC Corinna* downbound Saint Lawrence river, Anse Gingras (Canada), January 2011 © Steve Geronazzo

*MSC Kyoto* (ex-Maersk Tokyo, ex-Lexa Maersk). IMO 7825411. Container ship, 3876 teu. Length 270 m, 19,005 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Lindo (Denmark) by Odense Staalskibs ; jumboized in 1984 and lengthened from 212 to 270 m. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India.



 *Sinokor Masan* (ex-Akashia Baru, ex-Shin Akashia Maru). IMO 8213562. Container ship, 272 teu. Length 111 m, 2,535 t. Deflagged from South Korea to Tuvalu for her last voyage as *Masan*. Classification society International Ship Classification. Built in 1983 in Fukuoka (Japan) by Fukuoka Zosen. Sold by her South Korean shipowner Sinokor Merchant Marine Co to the Indian Doehle Danautic Ltd. Sold as is in Singapore for demolition in India. 449 US\$ per ton.







 *SITC Keelung* (ex-Kapitan Byankin). IMO 9088902. Container ship, 1016 teu. Length 150 m, 5,102 t. Deflagged from Hong Kong to Tuvalu for her last voyage as **Keelung**. Classification society Nippon Kaiji Kyokai, but International Ship Classification since September 2014. Built in 1994 in Szczecin (Poland) by Szczecinska. Sold by her Chinese shipowner SITC to the Indian Doehle Danautic just prior to her departure for demolition in Bangladesh. 

*SITC Keelung*, in route to Ningbo (China),  
March 2013 © Knut Helge Schistad






*Sonar Marin* (ex-Egy Group, ex-Alcione ex-Ultra Container, ex-Med Power, ex-Ultra Container, ex-Nile Express, ex-Ultra Container ex-Zim Novorossiysk i, ex-Ultra Container, ex-MF Ranger, ex-Ashdod Express, ex-Ultra Contship, ex-Bell Pioneer). IMO 8907668. Container ship. Length 114 m. Egyptian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Teraoka (Japan) by Nandan. Owned by Mahoney Shipping & Marine Services (Egypt). Sold for demolition in Turkey.



*Sun Round* (ex-Ever Round). IMO 9002726. Container ship, 4229 teu. Length 294 m, 22,144 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Onomichi (Japan) by Onomichi Zosen. Owned by Sea Quest Ship Management Inc (Philippines). Detained in 2012 and 2013 in Shanghai (China). Sold for demolition in India. 

 *Tangier* (ex-Maersk tangier, ex-Torben Maersk). IMO 8905543. Container ship, 1316 teu. Length 161 m, 7,823 t. Deflagged from Malta to Comoros for her last voyage as **Angie**. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Inc (Greece). Detained in 2013 in Algeciras (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 505 US\$ per ton including 250 t of bunkers.  



*Tangier*, leaving the port of Algeciras (Spain), May 2014  
© Salvador de la Rubia Pedraza

 *Tarragona* (ex-Maersk Tarragona, ex-Tobias Maersk, ex-TRSL Antares, ex-Tobias Maersk). IMO 8820212. Container ship, 1316 teu. Length 161 m, 7,693 t. Deflagged from Liberia to Comoros for her last voyage. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Inc (Greece). Detained in 2013 in Malaga (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 505 US\$ per ton including 250 t of bunkers.  

 *TSGT John A. Chapman* (ex-Merlin, ex-American Merlin, ex-CGM Utrillo, ex-Utrillo). IMO 7504639. Container ship. Length 204 m, 13,943 t. Deflagged from United States to St Kitts and Nevis flag for her last voyage as **John**. Classification society American Bureau of Shipping. This Ro Ro containership was built in 1978 in La Ciotat by Chantiers Navals de La Ciotat as the French *Utrillo* for the Compagnie Générale Maritime. She was at first operated between Europe, 

India and Indonesia or Europe and Oceania (Papeete, Numea...), and then on the Europe/Indian Ocean line (Reunion island, Madagascar...). In 1983. she was lengthened of 40 m in 1987, from 164 to 204 m, and renamed *CGM Utrillo*.



*Utrillo*, Benoit Donne collection.

In 1992, she became the *American Merlin* owned by American Automar, chartered by the US Military Sealift Command. In 2001, she was acquired by Sealift Inc and became *Merlin*, still serving the MSC. She was renamed *TSGT John A. Chapman* in 2005 in memory of the Technical Sergeant John A. Chapman, killed in Afghanistan on March 4<sup>th</sup>, 2002. Sold for demolition in India. 546 US\$ per ton including 450 t of bunkers, full spares and two generators.



April 1988, *CGM Utrillo* in Felixtowe (United Kingdom) © **Brian Fisher**



*TSGT John A. Chapman*, approaching Martinez (California, United States), July 2011 © **Oldkayaker / Shipspotting**

The *Utrillo* was one in a serie of six ships known as the « CGM painters» ; 3 were built by Chantiers de l'Atlantique in Saint-Nazaire, the 3 others, among which *Utrillo*, in La Ciotat. The Saint-Nazaire ships *Cézanne* and *Degas*, the La Ciotat ones *Gauguin* and *Monet*, have already been broken up. The only one left in the serie is the ex *Renoir*, converted to cattle carrier and renamed *Bader III* (Bahamian flag) for a Jordanian shipowner.



*Cezanne*, arriving in Sydney (Australia)  
© **Maquette et Histoire Marine Marchande**




*Bader III*, ex-*Renoir*, leaving port Adelaide (Australia), May 2013 © **Sema 4 / Shipspotting**

*Xin Jin Zhou* (ex-*Maple River*, ex-*Tor Bay*). IMO 8026074. Container ship, 2157 teu. Length 216 m, 12,700 t. Chinese flag. Classification society China Classification Society. Built in 1982 in Emden (Germany) by Thyssen Nordseewerke. Owned by China Shipping Container Lines (China). Sold for demolition in China.



*Xin Jin Zhou*, October 2007 © zhangyq/Shipspotting



 *YM North* (ex-*Ming North*). IMO 9001215. Container ship, 3725 teu. Length 276 m, 19,426 t. Deflagged from Taiwan to Comoros for her last voyage as **North**. Classification society American Bureau of Shipping. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). After *YM South*, *YM East* and *YM West* already gone to be broken up in Bangladesh late 2013 (Cf [Ship-breaking # 34](#)), it is now *YM North's* turn to leave for demolition. She won't joint her sister-points of the compass. Sold as is in Colombo (Sri Lanka), she was beached for demolition in Alang. 491 US\$ per ton.



At Victoria, (British Columbia, Canada) © Patrick Lawson

*Zim Jamaica*. IMO 9113680. Container ship, 3429 teu. Length 254 m, 16,900 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Kiel (Germany) by Howaldtswerke-DW. Owned by Zim Integrated Shipping Services (Israel). Sold for demolition in India. 510 US\$ per ton.



*Ziyahe*. IMO 9122629. Container ship, 764 teu. Length 145 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Chofu (Japan) by Kyokuyo. Owned by COSCO (China). Detained in 2011 in Yokohama (Japan). Sold for demolition in Jiangyin, China.



## Cattle carrier

*Torrens* (ex-*Farid F*, ex-*Bolivar Trader*, ex-*Sijlmassa*, ex-*Kungshamn*, ex-Lapland). IMO 7203663. Cattle carrier. Length 141 m, 4,766 t. Tonga flag. Classification society Det Norske Veritas. Built in 1972 in Drammen



(Norway) by Drammen Slip & Verksted; ex reefer converted to cattle carrier in 1994. Owned by Vroon BV (Netherlands). Detained in 2001 in Fremantle (Australia), in 2002 in Darwin (Australia), in 2004 in Portland (Australia), in 2007 and 2008 in Darwin again, in 2010 in Port Kembla (Australia) and in 2013 in Fremantle again. Sold for demolition in Bangladesh. See also the chapter « The genetically modified ships », p 3

*Torrens*, homeport Nuku'alofa (Tonga) © Marine Traffic

## Tanker

*AOG Alexandra (ex-AOG Caribe, ex-Tradewind Caribe, ex-Capo Horn).*



IMO 8411982. Tanker. Length 145 m. Comorian flag. Unknown classification society. Built in 1986 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania. Acquired in 2009 by the Nigerian Anyiam-Osigwe Group. In 2012, she was involved in dubious affairs and abandoned in Lagos; 3 Pakistani and 1 Indian sailors remained aboard in this floating prison for several months before they were eventually repatriated. Arrived for demolition in Turkey.

Lagos (Nigeria), January 2011 © **Ivan Meshkov**



*Asian Star (ex-Lewek Victory, ex-Guardian Spirit, ex-Guardian).* IMO 9006916. Tanker. Length 243 m, 14,087 t. Deflagged from Singapore for her last voyage. Classification society American Bureau of Shipping. Double hull tanker built in 1992 in Koje (South Korea) by Samsung. Owned by EMAS Offshore Services (Singapore). Sold for demolition in Pakistan.



1<sup>er</sup> August 2014, Gadani (Pakistan) © **Shahid**

*Athens Warrior (ex-Lilleborg, ex-Mike Berger, ex-Savoie, ex-Berge Sigval).* IMO 9004528. Tanker. Length 332 m, 41,992 t. Liberian flag. Classification society Det Norske Veritas. Double hull tanker built in 1993 in Tsu (Japan) by NKK. Owned by Polembros Shipping Ltd (Greece). Sold for demolition in Pakistan. 500 US\$ per ton including 500 t of bunkers.



15 November 2011 © **Martin Klingsick**

*Bekkie (ex-Isola Celeste, ex-Valbruna).* IMO 8007444. Tanker. Length 159 m, 5,596 t. Nigerian flag. Unknown classification society. Built in 1981 in Marghera (Italy) by Breda. Owned by Abbey Court Trading Co Ltd (Nigeria). Sold for demolition in Pakistan.



*Da Qing 71.* IMO 9039999. Tanker. Length 186 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Shanghai (China) by Hudong Shipyard. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in China.

*Danai 1 (ex-Selayang, ex-Tsurufuji Maru No, 18).* IMO 8025020. Tanker. Length 84 m, 1,334 t. Thai flag. No classification society according to the last Port State Control. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Thai International Tankers Co (Thailand). Sold for demolition in Bangladesh.



*Delphina (ex-Overseas Delphina, ex-Delphina).* IMO 8706193. Tanker. Length 186 m, 8,958 t. Liberian flag. Classification society Bureau Veritas. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Delfi SA (Greece). Sold for demolition in Pakistan.



*Jag Prachi* (ex-*Atora*, ex-*Sea Mariner*, ex-*Agapenor*, ex-*Suzanne*). IMO 9018660. Tanker. Length 179 m, 9,680 t. Indian flag. Classification society Indian Register of Shipping. Double hull tanker built in 1991 in Kherson (Ukraine) by Khersonsky Sz. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Vizag (India), she leaves the Indian eastern coast to be broken up in Pakistan. 484 US\$ per ton.



*Jag Prachi* in Cochin (India), March 2012  
© Beka 808 / Marine Traffic

*Kamari* (ex-*Eastern Honor*, ex-*Honam Diamond*). IMO 8601460. Single hull tanker converted to floating storage in 2010. Length 248 m, 18,642 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Petrovietnam Transportation (Vietnam). Sold as is in Vietnam for demolition in Pakistan. 392 US\$ per ton.

*Leader* (ex-*Berana*, ex-*Danita*). IMO 8400000. Tanker utilisé comme stockage flottant in Gibraltar depuis 2007. Length 229 m, 14,910 t. Panamanian flag. Classification society Germanischer Lloyd. Double hull tanker built in 1985 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Aegean Bunkering Services (Greece). Sold for demolition in Pakistan. 517 US\$ per ton.



Gibraltar, June 2009 © Marius Esman



Gadani (Pakistan), September 2014 ➡  
© Shahid

*Olympic Flair*. IMO 8913966. Tanker. Length 274 m, 22,933 t. Greek flag. Classification society American Bureau of Shipping. Built in 1991 in Chita (Japan) by Ishikawajima-Harima. Owned by Springfield Shipping Co (Greece). Sold as is in Khor Fakkan (United Arab Emirates) for demolition in Pakistan. 525 US\$ per ton including 250 t of bunkers.



*Orapin 1* (ex-*Oriental Supreme*, ex-*Royoshi Maru*). IMO 8021907. Tanker. Length 86 m, 1,075 t. Thai flag. Unknown classification society. Built in 1981 in Kinoh (Japan) by Kishimoto Zosen. Owned by Thai International Tankers Co (Thailand). Detained in 2008 in Haiphong (Vietnam). Sold for demolition in Bangladesh.



*Overseas Eliane* (ex-*Eliane*). IMO 9053660. Tanker. Length 245 m, 16,810 t. Marshall Islands flag. Classification society American Bureau of Shipping. Double hull tanker built in 1994 in Ulsan (South Korea) by Hyundai. Owned by OSG Ship Management (Greece). Detained in 2009 in Galveston (United States) and in 2012 in New Orleans (United States). Sold as is in Singapore for demolition in Pakistan. 510 US\$ per ton including 350 t of bunkers.



*Overseas Eliane*, in Gdańsk (Poland), August 2009  
© Piotr Jagliński

*Providence* (ex-*Seishin*, ex-*Seishin Maru*). IMO 8504571. Tanker. Length 143 m, 4,481 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1986 in Setoda (Japan) by Naikai. Owned by Cakra Bahana Pt (Indonesia). Sold for demolition in India.



*Samho Crown* (ex-*Overseas Crown*, ex-*Crown Unity*). IMO 9081174. . Length 330 m, 42,515 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull tanker built in 1996 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Rayong (Thailand). Arrived in Dubai on January 28th, 2011, *Samho Crown* remained abandoned there due to the financial difficulties of her South Korean ship-owner Samho Shipbuilding and its bankruptcy in 2012. The 28 crewmen, 4 South Koreans, 1 Pakistani, 1 Georgian, 1 Bangladeshi and 21 Indians remained prisoners aboard for several months; the last 11 Indian sailors were only repatriated late August 2011. Two other ships of the company, *Samho Jasper* (built in 2009) and *Samho Dream* (built in 2002), also laid up in Dubai were sold no later than June 2011 and January 2012 and resumed their careers as the Panamanian *Gaea* and Maltese *Skopelos*. *Samho Crown* was eventually auctioned and sold for demolition in Pakistan. 490 US\$ per ton, i.e. nearly 21 millions US\$.



*Samho Crown*, Strait of Hormuz, October, 2009 © Knut Helge Schistad



*Silva* (ex-*Silba*). OMI 8325561. Tanker. Length 228 m, 15,002 t.

Deflagged from Liberia to St Kitts and Nevis for her last voyage as *Sil*. Classification society Bureau Veritas. Built in 1986 in Uljanik (Croatia) by Brodogradiliste 3 Maj. Detained in 2003 in Trieste (Italy), in 2005 in Guangzhou (China) and in 2006 in Singapore. Owned by Delfi SA (Greece). Acquired by Liberty Resources Inc registered in the Bahamas prior to her departure for demolition in Pakistan.



« *Sil* » in Gadani (Pakistan), August 6<sup>th</sup>, 2014 © Shahid

*Varada Blessing* (ex-*Dubai Titan*, ex-*Titan Virgo*, ex-*Folk Star*, ex-*Siam*). IMO 9039626. Tanker. Length 332 m, 38,115 t. Singapore flag. Classification society Det Norske Veritas. Double hull tanker built in 1993 in Okpo (South Korea) by Daewoo. Owned by Varada Ship Management Pte Ltd (Singapore). Sold for demolition in Pakistan. 494 US\$ per ton.



## Chemical tanker


**Gavros (ex-Zadar)**. IMO 8419178. Chemical tanker. Length 195 m, 10,670 t. Panamanian flag. Classification society



Bureau Veritas. Built in 1987 in Split (Croatia) by Brodosplit. Detained in 1998 in St John's (Canada), in 1999 in Milford Haven (United Kingdom), in 2001 in Guayanila (Puerto Rico), in 2004 in Houston (Texas, United States) and in 2007 in San Francisco (United States). Sold by her Greek Ship-owner to Lissome Marine Services LLC based in the United Arab Emirates prior to her departure for demolition in Pakistan and renamed *Nami*.



Pireus Port (Greece), July 2010 © Dlek / Marine Traffic

+  **Iballa G (ex-Tus, ex-Pertusola)**. IMO 7393418. Chemical tanker. Length 118 m. Panamanian flag, Maltese flag for her last voyage. Classification society RINA. Built in 1975 in Viareggio (Italy) by Benetti. Owned by Penn Lilac Trading SA (Spain). Detained in 1999 in Saint Malo (France) and in 2003 in Las Palmas (Spain). Sold for demolition in Turkey.



**Jin Hai Lian (ex-Jin Hai 1, ex-Hua Yun 3, ex-Feoso Concillor)**. IMO 8322911. Chemical tanker. Length 90 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Nagasaki (Japan) by Hayashikane. Owned by Shanghai Jinhai Shipping & Trading (China). Sold for demolition in China.

**Mercur (ex-Jo Birk)**. IMO 8000915. Chemical tanker. Length 175 m, 10,800 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Bergen (Norway) by Bergens MV. Owned by Salhus Shipping AS (Norway). Detained in 2012 in Chennai (India). Sold for demolition in India. 800 US\$ per ton including 1600 t of stainless steel. The most expensive ship of the trimester.



*Mercur*, in Rotterdam (Netherlands), May 2014 © Hannes van Rijn

**Napht Al Yeman 19 (ex-Alioth Star, ex-Alioth, ex-Kobuleti, ex-Bolshevik Kamo)**. IMO 8207032. Chemical tanker. Length 151 m, 5,984 t. Panamanian flag. Classification society International Register of Shipping. Built in 1985 in Split (Croatia) by Brodosplit. Owned by Overseas Shipping & Stevedoring (Yemen). Detained in 2004 in Quebec (Canada). Sold for demolition in Pakistan.



**Palma Agri Satu (ex-Chem Pollux, ex-Samho Cygnus, ex-Stolt Durham, ex-Stolt Trader, ex-Botany Trader)**. IMO 9047544. Chemical tanker. Length 140 m, 4,599 t. Indonesian flag. Classification society Det Norske Veritas. Built in 1995 in Viareggio (Italy) by Esercizio. Owned by Taruna Cipta Kencana (Indonesia). Detained in 2008 in Antwerp (Belgium) and Hamburg (Germany), in 2010 in Antwerp again and in 2012 in Haldia (India) and Xiamen (China). Sold for demolition in India.





*Ragga* (ex-*Iran Bahonar*, ex-*Cleon*). IMO 8003357. Chemical tanker. Length 176 m, 9,962 t. Deflagged from Iran to Comoros for her last voyage as *Magnum*. Classification society Russian Maritime Register of Shipping. Built in 1983 in Pula (Croatia) by Uljanik. Owned by IRISL (Iran). Sold for demolition in India. 502 US\$ per ton.



*Theresa Antarctic* (ex-*Sitakathrine*, ex-*Burwain Atlantic*, ex-*Nordflex*). IMO 8420608. Chemical tanker. Length 229 m, 14,910 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1986 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2010 in Zhangjiagang (China) and in 2012 in Rotterdam (Netherlands). Sold for demolition in India. 510 US\$ per ton.



*Theresa Antarctic*, homeport Funafuti, leaving Rotterdam (Netherlands), July 2011 © **Aleksi Lindström**

## Gas tanker

*Mores* (ex-*Gaz Fortune*, ex-*Pretty Lady*, ex-*Happy Lady*, ex-*Pugliola*, ex-*Jade Star*). IMO 9013696. Gas tanker. Length 112 m, 4,027 t. Marshall Islands flag. Classification society RINA. Built in 1994 in La Spezia (Italy) by I.N.M.A.. Owned by Lumaship Srl (Italy). Sold for demolition in Turkey. 290 US\$ per ton.



*Song Tai Shan 5* (ex-*Zhao Shang ER*, ex-*Kaiho Maru*). IMO 8317382. Gas tanker. Length 62 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Honai (Japan) by Shirahama. Owned by Shanghai Huachen Co Ltd (China). Sold for demolition in China.

## Heavy load carrier

*Sky Oceanus* (ex-*Dock Express 10*, ex-*Dock Express France*, ex-*Dock Express 10*). IMO 7716476. Heavy load carrier. Length 154 m, 5,669 t. Panamanian flag. Unknown classification society. Built in 1979 in Heusden (Netherlands) by Verolme. Owned by Tianjin Centrants Shipping Management Co (China). Sold for demolition in Bangladesh.



*Sky Oceanus*, Singapore, December 2012  
© **Gerolf Drebes**



© **Marine Traffic**

## Wanted notice



Robin des Bois is trying to identify this mystery ship, beached for demolition in Gadani, Pakistan, on August 8<sup>th</sup>, 2014.

Freshly renamed *Hassan 1*, her IMO number cannot be read; this name is unknown to maritime databases. The ship's lightweight would be 7,101 t. One of her previous name seems to be ending with the word « *Bulker* ».



*Hassan 1*, beached in Gadani © Shahid

## Bulk carrier

*ABM Challenger* (ex-*Ocala*, ex-*Leo T*, ex-*Santa Maria*). IMO 9032068. Bulk carrier. Length 187 m, 8,085 t. Belize flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Tianjin (China) by Tianjin Xingang. Owned by Mallah Ship Management Co (Greece). Detained in 2010 in Antwerp (Belgium) and in 2012 in Gdynia (Poland). Sold for demolition in Pakistan, 497 US\$ per ton.



*Adventure* (ex-*Federal Venture*, ex-*Northern Venture*). IMO 8806852. Bulk carrier. Length 177 m, 7,012 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Tsu (Japan) by NKK. Owned by Pendulum Shipmanagement Inc (Greece). Sold for demolition in Pakistan. 490 US\$ per ton.





*Federal Venture*, March 25<sup>th</sup>, 2008, Port Alfred (Canada)  
© **Michell / Shipspotting**



*Adventure*, September 9<sup>th</sup>, 2014, Gadani Beach (Pakistan) © **Shahid**

*AK Brother* (ex-*Callioe Patronicola*). IMO 8315229. Bulk carrier. Length 183 m, 6,660 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1985 in Shimizu (Japan) by Nippon Kokan. Owned by Ceren Denizcilik (Turkey). Detained in 2013 in Piraeus (Greece). Sold for demolition in Bangladesh. 496 US\$ per ton.



★  *Ameera* (ex-*Habibe Ana*, ex-*Kelvin Challenge*, ex-*Vorras*, ex-*Philippine Vinta*,  ★ ex-*Western Jay*). IMO 8309464. Bulk carrier. Length 186 m, 8,206 t. Deflagged from Indonesia to Panama for her last voyage as *Sevenkar*. Classification society International Register of Shipping. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Pacmar Shipping Pte Ltd (Singapore). Detained in 2001 in A Coruña (Spain), in 2004 in Geraldton (Australia), in 2010 in Ningbo (China) and in 2011 in Zhanjiang (China). Sold for demolition in Bangladesh. 460 US\$ per ton including 250 t of bunkers.



*Amira Nadia* (ex-*Maro L.*). IMO 8312057. Bulk carrier. Length 190 m, 9,090 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by El-Amira for Maritime Agencies Co (Egypt). Sold for demolition in Pakistan. 482 US\$ per ton.



*Maro L* leaving Liverpool (United Kingdom), July 2013  
© **Malcolm Cranfield**



*Amira Nadia*, ex-*Maro L*, in Gadani (Pakistan) © **Shahid**

*APJ Suryavir* (ex-Maritime Light). IMO 8902151. Bulk carrier. Length 225 m, 10,565 t. Indian



flag. Classification society Indian Register of Shipping. Built in 1990 in Imari (Japan) by Namura. Owned by Apeejay Shipping Ltd (India). Detained in 2002 in Vostochny (Russia), in 2005 in Bunbury (Australia), in 2009 in Albany (Australia) and in 2012 in Yantai (China). Sold for demolition in Bangladesh. 495 US\$ per ton.



*APJ Suryavir*, anchored in Paranaguá (Brazil), May 2010 © Cleverson Ponijaleki de Paula

*Bao Shan Hai*. IMO 8919594. Bulk carrier. Length 226 m. Chinese flag. Classification society China Classification Society. Built in 1991 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO (China). Sold for demolition in China.

*Bao Zhong 218* (ex-Flag Emma, ex-Amstel, ex-Prime Condition, ex-Mint Condition, ex-Baron Trader, ex-Navios Trader, ex-Baron Trader, ex-Topaz). IMO 8710742. Bulk carrier. Length 224 m. Chinese flag. Classification society China Classification Society. Built in 1988 in Sasebo (Japan) by Sasebo HI. Owned by Fujian Guanhai Shipping Co Ltd (China). Detained in 1999 in New Orleans (United States), in 2000 in Incheon (South Korea) and in 2001 in East Providence (United States). Sold for demolition in China. 300 US\$ per ton.



*Bramco 2* (ex-Melbourne Majesty, ex-Trust Ethnos, ex-Pindar, ex-Front Merlin, ex-OBO Merlin, ex-NOR-OBO 5, ex-Ugland OBO 5). IMO 8315657. Ex combined carrier (OBO – Ore Bulk Ore) converted to bulk carrier. Length 207 m, 12,587 t. Panamanian flag. Classification society RINA. Built in 1984 in Uddevalla (Finland) by Uddevallavarvet. Owned by Bramco WLL (Bahrain). Detained in India in 2010 in Mundra, in 2011 in Pipavav and in 2014 in Hazira. Sold for demolition in Pakistan.



1985, OBO times  
*Ugland OBO 5*  
© Brian Fisher



2010, bulker times  
*Melbourne Majesty*  
© AAA / Shipspotting



2014, *Bramco 2*, Gadani (Pakistan) © Shahid →

*Brave Royal* (ex-Ken Pan, ex-Ken Lady, ex-Sealady II, ex-Sealuck IV, ex-Western Lion, ex-Seri). IMO 8312681. Bulk carrier. Length 176 m, 10,382 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2001 in Nordenham (Germany) and in 2003 in Belfast (United Kingdom). Sold for demolition in Bangladesh. 479 US\$ per ton.



*C Corsier* (ex-CSK Tribute, ex-Mineral Burgundy). IMO 9000936. Bulk carrier. Length 280 m, 19,160 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Sasebo (Japan) by Sasebo HI. Owned by Chang Myung Shipping Co Ltd (South Korea). Detained in 2010 in Dampier (Australia). Sold for demolition in Pakistan.



*Castillo de Guadalupe (ex-Doceorion)*. IMO 8020769. Bulk carrier. Length 218 m, 10,842 t. Brazilian flag. Classification society Bureau Veritas. Built in 1984 in Rio de Janeiro (Brazil) by Caneco. Owned by Elcano Navegacao (Brazil). Detained in 1999 in Rotterdam (Netherlands) and in 2004 in Hamburg (Germany). Lately used to carry bauxite ore from the State of Pará in the Northern Brazil, she was sailing along 1000 km on the Trombetas and the Amazone from Porto Trombetas down to Barcarena aluminium plant at the mouth of the river. Sold for demolition in Pakistan.



Porto Trombetas, Trombetas, Brazil  
© Espocabode.com



*Castillo de Guadalupe*, loading ore, April 2007 © Gilmacaco

*Castillo de San Pedro (ex-Thalassini Tyhi)*. IMO 9071820. Bulk carrier. Length 225 m, 10,624 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Koje (South Korea) by Samsung. Owned by Empresa Naviera Elcano SA (Brazil). Detained in 2002 in Hay Point (Australia). Sold for demolition in Bangladesh. 520 US\$ per ton including 750 t of bunkers.



*Elminda (ex-Lord G, ex-Ziemia Tarnowska, ex-Pomorze Zachodnie)*. IMO 8207795. Bulk carrier. Length 180 m, 6,622 t. Belize flag. Classification society Polish Register of Shipping. Built in 1985 in Avellaneda (Argentina) by Astilleros Alianza. Owned by ETC International Sea Transportation Trading Ltd Co (Turkey). Sold for demolition in Pakistan. 507 US\$ per ton including 600 t of bunkers.



*Ziemia Tarnowska*, arriving Santos (Brazil), June 2012 © Guilherme Z. Secatto



*Elminda* in Gadani (Pakistan) © Shahid

*Enarxis (ex-Katarina, ex-Moondance, ex-Tamar, ex-Annou, ex-Van Trader)*. IMO 8400452. Bulk carrier. Length 175 m, 7,142 t. St Vincent and Grenadines flag. Classification society Bureau Veritas. Built in 1986 in Aioi (Japan) by Ishikawajima-Harima. Owned by Pikey Navigation SA (Greece). Detained in 2010 in Royal Portbury (United Kingdom). Sold for demolition in Bangladesh.





*Everwin* (ex-*Emerald Sky*, ex-*Hoyo*, ex-*Hoyo Maru*). IMO 8702147. Bulk carrier. Length 225 m, 10,857 t. Panamanian flag. Classification society RINA. Built in 1988 in Numakuma (Japan) by Tsuneishi. Owned by Fujian Hengfeng Shipping Co Ltd (China). Detained in 2014 in Ningbo (China). Sold for demolition in Bangladesh. 499 US\$ per ton.



After loading coal in Adang Bay (Indonesia), August 2014  
© Nasution

*Fu Zhou Hai*. IMO 9055981. Bulk carrier. Length 225 m, 12,194 t. Chinese flag. Classification society China Classification Society. Built in 1995 in Shanghai (China) by Hudong. Owned by COSCO (China). Sold for demolition in China.


*G. Inebolu* (ex-*Bolu*). IMO 7389833. Bulk carrier. Length 154 m, 5,258 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Camialti (Turkey) by Denizcilik Camialti. Owned by Manta Denizcilik Nakliyat ve Ticaret Ltd (Turkey). Detained in 2000 in Hamburg (Germany), in 2003 in Bremen (Germany), in 2006 in Yuzhnyy (Ukraine), in 2012 in Haifa (Israel) and in 2014 in Novorosiysk (Russia). Sold for demolition in India. 490 US\$ per ton.



*G Inebolu*, in Istanbul (Turkey), September 2012 © Peter Fox

*Get Wang* (ex-*Aliki L*, ex-*Chettinad Prince*, ex-*Star Centaurus*, ex-*Jovian Laurel*). IMO 8323941. Bulk carrier. Length 183 m, 7,375 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Jackson Shipping (Taiwan); Detained in 2002 in Qinhuangdao (China) and in 2014 in Vanino (Russia). Sold as is in Taiwan for an unknown destination of demolition. 435 US\$ per ton.



 *GH Resources* (ex-*Ullswater*). IMO 8806486. Bulk carrier. Length 266 m, 15,305 t. Deflagged from Hong Kong to Comoros for her last voyage as *Resource*. Classification society Lloyd's Register of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Union Apex Shipping Co Ltd (China). Detained in 2013 in Newcastle (Australia). Sold as is in Hong Kong for demolition in Pakistan. 467 US\$ per ton including 350 t of bunkers.



*Glorious* (ex-*Lion*, ex-*Sanmar Pioneer*, ex-*Rubin U*, ex-*Amor Amor*). IMO 8501048. Bulk carrier. Length 183 m, 7,017 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Mizushima (Japan) by Sanoyas Corp. Owned by Jia Mao Maritime Co Ltd (China). Detained in 2003 in Royal Portbury (United Kingdom). Sold for demolition in Bangladesh.



*Glorious*, in Singapore, November 2013 © Martin Klingsick

*Golden Huaren (ex-Braveheart, ex-Pacific Pluto)*. IMO 9009140. Bulk carrier. Length 247 m, 16,659 t. Panamanian flag. Classification society RINA. Built in 1992 in Marugame (Japan) by Imabari Zosen; ex tanker converted in Bulk carrier in 2010. Owned by Jiangsu Huaxi Ship Management Co Lt (China). Detained in 2006 in Honolulu (Hawaii, United States), in 2011 in Guangzhou (China) and in 2012 in Xiamen (China). Sold for demolition in Pakistan.



Tanker times, Singapore, 2008 © Ivan Meshkov



Bulker times, South Africa, 2012 © Peter Terry-Lloyd



September 9<sup>th</sup>, 2014, Gadani (Pakistan) © Shahid

*Gui Shun (ex-Tolgam, ex-Lapithos, ex-Sea Wealth, ex-Eastern Royal)*. IMO 7908926. Bulk carrier. Length 146 m, 4,906 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1979 in Onishi (Japan) by Kurushima. Owned by Jackson Shipping (Taiwan). Detained in 1998 in Bremen (Germany), in 2004 in Gioia Tauro (Italy), in 2010 in Xiamen (China), in 2012 in Ningde (China) and in 2013 in Xiamen again. Sold for demolition in Bangladesh. 465 US\$ per ton.



*Hai Hao (ex-Pacific Rich, ex-Alfie, ex-Federal Pescadores, ex-Louisiana Mama)*. IMO 8501036. Bulk carrier. Length 183 m, 6,989 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Mizushima (Japan) by Sanoyas Corp. Owned by Hai Ling Shipping Ltd (China). Detained in 2003 in Eleusis (Greece) and in Miami (United States), in 2010 in Bandar Abbas (Iran) and in 2012 in Singapore and in Chennai (India). Sold for demolition in Bangladesh. 470 US\$ per ton.



*Halis Kalkavan (ex-Esmeralda I, ex-Esmeralda)*. IMO 8311144. Bulk carrier. Length 187 m, 8,139 t. Turkish flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Kalkavan Transport Denizcilik (Turkey). Detained in 1997 in Rotterdam (Netherlands), in 2000 in Murmansk (Russia), in 2001 in Rotterdam (Netherlands) and in 2009 in Brisbane (Australia). Sold for demolition in Pakistan. 472 US\$ per ton.



*Hanjin Gladstone*. IMO 8821620. Bulk carrier. Length 309 m, 25,767 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hanjin Shipping Co Ltd (South Korea). Detained in 2012 in Port Hedland



(Australia). Sold as is in Singapore for demolition in Bangladesh. 475 US\$ per ton.



*Hanjin Gladstone* arriving to load iron ore in Port Hedland (Australia), May 2008 © Tropic Maritime Photos



### Wanted notice

*Hassan 1*. Unknown IMO. Bulk carrier. 7,101 t. Beached for demolition in Pakistan on August 8<sup>th</sup>, 2014. See photos and wanted notice p 27

*Heng Tong 3* (ex-*Spar Eight*, ex-*Negros Victory*, ex-*Orchid II*). IMO 8118229. Bulk carrier. Length 189 m, 8,926 t. Panamanian flag. Classification society RINA. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Xintai International Shipping (China). Detained in 2001 in Bremen (Germany), in 2006 in Pyeongtaek (South Korea) and in Fremantle (Australia), in 2010 in Haikou (China) and in 2013 in Zhuhai (China). Sold for demolition in Pakistan. 493 US\$ per ton.



*Hong Wang 2* (ex-*Team Effort*, ex-*Parita*, ex-*Neo Helianthus*, ex-*Sanko Helianthus*).



IMO 8308886. Bulk carrier. Length 185 m, 7,488 t. Panamanian flag. Classification society Isthmus Bureau of Shipping,. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by Global Peace Shipping Pte Ltd (China). Detained in 2011 in Xiamen (China). Sold for demolition in Bangladesh. 475 US\$ per ton.



*Hong Wang 2* in the Strait of Qiongzhou off Hainan Island, January 2014 © Gerolf Drebes

*Jimei Ruyi* (ex-*Amfialos*, ex-*Iolcos Grace*, ex-*Halla Grace*, ex-*Maritime Grace*). IMO 8811780. Bulk carrier. Length 224 m, 9,977 t. Panamanian flag. Classification society RINA. Built in 1990 in Maizuru (Japan) by Hitachi. Owned by Mentor Pacific Ltd (China). Detained in 2009 in Ningbo (China), in 2011 in Porto Torres (Italy), in 2012 in Kavkaz (Russia) and in 2013 in Ningbo again and then in Guangzhou (China). Sold for demolition in Pakistan. 492 US\$ per ton.



*Joyous Society*. IMO 9050254. Bulk carrier. Length 225 m, 9,543 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by COSCO (Hong-Kong, China). Sold for demolition in China by Xiasha Scrapyard.

*Kaghan* (ex-*Victory C*, ex-*Susan S*, ex-*Pantanasa*, ex-*Fortune*, ex-*Sweet Lady 1*, ex-*Gracious Lady*, ex-*Imari*). IMO 8513015. Bulk carrier. Length 226 m, 10,472 t. Pakistani flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Imari (Japan) by Namura. Owned by Pakistan National Shipping Corp (Pakistan). Detained in 2000 in A Coruña (Spain) and in 2006 in Abbot Point (Australia). Sold for demolition in Pakistan.



November 2010, on the Mississippi River (United States), © P Sullivan



August 30<sup>th</sup>, 2014, Gadani © Shahid

*Kai Tong* (ex-*Kanpur*). IMO 8321034. Bulk carrier. Length 189 m, 10,382 t. Panamanian flag. Classification society RINA. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by New United Marine Service Co (China). Detained in 2008 in Yeosu (South Korea) then in Tianjin (China). Sold for demolition in Pakistan. 494 US\$ per ton.



*Khadiza Jahan* (ex-Pontomedon, ex-Hedda, ex-Ocean Fighter). IMO 8318685. Bulk carrier. Length 185 m, 7,610 t. Bangladeshi flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Maizuru (Japan) by Hitachi. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2001 in Londres (United Kingdom), in 2003 in New Orleans (United States), in 2009 in Aviles and in Huelva (Spain), in 2011 in Vishakhapatnam (India), in 2013 in Tianjin (China) and in 2014 in Kandla (India). Sold for demolition in India. 490 US\$ per ton.



*Legiony Polskie*. IMO 8919611. Bulk carrier. Length 228 m, 13,361 t. Vanuatu flag. Classification society Polish Register of Shipping. Built in 1991 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by POLSTEAM (Poland). Sold for demolition in Pakistan. 486 US\$ per ton. Two other bulk carriers of the Polish ship-owner, *Szare Szeregy* and *Orleta Lwowskie*, have joined the Polish Legions on the Pakistani beach in September.



The Polish Legions




Beached in Pakistan © Shahid



© Hardlight / Vesseltracker

*Li Shan Hai*. IMO 8919609. Bulk carrier. Length 226 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Bulk (China). Detained in 2006 in Moji/Kitakyushu (Japan). Sold for demolition in China.



 *Lucky Ever* (ex-Nissaki, ex-Georgia, ex-Ken Wood, ex-Hoyo Maru, ex-Sun World). IMO 8323707. Bulk carrier. Length 160 m, 5,548 t. Deflagged from Panama to Palau for her last voyage as *Ever*. Classification society Panama Shipping Registrar. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Fujian Yongjia Shipping Co Ltd (China). Sold as is in Singapore for demolition in India. 430 US\$ per ton.



Carrying logs in New Zealand, port of Picton, South Island, June 1993 © Craig Feierabend

*Minxi* (ex-*Feroi*, ex-*Bugsy*, ex-*Jag Rupali*, ex-*Azur*, ex-*Violet Islands*). IMO 8220101. Bulk carrier. Length 189 m, 7,627 t. Panamanian flag. Classification society RINA. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Ever Glory Maritime (Hong Kong, China). Detained in 2010 in Tilbury (United Kingdom). Sold for demolition in Bangladesh. 470 US\$ per ton.



*Mitec* (ex-*Stellar Dream*). IMO 9000431. Woodchip carrier. Length 200 m, 9,112 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by Shanghai Anrita Shipping Co Ltd (China). Sold for demolition in Bangladesh. 480 US\$ per ton.



*Mitec* in Kaohsiung (Taiwan), November 2010 © Lo,Shih-Hau

*Omera I* (ex-*Tassos N*, ex-*Ballena*, ex-*Star Ballena*, ex-*Reina Ballena*). IMO 8412778. Bulk carrier. Length 190 m, 8,817 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1986 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Nobpac Ship Management Ltd (Bangladesh). Detained in 2001 in Kushiro (Japan), in 2011 in Fangcheng (China), in 2012 in Bandar Abbas (Iran) and Zhenjiang (China) and in 2013 in Nanjing (China). Sold for demolition in Bangladesh.



*Orleta Lwowski*. IMO 8813960. Bulk carrier. Length 228 m, 13,361 t. Vanuatu flag. Classification society Polish Register of Shipping. Built in 1991 in Copenhagen (Denmark) by B&W Skibsvaerft. Sistership of *Legiony Polskie* (p 34) and *Szare Szeregi* (p 39). Owned by POLSTEAM (Poland). Sold for demolition in Pakistan. 497 US\$ per ton.



*Orleta Lwowski* loading coal, Holenderskie Quay in Gdynia (Poland), August 2013 © Lukasz Blaszcak

*Oryx M* (ex-*Ellenita*, ex-*Golden Topaz*, ex-*Samar Sampaguitta*, ex-*Diamond Azalea*, ex-*New Azalea*, ex-*Sanko Azalea*). IMO 8307363. Bulk carrier. Length 190 m, 7,778 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Mallah Ship Management Co Ltd (Greece). Detained in 2004 in Amsterdam (Netherlands), in 2005 in Aliaga (Turkey) and in 2013 in Chah Bahar (Iran). Sold for demolition in Pakistan. 505 US\$ per ton.



*Pacific Endeavor*. IMO 9036820. Bulk carrier. Length 185 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Sold for demolition in China by Civet Guandong.

*Pacific Paradise*. IMO 9036820. Bulk carrier. Length 225 m, 10,061 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Sold for demolition in China. 327 US\$ per ton.

*Pacific Paradise*, January 2008, in Adang Bay (Indonesia) © **Nasution**



*Pacific Prospect*. IMO 9036818. Bulk carrier. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Sold for demolition in China.

*Pacific Wisdom*. IMO 9001801. Bulk carrier. Length 180 m, 6,744 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Oshima (Japan) by Oshima SB. Owned by Ming Wah Shipping Co Ltd (Hong Kong, China). Detained in 2006 in Butzfleth (Germany). Sold for demolition in Xinhui, China.



*Panagiotis D* (ex-Chinese Phoenix, ex-Ark Fortune, ex-North Fortune). IMO 9013268. Bulk carrier. Length 225 m, 9,532 t. Maltese flag. Classification society Bureau Veritas. Built in 1991 in Marugame (Japan) by Imabari Zosen. Owned by



Delta International Shipping Co (Greece). Detained in 2009 in Kwinana (Australia) and in 2013 in Guangzhou (China). Sold for demolition in Bangladesh. 505 US\$ per ton.



*Panagiotis D* berthed in Muscat, Port Sultan Qaboos (Oman), March 2011 © **Gianpaolo**

*Peng Wei* (ex-Bright Days, ex-Garnet). IMO 8806890. Bulk carrier. Length 224 m, 9,724 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Sasebo (Japan) by Sasebo H.I.. Owned by COSCO (China). Sold for demolition in China.

*Peng Wen* (ex-Salusnavis). IMO 8319512. Bulk carrier. Length 185 m, 8,840 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Sasebo (Japan) by Sasebo H.I.. Owned by COSCO (China). Sold for demolition in China.

*Pioneer* (ex-Canadian Pioneer). IMO 7925613. Bulk carrier. Length 222 m, 10,830 t. Vanuatu flag. Classification society Lloyd's Register of Shipping. Built in 1981 in St Catherines (Canada) by Seaway Marine & Industrial. Owned by CSL International (United States). Sold for demolition in Turkey.

*Princess Vanya* (ex-*Rio Lerma*, ex-*Princess Vanya*, ex-*Western Triumph*, ex-*Western Trader*). IMO 8801008. Bulk carrier. Length 225 m, 9,074 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Mizushima (Japan) by



Sanoyas Corp. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2001 in Hay Point (Australia). Sold for demolition in India. 514 US\$ per ton.




*Princess Vanya*, loading in Guaymas, Mexico, April 2011 © Ray J. Ordano

*Progress* (ex-*Federal Progress*, ex-*Northern Progress*). IMO 8806864. Bulk carrier. Length 177 m, 7,012 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Tsu (Japan) by NKK. Owned by Pendulum Shipmanagement Inc (Greece). Detained in 2002 in Quebec (Canada). Sold for demolition in Pakistan.



*Qing Hua Shan* (ex-*Da Qing 91*, ex-*Land Angel*, ex-*Da Qing 91*). IMO 8600791. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Shanghai (China) by Hudong Shipyard. Owned by China Shipping Tanker Co LTD (China). Detained in 2000 in Long Beach (United States). Sold for demolition in China.



 *Roula* (ex-*Ocean Trader*, ex-*Aristidis D*, ex-*Van Warrior*). IMO 8110186. Bulk carrier. Length 183 m, 8,348 t. Deflagged from Panama to Tanzania for her last voyage. Classification society Isthmus Bureau of Shipping. Built in 1983 in Usuki (Japan) by Minami-Nippon. Detained in 1999 in Novorossiysk (Russia), in 2000 in Brisbane (Australia) and in 2001 in Port Hedland (Australia). Sold by son Greek ship-owner Mediterranean Maritime Services Ltd to Orange Walk Corp, a Panama-based shell just prior to her departure for demolition in Pakistan. 481 US\$ per ton.



*Roula*, port of Santos (Brazil), February 2012 © Rogério Cordeiro

*S Champ* (ex-*C Champ*, ex-*Ken Pleaides*, ex-*New Pleaides*, ex-*New Proncesa*, ex-*Sanko Princesa*). IMO 8307088. Bulk carrier. Length 179 m, 7,189 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Kawajiri (Japan) by Kanda Zosenho. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 1999 in Tarragona (Spain), in 2003 in Ravenna (Italy) and in 2008 in Ghent (Belgium). Sold for demolition in Bangladesh.





*Sakhalin (ex-Ziemia Zamojska)*. IMO 8207745. Bulk carrier. Length 180 m, 6,622 t. Belize flag. Classification society Inclamar. Built in 1984 in Avellaneda (Argentina) by Alianca. Owned by Sadent Shipping Ltd (Ukraine). Detained in 2014 in Rotterdam (Netherlands). Sold for demolition in Pakistan. 481 US\$ per ton.



*Sakhalin* berthed in the port of Castellón (Spain), October 2012 © Manuel Hernández Lafuente

*Sea Baisen*. IMO 9125815. Bulk carrier. Length 172 m. Panamanian flag. Classification society China Classification Society. Built in 1998 in Tianjin (China) parTiankin Xingang. Owned by COSCO (China). Detained in 2009 in Murmansk (Russia). Sold for demolition in China.



*Serenade*. IMO 7116860. Bulk carrier. Length 101 m. Italian flag. Classification society RINA. General cargo carrier built in 1972 in Arnhem (Netherlands) by Arnheemsche; jumboized in 1992, lengthened from 97 to 101 m and converted to bulk carrier. Owned by Nuova Navi Service Srl (Italy). Detained in 1997 in Rotterdam (Netherlands), in 2004 in Eleusis (Greece), in 2005 in Koper (Slovenia) and in 2014 in Mersin (Turkey) and in Iskenderun (Turkey). Sold for demolition in Turkey.



*Serenity* in Delfzijl (Netherlands), September 1988  
© Frits Olinga



*Serenade* in Pozzallo (Italy), March 2011  
© Yaniv

*Shadrokh (ex-Aerolite, ex-Delegate, ex-Iran Sadr)*. IMO 8320121. Bulk carrier. Length 190 m, 9,344 t. Iranian flag, Comorian flag for her last voyage as *Sam*. Classification society Bureau Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Rahbaran Omid Darya Ship Management (Iran). Detained in 2002 in Gladstone (Australia) and in 2003 in Antwerp (Belgium). Sold for demolition in India.



*Shariar Jahan (ex-Ocean Reliance, ex-Yare, ex-Muirfield, ex-Prospero, ex-Nan An, ex-Mei Kha Lar, ex-Trans Pioneer, ex-Ocean Diplomat)*. IMO 8323678. Bulk carrier. Length 188 m, 7,453 t. Bangladeshi flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Onishi (Japan) by Kurushima. Owned by Brave Royal Shipping Ltd (Bangladesh). Detained in 2000 in Newcastle (Australia), in 2012 in Nanjing (China) and in 2014 in Yangjiang (China). Sold for demolition in Bangladesh.



*Shekou Sea (ex-Topyield)*. IMO 9138927. Bulk carrier. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 1996 in Sasebo (Japan) by Sasebo H.I.. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

*Silica II (ex-A.V. Kastner)*. IMO 8605208. Bulk carrier. Length 159 m, 6,060 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Sold for demolition in India. 473 US\$ per ton.

*Sino Grace* (ex-Emerald Isle, ex-Prestige). IMO 8807454. Bulk carrier. Length 229 m, 14,302 t. Panamanian flag. Classification society RINA. Built in 1989 in Imari (Japan) by Namura. Owned by Brother Marine Co Ltd (China). Sold for demolition in Bangladesh.

*Sino Peace* (ex-Paschalis, ex-Paschalis D, ex-Alessandra d'Amato, ex-Century Hope). IMO 8217362. Bulk carrier. Length 223 m, 10,450 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Brother Marine Co Ltd (China). Detained in 1999 in Quebec (Canada), in 2010 in Gunsan (South Korea), in 2011 in Shantou (China) and in 2013 in Tianjin (China). Sold for demolition in Bangladesh. 479 US\$ per ton.



*Szare Szeregi*. IMO 8813958. Bulk carrier. Length 228 m, 13,575 t. Vanuatu flag. Classification society Polish Register of Shipping. Built in 1991 in Copenhagen (Denmark) by B&W Skibsvaerft; sistership of *Legiony Polskie* (p 34) and *Orleta Lwowskie* (p 35). Owned by Polska Zegluga Morska PP - Polsteam (Poland). Sold for demolition in Pakistan. 465 US\$ per ton.



Sold for demolition in Pakistan. 465 US\$ per ton.

*Szare Szeregi*, departing Gdansk (Poland), July 2011 © Lukasz Blaszczyk



*Teng Fei Hai*. IMO 9056935. Bulk carrier. Length 225 m, 11,958 t. Chinese flag. Classification society China Classification Society. Built in 1995 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Bulk (China). Sold for demolition in China.

*Tian Li Hai*. IMO 9158812. Bulk carrier. Length 270 m. Chinese flag. Classification society China Classification Society. Built in 1999 in Dalian (China) by Dalian New SB HI Co. Owned by COSCO Bulk (China). Sold for demolition in China.

*Tian Tan Hai*. IMO 8406432. Bulk carrier. Length 194 m, 8,304 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Osaka (Japan) by Osaka Zosenho. Owned by COSCO (China). Sold for demolition in China.

*Tianyanghai*. IMO 9137612. Bulk carrier. Length 289 m, 20,500 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 China. 300 US\$ per ton.



*Tianyanghai* in Singapore Strait, March 2012 © Bodolinsky

*Tuo Hai*. IMO 8220216. Bulk carrier. Length 190 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Osaka (Japan) by Osaka Zosensho. Owned by COSCO (China). Sold for demolition in China.

*Tuscarora Belle* (ex-*Anangel Dignity*, ex-*Sun Ray*, ex-*Sanko Antares*). IMO 8307600. Bulk carrier. Length 183 m, 7,447 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Mitsui (Japan) by Tamano. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Pakistan. 491 US\$ per ton including 450 t of bunkers.



Fujairah (United Arab Emirates), December 2011  
© Viktor



Gadani (Pakistan), August 6<sup>th</sup>, 2014 © Shahid →

*Wilson Split* (ex-*Reksnes*, ex-*General Valeriano*, ex-*Reksnes*). IMO 7411375. Bulk carrier. Length 104 m. Barbados flag. Classification society Bureau Veritas. Built in 1977 in Haugesund (Norway) by Lothe. Owned by Wilson Ship Management AS (Norway). Detained in 2006 in Gdynia (Poland) and in 2008 in Bremen (Germany). Sold for demolition in Turkey.



*Wintec* (ex-*Mulberry*). IMO 8716124. Woodchip carrier. Length 198 m, 9,410 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Marugame (Japan) by Imabari Zosen. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition in Bangladesh. 480 US\$ per ton.

*Xin Hai Zhou*. IMO 8909903. Bulk carrier. Length 128 m, 2,947 t. Cambodian flag. Classification society Union Bureau of Shipping. Built in 1989 in Akitsu (Japan) by Shin Kurushima. Owned by Ever Maru Shipping Co Ltd (China). Detained in 2011 in Yangjiang (China) and in 2013 in Tianjin (China). Sold for demolition in Bangladesh.



*Xing Peng Da* (ex-*Sun*, ex-*Pima*, ex-*Bel Air*, ex-*Ryozan Maru*). IMO 8220163. Bulk carrier. Length 225 m, 10,989 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Hong Sheng Da Shipmanagement (Hong Kong, China). Detained in 2002 in Hay Point (Australia) and in 2013 in Quanzhou (China). Sold for demolition in India. 490 US\$ per ton including 500 t of bunkers.




*Yu Lan Hai* (ex-*Sea Magnolia*, ex-*Moshill*, ex-*Beskydy*). IMO 8807210. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by COSCO Bulk (China). Detained in 2009 in Geraldton (Australia). Sold for demolition in China.



*Yu Lan Hai*, San Nicolas (Argentina), December 2010  
© Maxi Alonso




## General cargo

 *Adriatic Pearl* (ex-*Puffin Arrow*, ex-*Brierfield*, ex-*La Sierra*). IMO 7909877. General cargo. Length 183 m, 12,253 t. Deflagged from Bahamas to St Kitts and Nevis for her last voyage as *Pearl*. Classification society Lloyd's Register of Shipping. Built in 1981 in Gdynia (Poland) by Komuny Paryskiej. Detained in 2005 in Tianjin (China). Sold by her Cypriot ship-owner Ship Management & Transport to Twila Shipping Inc, a Liberia-based shell company just prior to her departure for demolition in Bangladesh. 480 US\$ per ton.



December 2012, Hook of Holland (Netherlands) © Pilot Frans

 *Agiantonis* (ex-*Hafnia*, ex-*Tramp Ship*, ex-*Leon Sif*). IMO 6711493. General cargo. Length 74 m. Deflagged from Togo to Sierra Leone for her last voyage. Unknown classification society. Built in 1967 in



Hoogezand (Netherlands) by Bodewes. Owned by Saria Shipping Co (Greece). Sold for demolition in Turkey.



*Agiantonis*, Porto Lagos (Greece), January 2009 © manolis



*Almortada* (ex-*Guney Em*, ex-*Blue Lagoon*, ex-*Ibn Khaldoun*, ex-*Chiaia Di Luna*, ex-*Chant*, ex-*Merchant Patriot*, ex-*Saronic*). IMO 7612395. General cargo. Length 127 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1979 in Porto Alegre (Brazil) by EBIN/So. Owned by Adco Sal (Lebanon). Detained in 2000 in Split (Croatia), in 2002 in Antwerp (Belgium), in 2011 in Castellon de la Plana (Spain) then in Nikolayev (Ukraine). Sold for demolition in Turkey.



*Amal* (ex-*Letfallay 4*, ex-*Taha 1*, ex-*Baltica*, ex-*San Pancracio I*, ex-*Baltica*, ex-*Scol Hunter*, ex-*Baltica*). IMO 7040994. General cargo. Length 88 m. Cambodian flag. Classification society Global Marine Bureau Inc. Built in 1971 in Neuenfelde (Germany) by Sietas. Owned by Alfamarine Shipping Co (Lebanon). Detained in 1997 in Zaandam (Netherlands), in 1998 in Arkhangelsk (Russia), in 1999 in Bremerhaven (Germany), in 2004 in Ploce (Croatia), in 2006 in Iskenderun (Turkey), in 2011 in Rijeka (Croatia), in 2012 in Iskenderun again and then Damietta (Egypt), in 2013 in Port Rio (Greece), Alexandria (Egypt) and Drapetsona (Greece) and in 2014 in Antalya (Turkey). Ship banned from European ports by the directive on Port State Control in January 2014. Bronze medallist on the substandard ships podium with 12 detentions. Sold for demolition in Turkey.



↑ December 1994, in Delfzijl (Netherlands), she already deserved detention © Frits Olinga

  *Arctic Star* (ex-*Tegra*, ex-*Akademik Glushko*). IMO 8603418. General cargo. Length 132 m, 4,174 t. Deflagged from Malta to Tuvalu for her last voyage as *Arctic T*. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gdansk (Poland) by Gdanska Stocznia. Sold by her Russian ship-owner Solchart Ltd Oy to Urizen Shipping Ltd, a British Virgin Islands-based shell company prior to her departure for demolition in India.



*Arm* (ex-*Maria Magdalena*, ex-*Continental Beta*, ex-*MSC Beirut*, ex-*Continental Beta*, ex-*Sintra*, ex-*Lux Baltic*, ex-*Aranjuez*, ex-*Isla de Tenerife*, ex-*Lucia de Perez*, ex-*Hvita*, ex-*Lucia de Perez*). OMI7826001. General cargo. Length 97 m, 1,649 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Meira (Spain) by Astilleros Construcciones Factoria De Meira. Owned by Ardis Co Ltd (Russia). Detained in 2009 in Nakhodka (Russia) and in 2010 in Akita (Japan). Sold for demolition in Bangladesh.



*Arm* at Plastun roads (Russia), May 2013 © Tsarik Ruslan

*Azizeh-F* (ex-*Anqing*, ex-*Rodach*, ex-*Umag Saint Malo*, ex-*Parkhaven*, ex-*Marlene S*). IMO 7611523. General cargo. Length 103 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1977 in Oldenburg (Germany) by Brand. Owned by Nereide Marine SA (Greece). Detained in 1998 in Setubal (Portugal), in 2006 in Busan (South Korea) and Izmir (Turkey), in 2008 in Novorossiysk (Russia) and Iskenderun (Turkey), in 2009 in Larnaca (Cyprus), in 2012 in Piraeus (Greece), in 2013 in Marina di Carrara (Italy) and in 2014 in Aliaga (Turkey). Sold for demolition in Turkey.



*Baltiyskiy-109*. IMO 7612515. General cargo. Length 95 m, 1,284 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Turku (Finland) by Laivateollisuus. Owned by Baltrechflot Ltd (Russia). Detained in 2010 in Corigliano Calabro (Italy), in 2011 in Lübeck (Germany), in 2013 in Vasteras (Sweden) and in 2014 in Nowy Port (Poland), Marina di Carrara (Italy) and Castellon de la Plana (Spain). Sold for demolition in Turkey.



*Bao An Cheng* (ex-*Kota Naga*). IMO 8316443. General cargo. Length 147 m, 5,377 t. Panamanian flag. Classification society China Classification Society. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

*Breadbox Acacia* (ex-*Dimos*, ex-*Aiolos I*, ex-*Seisbulk*, ex-*Allvang*, ex-*Marpol Gyda I*, ex-*Eide Rescue IV*, ex-*Kuhlung Tyksland*, ex-*Granitz*). IMO 8843862. General cargo. Length 90 m. Togolese flag. Classification society RINA. One of the 6 ships of the class 690 (projet 602) built in 1983 in Rostock (Germany) by Neptun VEB. Originally she was a tug and offshore support vessel serving the Navy of the ex German Democratic Republic and Wolgast Technical and Scientific Center (Wissenschaftlich-Technische Zentrum WTZ-18). One year after the German reunification, she was put for sale and left for Norway and a new career as a merchant cargo ship. Converted to general cargo carrier in 1995, then jumboized in 1999 and lengthened from 76 to 90 m. Owned by Breadbox Shipping Lines BV (Netherlands). Detained in 1997 in Szczecin (Poland), in 2003 in Aviles (Spain), twice in 2005 then in 2006 in Santa Cruz de Tenerife (Canary Islands, Spain) and in 2010 in Gemlik (Turkey). Sold for demolition in Turkey. See also the photos before / after in the chapter "The genetically modified ships", p 3.



After conversion: *Allvang* © Capt. Jan Melchers

*Builder Success* (ex-Captain N., ex-Peony Gold, ex-KashiwahanaMaru n°1). IMO 7916052.



General cargo. Length 92 m, 1,628 t. Malaysian flag. Unknown classification society. Built in 1979 in Imabari (Japan) by Higaki. Owned by Chong Fui Shipping (Malaysia). Detained in 2002 in Manila (Philippines). Sold for demolition in Bangladesh.



*Builder Success*, February 2007 © timbo2 / Marine Traffic

*Caraka Jaga Niaga III-3*. IMO 8712219. General cargo. Length 98 m, 1,900 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Jakarta (Indonesia) by PT.Pelita Bahari. Owned by Pt Tanjung (Indonesia). Sold for demolition in Bangladesh. 430 US\$ per ton.



*Caspian Wave* (ex-Zelenika, ex-Trader Bulk, ex-Celtic Challenger, ex-Argo Valour).

IMO 7435137. General cargo Length 92 m. Panamanian flag. Classification society RINA. Built in 1978 in Salamis (Greece) by Argo ; jumboized in 1997 and lengthened from 80 to 92 m. Owned by Cargo Maritime & Trading Ltd (Turkey). Detained in 2000 in Bergen (Norway) and Antwerp (Belgium), in 2005 in Fredrikstad (Norway), in 2007 in Cagliari (Italy), in 2008 in Mersin (Turkey), in 2011 in Poti (Georgie), twice in 2012 in Sotchi (Russia) and in 2014 in Berdiansk (Ukraine) and Trabzon (Turkey). Sold for demolition in Turkey.



*Aliaga* (Turkey), October 2011 © Big Edison / Marine Traffic



*Dandun* (ex-Altarek, ex-Wani Logger, ex-Logger, ex-Norrbotten, ex-Well Marlin, ex-Westerdiel, ex-Gastrikland, ex-Westerdiek). IMO 7430462. General cargo. Length 88 m. Moldovan flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Bergum (Netherlands) by Bodewes, J. Owned by Ranyus Navigation Ltd (Marshall Islands). Detained in 2010 in Bourgas (Bulgaria), in 2011 in Gemlik (Turkey) and in 2012 in Aliaga (Turkey). Sold for demolition in Turkey.



*Dandun*, in Mangalia (Romania), June 2014 © Adi Man



*Darfur*. IMO 7726574. General cargo. Length 149 m, 5,937 t. Sudanese flag, St Kitts and Nevis flag for her last voyage as *Regis*. Unknown classification society. Built in 1979 in Pula (Croatia) by Uljanik. Detained in 1998 in Antwerp (Belgium), in 1999 in Ghent (Belgium), in 2000 in Antwerp again, in 2005 in Alexandria and in Suez (Egypt), in 2006 and twice in 2007 in Safaga (Egypt), in 2008 in Suez again and in 2009 in Safaga again. Sold by her Sudanese ship-owner Sudan Shipping Lines to Fatimar Shipping Inc a Panama-based shell company just prior to her departure for demolition in India.



*Feng Kang Shan*. IMO 8400610. General cargo. Length 156 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shiogama (Japan) by Tohoku Shipbuilding. Owned by COSCOL (China). Detained in 2013 in Haiphong (Vietnam). Sold for demolition in China.



In Vitoria, (Brazil) April 2007 © vovashap

*Gunkul 1* (ex-*Bonnie M*, ex-*Global Tianjin*, ex-*Oksana*, ex-*Imvros*, ex-*Handy Prince*, ex-*Semsvann*, ex-*Handy Prince*, ex-*Ariana*, ex-*Venus Island*). IMO 7908744. General cargo. Length 151 m, 5,300 t. Thai flag. No classification society according to her last Port State Control. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Owned by Gunkul Trading & Agency Co Ltd (Thailand). Detained in 2003 in Las Palmas (Canary Islands, Spain), in 2005 in Incheon (South Korea) and Zhangjiagang (China), in 2006 in Durban (South Africa), in 2007 in Hong Kong (China) and Singapore and in 2008 in Yeosu (South Korea). Sold for demolition in Bangladesh.



*Hakula* (ex-*Sandra Marie*). IMO 8508929. General cargo. Length 100 m, 2,201 t. Tonga flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Tomago (Australia) by Carrington. Owned by Mainstream Shipping (United Kingdom). Detained in 2002 in Sydney (Australia) and in 2003 in Tauranga (New Zealand). Sold for demolition in India.



*Hakula* in Hobart (Tasmania, Australia). January 2013 © Walter Pless

*Halima K* (ex-Sunlight K, ex-Sammarina 2, ex-Filioara). IMO 7806855. General cargo. Length 131 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Galati (Romania) by Galati SN. Owned by IM Marine Services Ltd (United Kingdom). Detained in 1999 in Lisbon (Portugal), in 2005 in Izmit (Turkey), in 2010 in Alexandria (Egypt) and in 2011 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Haroun* (ex-Rezik Y, ex-La Luna, ex-Ibn Badis). IMO 7211373. General cargo. Length 117 m. Cambodian flag. Classification society Global Marine Bureau Inc. Built in 1972 in Lübeck (Germany) by Orenstein Koppel. Owned by Gate Marine Co Ltd (Lebanon). Detained in 1999 in Antwerp (Belgium), in 2000 in Hamburg (Germany) and in Bilbao (Spain), in 2006 in Odessa (Ukraine), in 2007 in Novorossiysk (Russia), in 2008 in Limassol (Cyprus) and in Varna (Bulgaria), in 2009 in Larnaca (Cyprus), in 2011 in Kdz. Eregli (Turkey) and in 2014 in Mersin (Turkey). Sold for demolition in Turkey.



Haroun, 1999-2014



Port of Patra (Greece), April 2009 © Iason

*He Feng* (ex-Spring, ex-Springbok, ex-Reedbuck, ex-Good Faith, ex-Secil Kiaat, ex-Good Faith). IMO 7640354. General cargo. Length 144 m, 3,943 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1979 in Southwick (United Kingdom) by Austin & Pickersgill. In February 2004, she suffered a collision with *Gas Roman*. She was repaired despite heavy damages. Sold to Indonesian interests in 2005, she was acquired in 2008 by the Chinese Dalian Chain Star, her ultimate ship-owner. Detained in 2011 and 2013 in Taizhou (China). Sold for demolition in China. See photos and circumstances of the casualty, also page 1.



August 1997, SD 14 *Good Faith* in Antwerp (Belgium) © Gordon Dalzell

*Hong Hao* (ex-CMA CGM Nimba, ex-Clan Legionary, ex-P&O Nedlloyd Caribbean, ex-P&O Nedlloyd Douala, ex-Cielo Di Livorno, ex-Santa Margherita). IMO 9073232. General cargo. Length 182 m, 9,889 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1994 in Lübeck-Siems (Germany) by Flender. Owned by Hongyuan Marine Co Ltd (China). *Hong Hao* was already announced to be broken up in China at 335 US\$ per ton in June 2013 (Cf. [Ship-breaking # 32](#)). One year later, she was actually beached for demolition in Pakistan. 485 US\$ per ton including 200 t of bunkers, i.e. a profit of about 1,5 million US\$.



*Hong Hao*, on the Yangtze River, August 13<sup>th</sup>, 2013 © Crisco 37



August 19<sup>th</sup>, 2014, in Gadani (Pakistan) © Shahid

*Hong Peng* (ex-Santa Maddalena, ex-Delmas Bougainville, ex-P&O Nedlloyd Hawkes Bay, ex-P&O Nedlloyd Durban, ex-Nedlloyd Van Nassau, ex-Santa Maddalena). IMO 9073244. General cargo. Length 182 m, 8,900 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1994 in Lübeck-Siems (Germany) by Flender ; sistership de l'*Hong Hao* ci-dessus échoué au Pakistan. Owned by Hongyuan Marine Co Ltd (China). Detained in 2004 in Hong Kong (China). Sold for an unspecified destination of demolition, she eventually broke up with her sistership *Hong Hao* (See above) and was beached in India. 485 US\$ per ton including 200 t of bunkers.



*Ios Island* (ex-Jutland, ex-Denika, ex-Sea Merlan, ex-Merlan). IMO 7803475. General cargo. Length 77 m. Panamanian flag. Unknown classification society. Built in 1978 in Erlenbach (Germany) by Bayerische Shipbuilding. Detained in 2001 in Dordrecht (Netherlands). Sold for demolition in Turkey.



*Jenwin-II* (ex-Sino Asia 38, ex-Richfield, ex-Angela 68, ex-Gortene, ex-Alsixmar). IMO 7707085. General cargo. Length 97 m, 1,874 t. Malaysian flag. Unknown classification society. Built in 1978 in Vigo (Spain) by Barreras J. Owned by Chong Fui Shipping (Malaysia). Sold for demolition in Bangladesh.



At Kota Kinabalu, (Malaysia), March 2013 © Josef B.

*Ji Fa* (ex-J. Grace, ex-Epoch Ace). IMO 8914910. General cargo. Length 107 m, 2,652 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Imabari (Japan) by Higaki. Owned by Jiangsu Ocean Shipping Co Ltd - JOSCO (China). Detained in 2011 in Ho Chi Minh City (Vietnam). Sold for demolition in China.



*Jutta*. IMO 9225122. General cargo. Length 180 m, 9,427 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 2001 in Jiangyin (China) by Jiangsu Yangzijiang. Owned by MST Mineralien Schiffahrt Spedition und Transport GmbH (Germany). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan. 490 US\$ per ton.




Jutta, at Quebec (Canada), August 2012 © Marc Boucher



*Kale* (ex-Aegitna, ex-Iga, ex-Partner, ex-Ostepartner). IMO 7431727. General cargo. Length 92 m. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Neuenfelde (Germany) by Sietas. Owned by Deniz Tasimaciligi Hizmetleri Ltd Sti (Turkey). Sold for demolition in Turkey.



*King Brave* (ex-Rukai, ex-Shun-Ei I, ex-Shun-Ei Maru). IMO 8125533. General cargo. Length 160 m, 7,208 t. St Vincent and Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by Nanjing KingShip Management Co (China). Detained in 2009 in Kandla (India). Sold for demolition in India. 509 US\$ per ton.







*King Merry* (ex-*Futami*, ex-*Chilean Express*, ex-*ALS Express*, ex-*Chilean Express*, ex-*T.A. PathfIndiar*, ex-*Chilean Express*, ex-*Rickmers Tianjin*, ex-*Kriti Silver*). IMO 8412546. General cargo. Length 147 m, 5,489 t. St Vincent and Grenadines flag. Classification society RINA. Built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by Nanjing King Ship Management Co (China). Detained in 2004 in Hong Kong (China), in 2005 in Istanbul (Turkey), in 2009 in Gwangyang (South Korea) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 509 US\$ per ton. 




*Laila Queen* (ex-*Thor Sea*, ex-*Burgos*, ex-*Cienvik*, ex-*Bahia de Cienfuegos*). IMO 8311390. General cargo. Length 149 m, 4,950 t. Belize flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Sestao (Spain) by AESA. Owned by Judi Group JKM (Lebanon). Detained in 2007 in Safaga (Egypt), in 2013 in Tripoli (Lebanon) and in 2014 in Piraeus (Greece). Sold for demolition in India. 494 US\$ per ton including 125 t of bunkers.  



*Laila Queen*, anchored off Tripoli (Lebanon), August 2013 © **Muhsen Hussein**

*Linda* (ex-*Norun*, ex-*Marine Trader*, ex-*Gimo Trader*, ex-*Gimo Celtica*, ex-*Dandness*, ex-*Ringen*, ex-*Laxfoss*, ex-*Hofsa*, ex-*Bonaventure II*, ex-*Atlantic King*, ex-*Shaikah Al Quraichi*, ex-*Atlantic King*, ex-*Nad King*, ex-*Korneuburg*). IMO 7210874. General cargo. Length 90 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1972 in Korneuburg (Austria) by Korneuburg SW. Owned by Rolf Wagle AS (Norway). Sold for demolition in Grenaa, Denmark.  



*Maria 1* (ex-*Maria*, ex-*Nauticas Mexico*). IMO 7926370. General cargo. Length 151 m. Deflagged from Panaman to Sao Tome for her last voyage. Unknown classification society. Built in 1981 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Green Ocean Management Corp (Panama). Sold for demolition in Turkey.  

*Masar Trade* (ex-*Opal*, ex-*Favorit*, ex-*Carolyn*, ex-*Beeco America*, ex-*Colombus Niugini*, ex-*Beeco America*, ex-*Bernardo de Zamacola*, ex-*Isla Jambeli*, ex-*Maria Ines*, ex-*Bernardo de Zamacola*). IMO 7826661.   

Marchanidses diverses. Length 131 m, 3,747 t. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1981 in Gijon (Spain) by Juliana Gijonesa. Owned by Costalina General Trading (United Arab Emirates). Detained in 2004 in Aarhus (Denmark), in 2008 in Gdynia (Poland) and in 2009 in Bayonne (France). Sold for demolition in India.

*Masar Trade* departing Bosaso (Somalia), October 2012 © **J Brodersen**



*Matilda* (ex-*Keihoku Maru*). IMO 8503709. General cargo. Length 102 m, 2,003 t. Cambodian flag. Classification society Union Bureau of Shipping. Built in 1985 in Akitsu (Japan) by Taihei Kogyo. Owned by Dalian Everbest International Shipping Management Co Ltd (China). Detained in 2010 in Masan (South Korea) and in 2012 in Incheon (South Korea). Sold for demolition in Bangladesh.  

*Med Prince* (ex-*Blue Baby*, ex-*MTC Runner*, ex-*Beata Leonhardt*, ex-*May Carp*, ex-*Lansing Ace*). IMO 7322196. General cargo. Length 110 m. Tanzanian flag.. Classification society Korea Classification Society. Built in 1973 in Hashihama (Japan) by Hashihama Zosen. Owned by IMS Hellenic Co (Greece). Detained in 2001 in Bilbao (Spain), in 2003 in Saint-Nazaire (France), in 2005 in Samsun (Turkey), in 2006 in Aliaga (Turkey), in 2007 in Izmit (Turkey), in 2009 in Damietta (Egypt) and in Novorossiysk (Russia), in 2011 in Novorossiysk again, in 2013 in Canakkale (Turkey) and in Alexandria (Egypt) and in 2014 in Iskenderun (Turkey). Sold for demolition in Turkey.



*Meratus Spirit 2* (ex-*Tiger Spirit*, ex-*Guttermann*, ex-*Albonica*, ex-*Camilo Cienfuegos*). IMO 8602751. General cargo. Length 148 m, 5,422 t. Indonesian flag. Classification society Germanischer Lloyd. Built in 1989 in Shanghai (China) by Shanghai Shipyard. Owned by Meratus Line (Indonesia). Sold for demolition in Bangladesh and beached as *Spirit*

*Nadeen* (ex-*Tough Trader*, ex-*Pangani*, ex-*Rio B*, ex-*Piva*, ex-*Belloc*). IMO 7614771. General cargo. Length 144 m, 3,806 t. Deflagged from Panama to Tanzania for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill ; ex-*Belloc*, SD 14 class, like the *He Feng* (see pp 1 and 45). Detained in 2003 in Hong Kong (China), in 2009 in Aliaga (Turkey) and in 2010 in Bushire (Iran). Sold for demolition in Pakistan. 459 US\$ per ton.



SD 14 *Belloc* in Tyne (United Kingdom)  
© Anthony Frost



August 19<sup>th</sup>, 2014, last days in Gadani (Pakistan)  
© Shahid

*Niamun Nasir* (ex-*Broadway*, ex-*Tong Li*, ex-*Palanca*, ex-*Mah Kim 1*, ex-*Maiden Gloria*). IMO 8421391. General cargo. Length 98 m, 2,051 t. Sierra Leone flag. Classification society Bureau Veritas. Built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by AK Ship Management & Services (Bangladesh). Detained in 2000 and 2003 in Guangzhou (China), in 2004 in Mokpo (South Korea) and in 2009 in Zhangjiagang (China). Sold for demolition in Bangladesh.



*Ocean Voyager* (ex-*Ocean Starlet*, ex-*Brinknes*, ex-*Ramon Aboitiz*, ex-*Brinknes*). IMO 9111216. General cargo. Length 134 m, 5,074 t. St Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1994 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Kaalbye Shipping Ukraine (Ukraine). Detained in 2002 in Kwinana (Australia), in 2008 in Alexandria (Egypt) and in 2011 in Puerto Cabello (Venezuela). Sold for demolition in India. 510 US\$ per ton.







*Palmira (ex-Avangard-1, ex-Ural, ex-Volgo-Balt 152)*. IMO 8230194. Length 114 m. Deflagged from Ukraine to Cambodia flag her last voyage. Classification society International Register of Shipping. Built in 1971 in Komarno (Slovakia) by Zavody Tazkeho Strojarsstva Shipyard. Owned by Fos Shipping Management Ltd (Russia). Detained in 1998 in Novorossiysk (Russia), in 1999 in Vyborg (Russia), in 2000 in Molfetta (Italy), in 2007 in Taganrog (Russia) and Samsun (Turkey), in 2012 in Eysk (Russia) and in 2014 in Sevastopol (Ukraine). Sold for demolition in Turkey.



*Paralos (ex-Capetan Costas, ex-Adra, ex-Bammen, ex-Sommen)*. IMO 6816865. General cargo. Length 84 m. Greek flag. Unknown classification society. Built in 1968 in Brake (Germany) by Lühring ; jumboized in 1973 and lengthened from 72 to 84 m. Owned by Paralos II Shipping Co (Greece). Sold for demolition in Turkey, 280 US\$ per ton.



*Ranyus (ex-Sarah, ex-Norsund, ex-Sarah, ex-Bremer Handel, ex-Sarah, ex-Sabine D, ex-Twiehausen, ex-Ibesca Algeria, ex-Ibesca Espana, ex-Twiehausen)*. IMO 7036606. General cargo. Length 88 m. Moldovan flag. Classification society Maritime Lloyd Georgia. Built in 1971 in Neuenfelde (Germany) by Sietas. Owned by Jaohar UK Ltd (United Kingdom). Detained in 2007 in Riga (Latvia), in 2008 in Southampton (United Kingdom) and in 2009 in Setubal (Portugal). Sold for demolition in Turkey.



*Regina G (ex-MGM n°3, ex-Camel Ace, ex-Yukai Maru n°7)*. IMO 8118736. Length 106 m, 1,826 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1982 in Anan (Japan) by Shinhama DY Co. Owned by Regal Co Ltd (Russia).



Detained in 2000 in Fushiki (Japan), in 2002 in Kawasaki (Japan), in 2006 in Moji/Kitakyushu (Japan), in 2008 in Pyeongtaek (South Korea), in 2010 and 2011 in Yokkaichi (Japan), in 2012 in Nagoya (Japan) and in Fushiki again and in 2013 in Nagoya again and then in Ulsan (South Korea). Sold for demolition in Bangladesh.

*Regina G* in Nakhodka (Russia), September 2009  
© VVG / Marine Traffic

*Rui Heng Star (ex-Wan Sheng, ex-Brighton, ex-Mulberry, ex-Kuwana Maru)*. IMO 8210235. General cargo. Length 106 m, 2,398 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Kochi (Japan) by Kochi Kaisei. Owned by Rewell Ocean Shipping Ltd (China). Detained in 2006 in Busan (South Korea), in 2007 in Incheon (South Korea) and in 2013 in Quynhon (Vietnam). Sold for demolition in Bangladesh.



*S Ace (ex-BJ Ace, ex-Isabella, ex-Shine Star, ex-Engi Ace)*. IMO 8912273. General cargo. Length 106 m, 2,579 t. South Korean flag, Comorian flag for her last voyage as Ace. Classification society Korean Register of Shipping. Built in 1990 in Hakata (Japan) by Murakami Hide. Detained in 2004 in Hong Kong (China) and in 2011 in Ho Chi Minh City (Vietnam). Sold by her South Korean ship-owner just prior to her departure for demolition au Bangladesh.



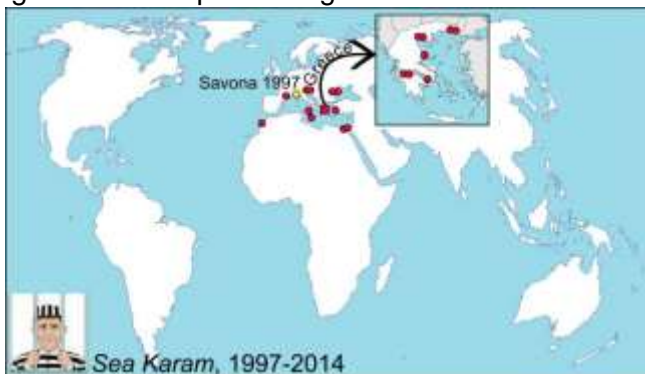
*SDK Spain (ex-Sea Box, ex-Gorch Fock, ex-RMS Scotia, ex-Gorch Fock)*. IMO 8602000. General cargo. Length 74 m. Danish flag. Classification society Germanischer Lloyd. Built in 1986 in Papenburg (Germany) by Surken. Owned by Venus Shipping ApS (Denmark). Sold for demolition in Turkey.



*Sea Karam* (ex-*Baraket Alrahman*, ex-*Terek Al Saad*, ex-*Altsi Juliana*, ex-*Apollon*, ex-*Evita*, ex-*Cabo S Vicente*, ex-*Luso Vouga*, ex-*Miami Super*, ex-*Fer Balear*). IMO 7387201. General cargo. Length 82 m. Togolese flag.



Classification society Dromon Bureau of Shipping. Built in 1976 in Bilbao (Spain) by Astillero del Cadagua. Owned by Faros Shipping Co (Lebanon). Detained in 1997 in Savona (Italy), in 1998 in Volos (Greece), Eleusis (Greece) and Port-la-Nouvelle (France), in 1999 in Thessaloniki (Greece), in 2000 in Piraeus (Greece) and in Alexandroupolis (Greece), in 2005 in Thessaloniki again then in Aliaga (Turkey) and Valletta (Malta), in 2006 in Koper (Slovenia), Pozzalo (Italy), Patras (Greece), Constanta (Romania), Casablanca (Morocco) and again in Alexandroupolis, in 2007 in Koper again, in 2008 in Alexandria (Egypt) and again in Patras, in 2011 in Alexandria again and in 2014 in Constanta again. With **21 detentions**, she wins the gold medal for substandard ship this trimester and sets the highest record so far registered in Ship-breaking. Sold for demolition in Turkey.



*Sea Sunny* (ex-*Worldline 2*, ex-*Ocean Forest*, ex-*Laguna 2*, ex-*Baja California*). IMO 8402462. General cargo. Length 107 m, 2,137 t. Thai flag. No classification society according to the last Port State Control. Built in 1984 in Akitsu (Japan) by Taihei Kogyo. Owned by Sang Thai Shipping Co Ltd (Thailand). Detained in 2002 and twice in 2003 in Hong Kong (China) and in 2006 in Shanghai (China) and in Zhenjiang (China). Sold for demolition in Bangladesh. 430 US\$ per ton.



*Sea Worker* (ex-*Leja*, ex-*Krasnoborsk*). IMO 7006211. General cargo. Length 102 m, 1,978 t. Cambodian flag. Classification society Inclamar. Built in 1970 in Rauma (Finland) by Hollming Oy. Owned by Selet Marine Vanino Co Ltd (Russia). Detained in 2002 in Kushiro (Japan), in 2006 in Tianjin (China) and in 2009 in Taicang (China) and Niigata (Japan). Sold for demolition in Bangladesh. 445 US\$ per ton.



*Siraj* (ex-*Petsamo*, ex-*DFL Helsinki*, ex-*Cimbria*, ex-*Aros Freighter*, ex-*Frat 1*, ex-*Voline*). IMO 7517545. General cargo. Length 84 m. Tanzanian flag. Classification society International



Register of Shipping. Built in 1976 in Husum (Germany) by Husumer. Owned by United Marine Co Srl (Romania). Detained in 2006 in Canakkale (Turkey). Waiting to be broken up in Sulina (Romania) in the Danube Delta.

*Siraj* at Sulina « ship-breaking yard » (Romania), August 2014. © Paul Ionescu

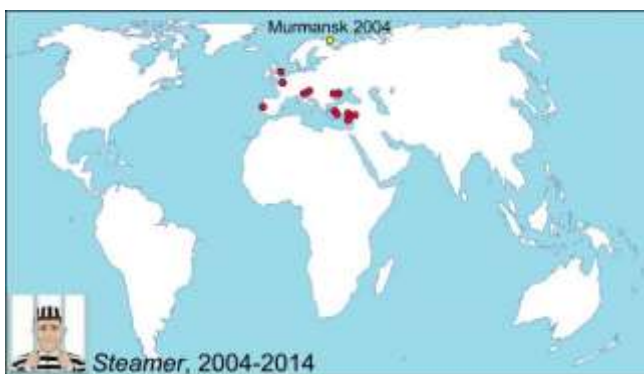
*Slavutich-9*. IMO 8857942. General cargo. Length 109 m, 1,300 t. Ukrainian flag. Classification society Russian River Register. Built in 1988 in Kiev (Ukraine) by Kiyevskiy SSZ. Owned by Ukrrichflot JSC (Ukraine). Detained in 2005 in Tulcea (Romania). Sold for demolition in Turkey.



*Soleil* (ex-Lady Jana, (ex-Samer M, ex-Transgulf, ex-Transmar II, ex-Toukba)ex-Tarfaya, ex-Lombok, ex-Fortuna). IMO 8300482. General cargo. Length 100 m, 2,420 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Detained in 2007 in Suez (Egypt), in 2009 twice in Suez again, in 2010 in Damietta (Egypt) and in 2011 in Novorossiysk (Russia). Sold for demolition in Pakistan. 453 US\$ per ton.



*Steamer* (ex-Lady Amneh, ex-Karina K, ex-Karina Kokoeva, ex-Heinrich Behrmann, ex-Bourgogne, ex-Komet I, ex-Saracen Prince). IMO 7431686. General cargo. Length 81 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1975 in Hamburg (Germany) by Norderwerft. Owned by El Reedy Shipping Agency (Egypt). Detained in 2004 in Murmansk (Russia) and in Hull (United Kingdom), in 2005 in Boulogne (France), in 2006 in Figueira da Foz (Portugal) and in Izmir (Turkey), in 2008 in Iskenderun (Turkey), in 2009 in Venice (Italy), Monfalcone (Italy) and Larnaca (Cyprus), in 2010 in Constanta (Romania), in 2012 in Mersin Turkey), in 2013 in Aliaga (Turkey) and in 2014 in Constanta again. Silver medalist on the substandard ships podium with 13 detentions. Sold for demolition in Turkey.



In Sulina (Romania), October 2011 © **Sirotencu Liviu**



*SV Nikolai* (ex-Burgas 3, ex-Burgas)). IMO 8518077. General cargo. Length 124 m. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1987 in Gijon (Spain) by Juliana Gijonesa. Owned by Seaborne Trade Ltd (Bulgaria). Detained in 2010 in Taranto (Italy). Sold for demolition in Turkey.



*Tae Dong Gang*. IMO 7738656. General cargo. Length 155 m. North Korean flag. Classification society Korea Classification Society. Built in 1976 in Nampo (North Korea) by Nampo Shipyard. Owned by Tae Dong Gang Sonbak Co Ltd (North Korea). Detained in 2013 in Lianyungang (China). Sold for demolition in China.



The North Korean *Tae Dong Gang* in Shanghai (China), August 2006 © **Michael Neidig**

*Thai Bright* (ex-Candia, ex-Cape York, ex-Candia, ex-Red Sea Encounter, ex-Candia, ex-Hanjin Candia, ex-Candia, ex-Red Sea Encounter, ex-Lyme Bay, ex-Candia). IMO 8310944. General cargo. Length 169 m, 7,780 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1984 in Kiel (Germany) by Howaldtswerke-DW. Owned by MSI Ship Management Pte Ltd (Singapore). Sold for demolition in India.



*Tokay Cillioglu* (ex-*Roubini II*, ex-*President*, ex-*Fiducia*, ex-*Tropical Carrier*, ex-*Leuvehaven* ex-*Snoekgracht*, ex-*Westaftrader*). IMO 7725312. General cargo. Length 80 m, 1,992 t. Turkish flag. Classification society Turk Loydu. Built in 1978 in Shimizu (Japan) by Miho. Owned by Cillioglu Denizcilik Nakliyat (Turkey). Detained in 1999 in Novorossiysk (Russia), in 2004 in Eleusis (Greece), in 2005 in Casablanca (Morocco) and Santa Cruz de Tenerife (Canary Islands, Spain) and in 2006 in Monfalcone (Italy). Sold for an unknown destination of demolition.



*Topaz II* (ex-*Pirgos*, ex-*Sea Patron*, x-*Alam Teguh*, ex-*Aran* ). IMO 7924839. General cargo. Length 146 m, 4,322 t. Tanzanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Chita (Japan) by Ishikawajima-Harima. Owned by Gulf of Aden Shipping (United Arab Emirates). Detained in 2004 in Baie Comeau (Canada), in 2008 in Tyne (United Kingdom) and in 2014 in Aqaba (Jordan). Sold for demolition in Pakistan.



September 2003, Flushing (Netherlands) © Gerolf Drebes



August 2014, Gadani (Pakistan) © Shahid

*Vallentina* (ex-*Professor Bubnov*). IMO 8328757. General cargo. Length 124 m, 2,995 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Navashino/Nizhny Novgorod (Russia) by Oka Navashino. Owned by Transyug Shipping Co Ltd (Ukraine). Detained in 2004 in Antwerp (Belgium), in 2007 in Constanta (Romania), in 2011 in Gemlik (Turkey) and in 2014 in Vasiliko (Cyprus) and in Ashdod (Israel). Sold for demolition in Turkey.



*Wilson Tana* (ex-*Husnes*, ex-*Hook Head*, ex-*Sumburgh Head*). IMO 7616224. General cargo. Length 111 m, 2,578 t. Maltese flag. Classification society Bureau Veritas. Built in 1977 in Hashihama (Japan) by Hashihama Zosen. Owned by Wilson Euro Carriers AS (Norway). Sold for demolition in Turkey. 355 US\$ per ton.



*Xian Hu* (ex-*Oriental Beauty*, ex-*Coral Queen*). IMO 8404381. General cargo. Length 118 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Pusan (South Korea) by Daedong SB. Owned by Shenzhen Shekou Shipping (China). Detained in 2001 in Kushiro (Japan). Sold for demolition in Jiangyin, China.



*Xiang Yun Hai* (ex-*Atalanta 1*, ex-*Atalanta*, ex-*Jinli*, ex-*Nippo Maru n°85*). IMO 8113724. Ex tanker converted to general cargo carrier in 2010. Length 106 m. Cambodian flag. Classification society Union Bureau of Shipping. Built in 1982 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Yantai Dahai Shipping Co Ltd (China). Detained in 2004 in Zhangjiagang (China), in 2012 in Qingdao (China) and in 2014 in Kushiro (Japan), Okinawa (Japan) and Taicang (China). Sold for demolition in China.



*Xin Hai Hao* (ex-*Pacific Sound*, ex-*Harukaze*). IMO 8217336. Ex tanker converted to general cargo carrier in 2008. Length 152 m, 4,645 t. Cambodian flag. Classification society Union Bureau of Shipping. Built in 1984 in Usuki (Japan) by Minami-Nippon. Owned by Tianjin Marine Shipping Co Ltd (China). Detained in 2000 in Vlaardingen (Netherlands), in 2002 in San Francisco (United States), in 2011 in Shanghai (China) and in Changshu (China), in 2012 in Yantai (China), in 2013 in Zhenjiang (China) and in 2014 in Yingkou (China). Sold for demolition in Bangladesh.



*Zakmar (ex-Furkan, ex-DR Ahmad, ex-Alsyta, ex-Alsydon, ex-Alsyta Smits)*. IMO 7712030. General cargo. Length 84 m. Moldovan flag. Classification society Bulgarski Koraben Registrar. Built in 1979 in Slikerveer (Netherlands) by De Groot & Van Vliet. Owned by IMS Hellenic Co (Greece). Detained in 2001 in La Spezia (Italy), in 2003 in Constanta (Romania), in 2004 in Koper (Slovenia), in 2006 in Cartagena (Spain) and Cagliari (Italy), in 2008 in Aliaga (Turkey) and in 2010 in Izmir (Turkey). Sold for demolition in Turkey.



*Zhong Shan Men (ex-Catharina Oldendorff, ex-Cape Conway, ex-Catharina Oldendorff, ex-Cape Keppel, ex-Catharina Oldendorff, ex-Luangwa Bridge, ex-Catharina Oldendorff, ex-Captain Cook, ex-Hyundai Con Seven)*. IMO 8124943. General cargo. Length 158 m, 7,347 t. St Vincent and Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Nanjing Ocean Shipping Co Ltd-NASCO (China). Sold for demolition in India. 473 US\$ per ton.

*Zhong Xiang (ex-Tasman Independence, ex-New Independence, ex-Abidjan Star I, ex-New Independence, ex-Cornelie Oldendorff, ex-New Independence, ex-Sunshine La Plata)*. IMO 8714920. General cargo. Length 174 m, 8,671 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by Eastern Rain International Ship Management Co (China). Detained in 2009 in Newcastle (Australia) and in 2010 in Zoushan (China). Sold for demolition in India. 512 US\$ per ton.

## Car carrier

*Alexa (ex-Orange Horizon)*. IMO 8223361. Car carrier. Length 156 m, 7,610 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Kochi (Japan) by Imai Zosen; jumboized in 1987 and lengthened from 130 to 156 m. Owned by Mitra Anugrah Samudra (Indonesia). Detained in 2004 in Auckland (New Zealand) and in 2005 in Fremantle (Australia). Sold for demolition in Bangladesh.



*Century Leader n°5*. IMO 8513510. Car carrier, capacity 5550 cars. Length 200 m, 14,212 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Marugame (Japan) by Imabari Zosen. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2014 in Gwangyang (South Korea). Sold for demolition in India.

Departing Auckland (New Zealand), September 2009  
© Stephen Chester


*City of Beirut (ex-Hyundai n°202, ex-Tongala, ex-Hyundai n°202, ex-Nosac Clipper, ex-Hyundai n°202)*. IMO 8709121. Car carrier. Length 174 m, 9,879 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Abou Merhi Ship Management SAL (Lebanon). Detained in 2007 in Brisbane (Australia) and in 2008 in Melbourne (Australia). Sold for demolition in India. 540 US\$ per ton.

*Madame Butterfly*. IMO 7917551. Car carrier, 5300 cars and 500 trucks. Length 200 m. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Malmö (Sweden) by Kockums. Owned by Wallenius Lines AB (Sweden). Sold for demolition in Jiangyin, China.



*Princess VII (ex-Prince n°1)*. IMO 8321905. Car carrier, 4930 cars, 256 trucks. Length 190 m, 12,656 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Prince Kaiun CoLtd (Japan). Detained in 2005 in Le Havre (France), in 2012 in Bremerhaven (Germany) and in 2013 in Gwangyang (South Korea). Sold for demolition in India.

## Ro Ro

 *Aegean Fantasy* (ex-*Cicero*). IMO 7700049. Ro Ro. Length 147 m. St Vincent and Grenadines flag, Sierra Leone flag for her last voyage. Unknown classification society. Built in 1978 in South Bank (United Kingdom) by Smith's Dock Co. Owned by Melody Shipping Co (Greece). in attente in Piraeus (Greece) depuis la mi March 2012, vendu for demolition in Turkey.



August 1980, *Cicero*, Hook of Holland (Netherlands).

© Joerg Seyler



*Aegean Pearl*, Setubal (Portugal), March 2012.

© JJ Faria Nunes

*Aegean Pearl* (ex-*CR Tanger*, ex-*Stena Progress*, ex-*Progress Atlantic*, ex-*Union Dunedin*, ex-*TFL Progress*, ex-*Merzario Emilia*, ex-*TFL Progress*). IMO 7722621. Ro Ro. Length 141 m. St Vincent and Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Usuki (Japan) by Minami-Nippon. Owned by Aegean Cargo Management SA (Greece). Detained in 20023 in Hamburg (Germany), in 2008 in Barcelona (Spain), in 2009 in Cagliari (Italy), in 2012 in Rades (Tunisia) and in 2013 in Savona (Italy). Sold for demolition in Turkey.



*Atlantic Nyala* (ex-*Aladdin Dream*, ex-*OBL Winner*, ex-*Lykes Winner*, ex-*Thorshope*, ex-*Cobra*, ex-*Nordanna Kampala*, ex-*Global Hawk*, ex-*Alioth Star*, ex-*Marcela R*, ex-*Yevgeniy Mravinskiy*). IMO 8811699. Ro Ro. 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). Sold for demolition in India. 510 US\$ per ton.





*Atlantic Trader* (ex-*Lykes Sprinter*, ex-*Atlantic Trader*, ex-*Hanseatic Trader*, ex-*Sandra Delmas*, ex-*Bremer Trader*, ex-*Altair Star*, ex-*Lukhovitsy*). IMO 8922539. Ro Ro. Length 174 m, 8,840 t. Hong Kong flag. Classification society China Classification Society. Built in 1989 in Warnemünde (Germany) by Warnowwerft. Owned by COSCO Shipping Co Ltd (China). Detained in 2005 in Montréal (Canada), in 2006 in Hamburg (Germany) and in 2007 in Bandar Abbas (Iran). Sold for demolition in Bangladesh. 505 US\$ per ton.



*Fesco Uelen* (ex-*Ariake Maru n°2*). IMO 9002477. Ro Ro. Length 109 m, 3,264 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Hachinohe (Japan) by Kitanihon. Owned by Far-Eastern Shipping Co (Russia). Sold for demolition in Bangladesh.



*Fesco Uelen*, Vladivostok (Russia), December 2011 © Danilyih

 *Ippotis* (ex-Northern Star, ex-Celtic Star, ex-Loon Plage, ex-Kosei Maru).  IMO 9009633. Ro Ro. Length 136 m. Deflagged from Cyprus to Sierra Leone flag for her last voyage. Classification society Korean Register of Shipping. Built in 1991 in Kawajiri (Japan) by Kanda Zosensho. Owned by Jay Management Corp (Greece). Detained in Dublin (Ireland) in 2000, 2006, 2007 and 2009 then in 2010 in Corinth (Greece) and in 2014 in Algeciras (Spain). Sold for demolition in Turkey. (See also photo below photo “*Lady Misurata* and *Ippotis* being demolished in Aliaga”).



*Ippotis*, port of Rhodes (Greece), January 2011  
© Nikos X / Marine Traffic



*Lady Misurata* (ex-Alteland, ex-Lehmann Paper, ex-Alteland, ex-Ortviken, ex-Alteland). IMO 8922010. Ro Ro. Length 114 m. St Vincent and Grenadines flag. Classification society Germanischer Lloyd. Built in 1990 in Durban (South Africa) by Dorbyl Marine. Owned by Moon Light Shipping (Lebanon). Detained in 2000 in Hamina (Finland) and in 2014 in Larnaca (Cyprus). Sold for demolition in Turkey.



*Lady Misurata* (left) and *Ippotis* (right), being demolished in Aliaga (Turkey), July 2014 © Petros Psarras

*Rosellen* (ex-Confeed, ex-Sloman Runner). IMO 7812921. Ro Ro. Length 92 m, 2,040 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Ross (Germany) by Howaldtswerke-DW. Owned by Jade SA (Greece). Detained in 2005 and 2006 in Castellon de la Plana (Spain), in 2007 in Barcelona (Spain), in 2008 in Ghent (Belgium) and Tuzla (Turkey), in 2009 in Algeciras (Spain) and in 2010 in Ashdod (Israel). Sold for demolition in Turkey.



*Skodsborg* (ex-Dana Africa). IMO 7725142. Ro Ro. Length 161 m, 7,129 t. Panamanian flag. Classification society RINA. Built in 1979 in Shimizu (Japan) by Nippon Kokan ; jumboized in 2002 and lengthened from 135 to 161 m. Owned by Bogazzi & Figli Spa (Italy). Detained in 2012 in Baltimore (United States), in 2013 in Beirut (Lebanon) and in 2014 in Baltimore again. Sold for demolition in India. 500 US\$ per ton.



*Skodsborg*, arriving Santa Anna Bay, Willemstad, (Netherlands Antilles), June 2013 © Cees Bustraan

## Ferry

*Claudia M* (ex-*Stena Searider*, ex-*Norse Mersey*, ex-*Stena Searider*, ex-*Searider*, ex-*Stena Searider*, ex-*Scandinavia Link*, ex-*Scandinavia*, ex-*Polaris*, ex-*Finncarrier*). IMO 6915881. Ferry. Length 170 m. Italian flag. Classification society Bureau Veritas. Built in 1969 in Helsinki (Finland) by Wärtsilä. She began her career as the Finnish *Finncarrier*, and was then renamed *Polaris* on the Finland/Germany service. In 1984, she became the Swedish *Scandinavia* on the Malmö/Travemünde line; in 1986, she was jumboized and lengthened by 40 meters by Wärtsilä in Turku and renamed *Scandinavian Link* (same service). In 1990, acquired by the Swedish Stena Group and renamed *Stena Searider* (Bahamian flag), on the Göteborg/Travemünde line. She was chartered in 1991 in Miami and renamed temporarily *Searider*. From 1992 to 1995, she was chartered by Norse Irish Ferries under the name *Norse Mersey* for the Liverpool/Belfast connection. In 1995, she returned to Stena (renamed *Stena Searider*) and was operated mainly on the Hoek van Holland/England service. Sold in 2007 to Ustica Lines, she became the Italian *Claudia M*. (Servicing Sicily/Italy). Sold for demolition in Turkey.



*Scandinavia*, in Travemünde (Germany), July 1986  
© Det/ Shipspotting



*Claudia M*, Olbia (Italy), August 2012  
© Felix K. Toggenburger

*Island Breeze* (ex-*Atlantis*, ex-*New York Fortune I*, ex-*Aegeo Star*, ex-*Pacific Star*, ex-*Tropic Star*, ex-*Sitia*, ex-*Monaco*, ex-*Voyager*, ex-*Dana Gloria*, ex-*Stafford*). IMO 6708252. Ferry. Length 124 m. Deflagged from Panama to Palau for her last voyage. Unknown classification society. Built in 1967 in Elseneur (Denmark) by Helsingør Værft. She was originally the Danish Ro Ro *Stafford* owned by DFDS and serviced on the Denmark/England line (notably for bacon trade). Lengthened by 12,60 m in 1973 in Frederikshavn from 112 to 124 m. Renamed *Dana Gloria* in 1984, she was resold the same year and became the Cypriot *Voyager*. Refitted and converted to passenger and cargo ferry, renamed *Monaco* under Greek flag in 1985, she was assigned to the Euroferries Line between Brindisi and Patras. She received a new motorization in 1987 at Perama Shipyard (Greece). Renamed *Sitia* in 1988. In 1990, she was converted to cruise ship by Avlis Shipyard (Greece), renamed *Tropic Star* in 1991, then *Pacific Star* in 1993, then *Aegeo Star* in 1995. Auctioned in 1997, she became *New York Fortune I*, then *Atlantis* (Greek flag) in 2002 ; she went on cruising in Santorin. Acquired in 2007 by an largely unknown and Panama-based Island Breeze Co which might have intended to refit her and operate her for trips from Miami (United States). The *Atlantis*, renamed *Island Breeze* remained in Greece, though. Decommissioned and laid up intermittently under both names. She was finally towed for demolition in Turkey.



The Ro Ro *Stafford* © Bangsbo Museum



*Atlantis*, in Santorin (Greece), 2004  
© Michael Segeth



*Salacak*. IMO 6601806. Ferry. Length 68 m. Turkish flag. Classification society Turk Loydu. Built in 1966 in Istanbul (Turkey) by Camialti shipyard. Passenger ship owned by the Municipality of Izmir. She suffered a casualty on June 10<sup>th</sup>, 2013. Eventually towed for demolition in Aliaga.



## Passenger ship

*Club Harmony* (ex-*Harmony Princess*, ex-*Costa Marina*, ex-*Italia*, ex-*Regent Sun*, ex-*Axel Johnson*). IMO 6910544. Passenger ship. Length 174 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1969 in Turku (Finland) by Wartsila. She was originally the Swedish container ship *Axel Johnson* with a capacity of 744 (20 feet) containers, owned by the Johnson Line and operated on the Northern Europe / US and Canadian West Coast. Acquired in 1986 by the Greek ship-owner Lelakis for a (never achieved) conversion to cruise liner under the name *Regent Sun*. Eventually taken over by the Italian Costa in 1988 and converted to cruise ship at the Mariotti shipyard in Genoa, she resumed service in 1990 as *Costa Marina*. Chartered bareboat in 2011 to the South Korean Polaris Shipping and renamed *Club Harmony* flying the Marshall Islands flag to undertake cruise trips departing from Busan (South Korea). *Costa Marina* was the sister-ship of *Costa Allegra* (ex-*Annie Johnson*), sold for demolition in Aliaga and towed as *Santa Cruise* in October 2012 (Cf. [Ship-breaking # 29](#), p 23) after suffering a fire in the Indian Ocean in February 2012. *Club Harmony* was sold for demolition as is in South Korea; she has just arrived at Alang, India.



The container ship *Axel Johnson* © © Welland Canal.ca



The cruise liner *Costa Marina*, 2003 © Rolf Larsson

© RIN.ru



*Georg Ots*. IMO 7625835. Passenger ship, 1200 passengers. Length 134 m, 8,271 t. Russian flag. Classification society Russian Maritime Register of Shipping ; excluded from the naval register in November 2013. Built in 1980 in Szczecin (Poland) by A.Warskiego Szczecinska for the Estonian Shipping Company (USSR) and serviced on the Tallinn/Helsinki line; jumboized in 1993 and lengthened from 125 to 134 m. Named after the Estonian baryton Georg Karlovitch Ots (1920-1975). In October 1986, she hosted the Reykjavik summit between the President of the USSR, Mikhail Gorbachev, and the President of the United States, Ronald Reagan. Reflagged to Estonia in 1991 (same service). Purchased in 2002 by Rosmorport (Russia) and affected to the Saint-Petersburg/Kaliningrad line. In August 2010, she left St. Petersburg bound for Vladivostok via the Northern Route (passing by Siberia) to carry out a new Vladivostok/Sakhalin/Kamtchatka service. She was also used in 2012 as a hotel-ship for an Asia-Pacific Economic Cooperation forum. Chartered bareboat to a Chinese shipping company which did not pay for the charter and sold her instead clandestinely for demolition in China !



No, she is not the *Lyubov Orlova* calling clandestinely somewhere on her drift in the Atlantic

She is the *Georg Ots* catching a cold in St. Peterburg (Russia), January 2006 © Marine Traffic



*Ocean Life* (ex-*Easycruise Life*, ex-*Farah*, ex-*The Jasmine*, ex-*Palmira*, ex-*Natasha*, ex-*Lev Tolstoy*). IMO 7625809. Passenger ship. Length 134 m. Maltese flag. Classification society RINA. Built in 1981 in Szczecin (Poland)



by A.Warskiego Szczecinska. Built as the Soviet *Lev Tolstoy* for the Black Sea Shipping Company, of Odessa, she is a sistership of *Georg Ots* (see above); reflagged to Ukraine in 1992.



August 1991, le paquebot soviétique *Lev Tolstoy* in quai in Göteborg (Sweden). © det / Shipspotting

Often chartered by German cruise operators, renamed *Natasha* in 1995 and *Palmira* in 1998. Sold in 2001 to Mano Maritime, an Israeli cruise-ship company and renamed *The Jasmin* under the flag of St. Vincent and Grenadines. Sold in 2006 to Salam International and renamed *Farah* under Jordan flag. In 2007, acquired by Easycruises, a « low cost » cruise company developed by Stelios Haji-loannou, also the founder of Easyjet, and renamed *Easycruise Life* under Cyprus flag.



*Palmira* in Hamburg (Germany), June 1999  
© Joerg Seyler



*Easycruise Life* in Kos (Greece), July 2008  
© Frank Behrends

Acquired in 2009 by Hellenic Seaways, renamed *Ocean Life* in 2010 under the Maltese flag and chartered to the Indian company Blue Ocean Cruises for trips departing Mumbai; she was not the expected success and was quickly decommissioned at Piraeus. Detained in 2006 in Suez (Egypt) and in 2010 in Mormugao and then in Mumbai (India). Sold for demolition in Turkey.

## Various

### Cable Layer

*Certamen* (ex-*John Cabot*). IMO 6514974. Cable Layer. Length 84 m, 3,727 t. Italian flag. Classification society RINA. Built in 1965 in Montreal (Canada) by Canadian Vickers. Owned by Elettra Tlc Spa (Italy). Announced sold for demolition in Turkey, she left Catania in Sicily but called in Valletta (Malta) and was renamed *Certa* for her last voyage. Her official status in the EQUASIS database is « broken up » but it seems she has not reached Turkey yet. Possibly a change of destination ?



*Certamen*, in the Mediterranean, off Ibiza (Spain), August 2013 © Alexander Portas

**Dredger**

*Hang Jun 3 Hao (ex-Hang Jun 3, ex-Pao 120)*. IMO 7412343. Dredger. Length 70 m, 1,345 t.

Thai flag. Classification society China Classification Society. Built in 1975 in Tokyo (Japan) by Ishikawajima Ship. Owned by Changjiang Wuhan Waterway (China). Detained in 2007 in Penang (Malaysia). Sold for demolition in Bangladesh.



*Hang Jun 3 Hao*, Bangkok (Thailand), April 2009  
© Geir Vignes

*Kategats (ex-Ivan Bakhvalov)*. IMO 8416530. Dredger. Length 80 m, 2,483 t. Belize flag until September 2013 and then unknown. Classification society Russian Maritime Register of Shipping. Built in 1984 in Rostock (Germany) by Neptun VEB. Owned by Van Oord Ship Management BV (Netherlands). Sold for demolition in Ghent (Belgium) by Galloo Recycling.



*Kategats*, in Moerdijk (Netherlands), September 2013  
© Pilot Frans

July 2014, being broken up at Galoo in Ghent (Belgium)  
© bs1mrc

*Norstone (ex-Sand Skua)*. IMO 7104219. Dredger. Length 67 m, 1,000 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1971 in Hamworthy (United Kingdom) by J.Bolson & Son. Owned by Northwood Fareham Ltd (United Kingdom). Sold for demolition in Swansea (United Kingdom) by Swansea Dry Docks.



**Offshore supply vessel**

*AH Porto Santo (ex-Maersk Ruler)*. IMO 7814888. Offshore supply vessel. Length 67 m. Italian flag. Classification society RINA. Built in 1980 in Lindo (Denmark) by Odense Staalskibsværft A/S. Owned by Finarge Armamento Genovese Srl (Italy).

Expatriate worker in the Brazilian offshore oil fields, but sold and beached for demolition for demolition in Turkey.



*Maersk Ruler* and *FPSO II* in Guanabara Bay, Rio de Janeiro (Brazil) © Edson de Lima Lucas



Off Cabo Frio, Pampo oil field (Brazil), May 2012 © Captain Ted

*Hind Conqueror* (ex-Ocean Supply 1, ex-Permina Supply n°31). IMO 7425742. Offshore supply vessel. Length 61 m, 1,137 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1976 in Chiba (Japan) by Yokohama Zosen. Owned by Stallion Offshore (Singapore). Sold for demolition in Mumbai, India.

*Hind Kush* (ex-CS Topper, ex-Maersk Topper, ex-Toanui). IMO 8121147. Offshore supply vessel. Length 68 m, 1,954 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Stallion Offshore Pte Ltd (Singapore). Sold for demolition in Mumbai, India.

*Maersk Topper*, future *Hind Kush*, Singapore, September 2004 © John Regan



*Ocean Searcher* (ex-Havila Searcher, ex-Rem Searcher, ex-Plan Searcher, ex-Pan Searcher, ex-Far Searcher, ex-Tender Searcher). IMO 7401306. Offshore supply vessel. Length 65 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1975 in Papenburg (Germany) by Surken. Owned by Atlantic Offshore Rescue Ltd (United Kingdom). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking Ltd.



*Ocean Searcher*, Aberdeen (United Kingdom), May 2014 © bobjak /Shipspotting

## Tug

*Global Destiny* (ex-Smitwijs Rotterdam, ex-Smit Rotterdam). IMO 7402439. Tug. Length 75 m, 2,797 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Diavlos Salvage & Towage Ltd (Greece). Detained in 2013 in San Juan (Porto Rico) where she was towed after an engine failure. Late 2013, the tug was announced to be broken up, and remained hanging around near the Indian waters. She was eventually beached for demolition in Pakistan in the summer of 2014.



August 1988, *Smit Rotterdam*, in Rotterdam (Netherlands) © Leo Johannes



August 2014, *Global Destiny* in Gadani (Pakistan)

© Shahid →



## Nuclear transport vessel



September 2011, departing Workington, bound for Scrabster, near Dounreay, the Scottish ex nuclear complex being dismantled complexe nucléaire in cours de démantèlement © John Forrester



August 2014, departing Barrow-in-Furness, bound for Swansea Port, Wales and its demolition yard  
© International Nuclear Services

*Atlantic Osprey* (ex-*Arneb*, ex-*Alter Rapid*). IMO 8602414. Nuclear transport vessel. Length 89 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Neuenfelde (Germany) by JJ Sietas.



Ship-breaking had reported in [issue # 24](#) the demolition of the *Pacific Sandpiper* in the Galloo Recycling shipyard in Ghent, Belgium. The *Pacific Sandpiper* was fitted for transporting nuclear materials, be it general materials or highly radioactive waste. Before being dismantled in Belgium and before recycling, namely the melting and reuse of the scrap metal from the ship, a process of decontamination and extraction of potential radioactive hotspots was carried out in the Netherlands. In 2010, another ship from Pacific Nuclear Transport Ltd, the *European Shearwater*, noted for transporting irradiated fuel between France and the United Kingdom, was decontaminated and dismantled in the Netherlands (see [Ship-breaking #18](#)).

Now it is the *Atlantic Osprey's* turn to be retired from use. The ancient Ro/Ro acquired by BNFL in 2001 has since been dedicated to the transport of plutonium, highly radioactive waste, radioactive sources and MOX fuel in the North Sea, the Baltic Sea, the Channel and across the Atlantic. Classified as INF-2 (irradiated nuclear fuel), the *Atlantic Osprey* has been under fire from nuclear security authorities of France and Sweden for some time. Often reproached for failing to present evidence of her stability in event of a potential collision, it was for this very reason that the ship was refused an upgrade of class to INF-3, which would have allowed her to transport materials or waste without any limit of the total radioactivity. The *Atlantic Osprey* notably has only one engine. Many mechanical problems at sea and a fire in the machine room have exacerbated the doubt surrounding the capacity of the ship to transport nuclear packages without military escort and an onboard protection. International Nuclear Services, the ship manager responsible for the exploitation of the *Atlantic Osprey*, asserts that the best available methods have been used to purge the ship and that 95% of the scrap metal will be recycled. The exact destination of the irradiated or contaminated metal has not been specified. On the 19<sup>th</sup> of August 2014, she left her homeport registry, Barrow-in-Furness, to be dismantled in the drydocks of Swansea port, Wales.



October 14<sup>th</sup>, 2014, being dismantled at Swansea © Ship Nostalgia

## The END

### The true and the fake end of *Guadalupe Victoria II*



On the 28<sup>th</sup> of August 2014, the tanker *Victoria II* flying the colours of St. Kitts and Nevis was beached for demolition at Gadani, Pakistan. She is the ex-*Guadalupe Victoria II* the demolition of which was announced in the EQUASIS data bank in December 2013 (see "[Ship-breaking # 34](#)"). The demolition was planned to take place at the ECOMAR facilities in Lazaro Cardenas Port on the Pacific coast of Mexico.

ECOMAR (Reciclajes Ecologicos Maritimo) was presented as the only site for the demolition and recycling of ships in Latin America. Promotora Ambiental SA (PASA), the parent company of ECOMAR, emphasized "the deconstruction of ships avoids the waste of natural resources and the contamination of our oceans and beaches that abandoning the remains in the ocean or on land would create." For 6 years, ECOMAR has indeed been starting ship demolition activities. The site was inaugurated as such with a chemical tanker the *Mariano Escobedo* that arrived at the end of 32 years of service. ECOMAR has also demolished two Canadian ferries, the *Queen of Sanich* and the *Queen of Vancouver* and also a few military vessels. Still, not all of these demolitions went smoothly. In 2010, the Chilean frigate *DHL Prat* suffered a fire just as ship scrapping operations had begun.



A Canadian ferry waiting to be broken up at ECOMAR capture Google Earth-Robin des Bois



March 1st, 2010, fire on the frigate *DHL Prat*, while being broken up © Indicador del Puerto

Built in 1983 in Sestao, Spain by Astilleros Espagnoles (AESAs), with a length of 202 metres, a lightweight of 10,581 tons, 9 tanks with a total capacity of 50,000 cbm, the *Guadalupe Victoria II* belonged to Petroleos Mexicanos (PEMEX), the national petroleum company of Mexico.

In 2009, the majority of PEMEX tankers were no longer operable. They were single hull ships and did not meet the standards of IMO (International Maritime Organization). The lack of capacity for dismantling ships comes to the fore. PEMEX began by liquidating its generation 70. The *Independencia* and the *Tolteca* were demolished at Alang. They were bought by Indian scrappers for around 200 US\$ per ton, very cheap when compared to the prices of the time which are shown to have been from 4-500 US\$. The *Sebastian Lerdo de Tejada* and the *18 de Marzo*, after many changes to their planned final destination (India and China were the initial choices), ended up in Bangladesh and Pakistan respectively. For their last voyages, the Mexican tankers flew the colours of Saint-Kitts-and-Nevis, of Sierra Leone, and of Tuvalu.



*Guadalupe Victoria II* © Histarmar



*Guadalupe Victoria II* (left), *Nuevo Pemex I* and *Lazaro Cardenas II* waiting for demolition, November 2013.  
© Carlos Torres/ La Jornada →

In 2013, new policy then: The Mexican ship-breaking yard ECOMAR has a busy schedule: the *Kathryn Spirit* from Canada and 3 PEMEX tankers, *Lazaro Cardenas II*, *Nuevo Pemex I* and *Guadalupe Victoria II*.

Bang ! Late 2013, Promotora Ambiental, a waste management professional, encountered financial difficulties and planned to sell ECOMAR.

*Kathryn Spirit* is still stuck in Canada. *Lazaro Cardenas II*, sistership of *Guadalupe Victoria II*, might have been demolished at ECOMAR before the activities were suspended. *Nuevo Pemex I* was broken up from March to July 2014 by TNG (Talleres Navales del Golfo) in Veracruz, on the Gulf of Mexico, where she had been built. *Victoria II* ex *Guadalupe Victoria II* left under tow the port of Lazaro Cardenas and after a 14,000 miles long and dangerous journey across the Pacific and the Indian Oceans was eventually beached in Pakistan late August.

Asia is again PEMEX tankers' final fate. There are still left *Nuevo Pemex II*, *Nuevo Pemex III* and *Nuevo Pemex IV*.



All pictures of *Victoria II* in Gadani by Shahid

**Sources :**

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**Editors and artistic directors:** Christine Bossard and Jacky Bonnemains  
**Documentation and illustrations:** Christine Bossard with Elodie Crépeau,  
Charlotte Nithart, and Jacky Bonnemains  
**Translation :** Asher Talerman, Christine Bossard, and  
Jacky Bonnemains  
**Director of publication:** Jacky Bonnemains.

**In collaboration with Gérard Cornier, maritime journalist and historian**