

ROBIN DES BOIS

Shipbreaking

Bulletin of information and analysis on ship demolition

48, from April 1 to June 30, 2017

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Stavronisi, sold to Bangladesh for 4.5 million US\$



Delaware River (USA) under pilotage, December 30, 2010. © Capt D.I. Flokas

Maersk, French Maritime Authorities and Justice sing a "cradle song"

During the night of December 21 to 22, 2016, the *Maersk Searcher* and *Maersk Shipper* sank off the coasts of Brittany, France, while they were sailing under tow and aside from Denmark to Aliaga, Turkey for demolition.

As soon as December 23, according to the information provided by *Maersk* the French Maritime Authorities said the hulls had been decontaminated before departure.

On January 4, 2017, after examining additional documents provided by *Maersk*, the authorities announced that each hull contains in average about 100 m³ of residual oil.

On January 9, Robin des Bois editor of "Ship Breaking" filed a complaint against *Maersk* to the Court of Brest for release of polluting substances, for pollution of marine waters and for dumping waste.

On March 1, the French Maritime Authorities required *Maersk* to undertake underwater investigations on the wrecks conditions during the summer 2017, 2018, and 2019.

On April 20, the Prosecutor of Brest notified to Robin des Bois that the file was closed on the grounds the pollution was unintentional, that the negligence if there was any was slight, and that *Maersk* agreed to implement the long-term monitoring requirements of the French Maritime Authorities.

On July 5, the Maritime Authorities announced that the *Swordfish* chartered by *Maersk* has been deployed from June 15th to June 25th and from June 30th to July 5th on the wreck site and that 10 m³ of oils were pumped out from the 9 tanks of the 2 wrecks.

Therefore, there is still around 190 m³ of oil in the wrecks of *Maersk Searcher* and *Maersk Shipper*, unless all or part of the oil is already gone.



Maersk Searcher and Maersk Shipper. © Inspektionsskibet Vestkysten

Sète : *Rio Tagus*

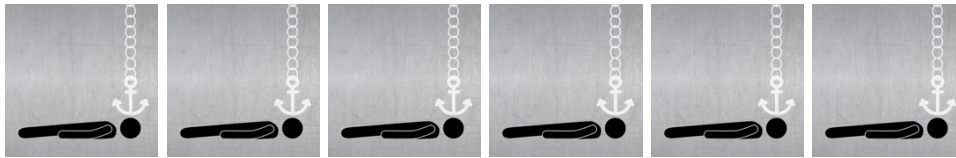
Immobilized in Sète since October 2010, sold to a Spanish scrapper in October 2016, the *Rio Tagus* is waiting and waiting. On June 1, 2017, Robin des Bois wrote to the French Authorities asking for her demolition in a on-site temporary facility in compliance with the regulation. (Cf [Courrier aux autorités](#), in French language only). Until today, no answer or acknowledgement of receipt were sent back. The *Rio Tagus* has not moved.

June 2017. © Anthony Levrot



Bangladesh: demolition kills

Since the beginning of the year 2017, 6 workers have died at Chittagong shipbreaking site. They were earning between 26 to 47 taka an hour (32 and 58 cts) depending of their job and experience. A ship which is sent to demolition is worth several million dollars.



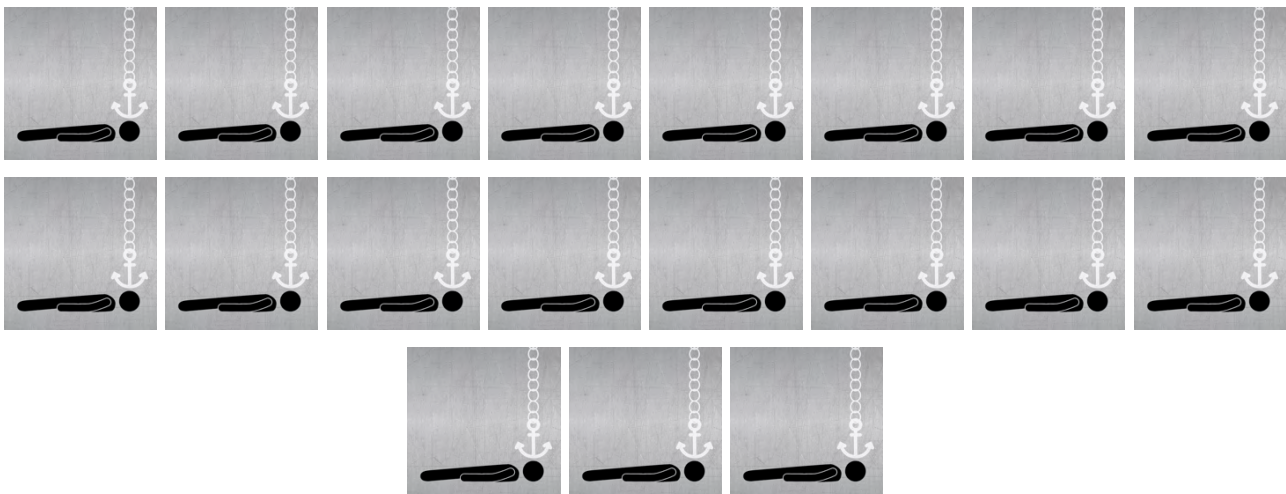
May was cruel to the workers. On May 6, Shahinoor, 26, fell from the Korean container ship *Hanjin Rome* and died. On May 9, Ishaq, winch operator, died after being hit by a cable on the breaking plot of *Kota Wisata*, formerly owned by the Singapore-based Pacific International, and of the Thai *Sea Zenith*. On May 21, Sachindra, 26, was cutting a section of ship when an iron pipe fell on his head. He was working in the night shift without any safety equipment. His fellow workers brought him to Chittagong hospital but he was declared dead upon arrival at 1:30.

During 2016 only, 19 workers were killed. The most common accidents were the fall of operators from ships or from ladders in poor condition and the fall of metal pieces causing lethal injuries. Trade unions denounce the exhausting 12-hour shift, the lack of individual safety equipments, the lack of training for workers, three-quarters of them being temporary workers, and the lack of at hand sanitary arrangements.

60 workers died in the shipbreaking yards from 2010 to 2015. The Bangladesh Ship Breakers Association is pleased to note the decrease in the accident number compared to the days when around 50 fatalities per year were reported. Progress is relative and many more workers were injured.

In 2011, Bangladesh adopted specific rules on ship-breaking and recycling, which were inspired in their formulation by the Hong Kong Convention. They include specifications with regard beaching clearance, waste management and also safe working conditions in the shipbreaking sites. The implementation of this agenda faces the power of the shipbreaking industry and also the lack of administrative means. The shipbreaking industry provides half of the Bangladeshi need in iron and puts forward its economic power that provides livelihood to tens of thousands of people. Whereas opposite to the sector, there are only 2 inspectors to control the implementation of the rules in the hundred scrapyards established along 15 km of shoreline.

2016 Death Toll :



Indonesia: demolition pollutes



© Humas KKP/Iqba

5, 4, 3, 2, 1!

April 1, 2017. At the end of the countdown, the Minister of Maritime Affairs and Fisheries Mrs. Susi Pudjiastuti gave the order to blow up 81 illegal fishing boats off the coasts of Aceh, Pontianak, Bali, Sorong, Merauke, Belawan, Tarempa, Natuna, Tarakan, Bitung, Ternate and Ambon.

46 boats were from Vietnam, 18 from the Philippines, 11 from Malaysia and 6 from Indonesia. Since 2014, 314 ships have been torpedoed. In one hand we can be glad about this radical struggle against illegal fishing but in another hand, we can deplore this destructive disposal method which causes air pollution and nuisances to fishes, corals and to the ocean floor.



DR

Overview, 2nd Quarter 2017

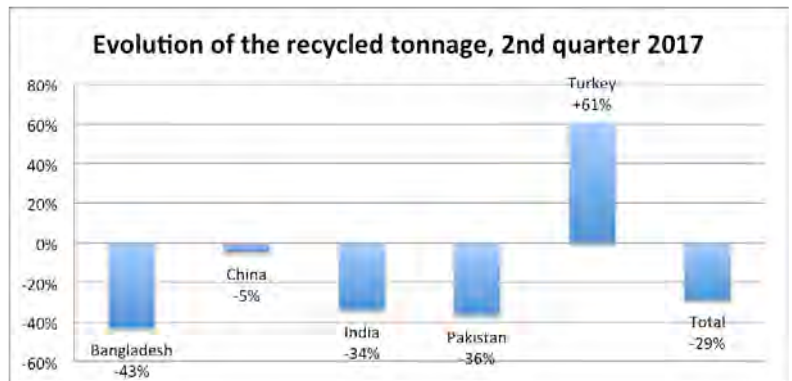
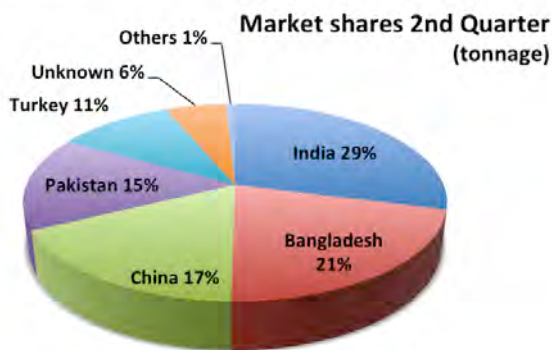
recycled tonnage

- 1 India, 476,000 t (29%)
- 2 Bangladesh, 349,000 t (21%)
- 3 China, 287,000 t (17%)
- 4 Pakistan, 254,000 t (15%)
- 5 Turkey, 173,000 t (11%)

ships

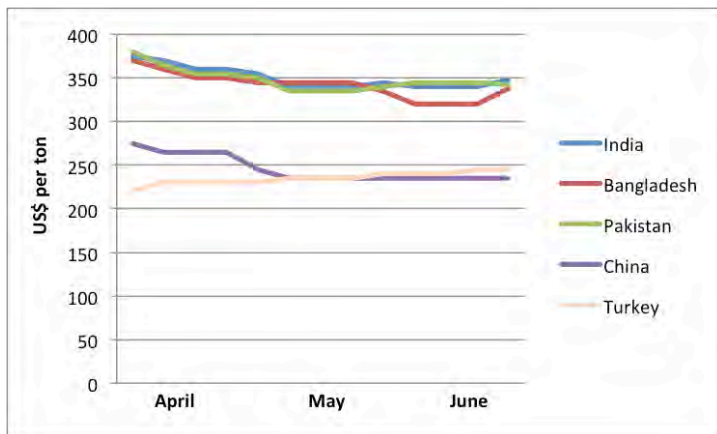
- 1 India, 53 (26%)
- 2 Bangladesh, 42 (21%)
- 3 China, 34 (17%)
- 4 Turkey, 34 (17%)
- 5 Pakistan, 27 (13%)

203 ships (excluding the sunken ones off Indonesia). The convoy to be broken up would stretch along 33 km (42 km the previous quarter). The tonnage scrapped was about 1,60 million tons. The decrease of the activity was about -29% compared to the previous quarter. The decline was general except in Turkey where 2 old large Algerian gas carriers will be broken up and where the offered prices were stable. India ranked #1 ahead of Bangladesh. China overtook Pakistan thanks to its scrapping premium restricted to Chinese ships: 24 out of 34 ships demolished in China were Chinese-flagged or Chinese-owned. The slow down in Pakistan can also be explained by the ban on tankers' beaching.



196 ships (97%) were demolished in the Indian sub-continent, in China and in Turkey. 55 of these 196 ships were built in Europe, 41 belonged to shipowners established in the European Economic Area.

Cash



After a peak in March (almost 400 US\$ per t in the Indian subcontinent), the price per ton drifted downwards in April, then has stabilized for the rest of the quarter in all major shipbreaking countries except Turkey. Rates in Turkey have remained stable, having even slightly increased and finally outperformed the Chinese prices. Purchase price is around 350 US\$ in the Indian subcontinent, 250 US\$ in China and Turkey

A break for container ships, the return of tankers

recycled tonnage

- 1 : bulker, 607,000 t (37%)
- 2 : tanker, 405,000 t (25%)
- 3 : container ship, 322,000 t (20%)
- 4 : general cargo, 108,000 t (7%)

ships

- 1 : bulker, 66 (33%)
- 2 : tanker, 34 (17%)
- 3 : general cargo, 34 (17%)
- 4 : container ship, 30 (15%)

The tonnage of container ships sent to the breakers was divided by 3 this quarter. As the freight rate raised, shipowners hoped for a return to operational profitability of their big units. The category has given up its first place to bulkers. It was also overtaken by tankers which made an outstanding come back to the second place and represent 25% of the recycled tonnage.

Flag of the last voyage



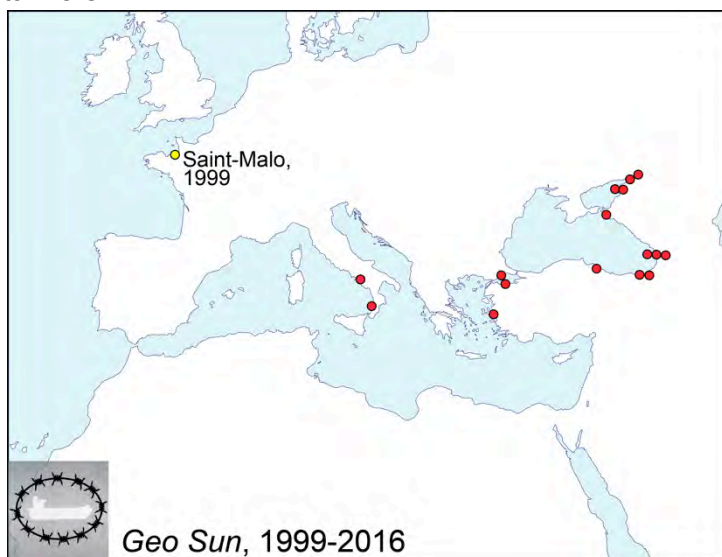
At least 45 ships were deflagged just prior to their departure for demolition. With 11 last-minute adoptions, Palau is the trendy funeral flag this quarter beating up the Comoros (9 ships) and St Kitts and Nevis (7 ships), both particularly well-established flags with regard the reduction of regulatory constraints. 38 % of deflagged ships belonged to a Europe-based shipowner.



Palau

After detention comes demolition

80 % of the demolished ships in the 2nd quarter of 2017, were controlled by a classification society member of the IACS ((International Association of Classification Societies). Despite this quality label, at least 107 ships (53%) were detained in worldwide ports. Deficiencies are reported in all categories of ships. The detention rate before demolition is 100% for the chemical tankers, 68% for general cargo carriers, 67 % for reefers, 63 % for car carriers, 61 % for bulkers, 47 % for container ships and 38 % for tankers.



The detentions of *Geo Sun*. © Robin des Bois



renamed *Little Sun*, in Aliaga © Selim San

As usual, general cargo carriers won all medals in the substandard ship contest. With 17 detentions, the river and sea-going vessel *Geo Sun* built in Russia and renamed *Little Sun* just prior beaching, precedes the Comorian *Donbate* (15 detentions) and the Bolivian *Joudi*, a ship banned from European ports in 2014 for chronic deficiencies and repeated detentions. The trio had been detained in the Mediterranean and Black Sea ports and was delivered to the Turkish breakers.

The departure for demolition in Bangladesh of two former Algerian ships, the *Ain Temouchent* and *Nedroma* has to be underlined. Both of them were included in the blacklist of 66 high risk ships published in December 2002 by the EU after the oil tanker *Prestige* shipwreck. After 357 days of detention in Amsterdam in 2001 and 41 deficiencies, the *Nedroma* had surely broken a new record of duration.

Years and meters

The age of the broken ones ranges between 8 for the damaged bulker *Flash* (p 71) to 52 years for the general cargo carrier *Rahma* converted first to livestock carrier and then again to general cargo ship (p 46). The average age over all categories is 28 years.

75 ships have a length of less than 150 m, 84 measure between 150 and 199 m and 44 over 200 m.

The heaviest one is the Brazilian trans-shipment vessel *Ore Sossego*, a former converted Very Large Crude Carrier (p. 83) : 26 years old, 322 m of length, 256,147 deadweight tonnage, for 44,000 light weight tonnage. She was beached in Alang.

The Converted Ones

The conversion aims at extending the economic life of cargo-ships or factory-ships. The converted ships can have uses very different from the initial one.

The oil industry uses former fishing ships which are refitted and equipped for seismic research or for the support of offshore activities. Drillships are sometimes transformed into pipelayer vessels. The most common conversion in the 2000-2010's was the conversion of tankers into bulk carriers. It met a technical requirement, the phase-out of single hull tankers in 2010 and an economic opportunity, the growth of ore trade to China.

High-risk conversions are nothing new. The *Compass Rose III*, a former US mine sweeper built in 1940, was converted for underwater research. The transformations impacted her stability and manoeuvrability. She sank in April 1975 off the Scottish coast, with 18 sailors and oil technicians. She was tasked for Total Oil Marine to trace the future plans of pipelines in the North sea.

BEFORE

AFTER



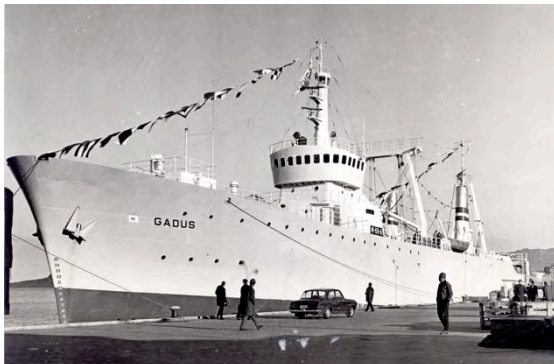
1

Atlas, factory-ship



2

p 16 *Nordic Energy*, seismic research



3

Gadus, cod fishing

p 20



4

Allied Centurion, diving support



5

Pelican, sistership of *Petrel*, drillship

p 21



6

Petrel later as *Acergy Falcon*, pipelayer



7 *Rhein Feeder*, cargo ship



8 *Irisiana*, chemical tanker



9 *Hvita*, cargo ship



10 *Nour El Moustafa*, livestock carrier



11 *Rahma*, cargo ship



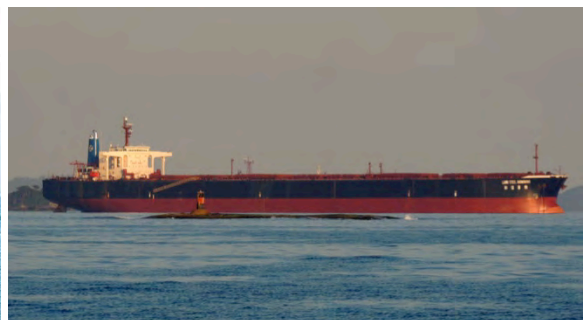
12 *Filomena Lembo*, bulker



13 *Consuela*, tanker



14 *T.S. Asclepius*, VLCC



15 *Laiwu Steel Harmonious*, VLOC



16 *Sunrise V*, VLCC



17 *Ore Sossego*, ore trans-shipment vessel

Photo credits : 1 Capt. Hilmar Snorrason / 2 Nordic Maritime Ltd / 3 Frode adolfsen / 4 Kai Günther Lehmann / 5 Wim Kosten / 6 Erwan Guéguénat / 7 Bettina Rohbrecht / 8 TKS/MarineTraffic / 9 Rick Cox / 10 Wolfgang Kramer / 11 Zhangli / 12 Brian Fisher / 13 Reinier Meuleman / 14 collection Ilhan Kermen / 15 Edson de Lima Lucas / 16 Minami Ebihara / 17 starsailor80

The *Stellar Daisy* disaster (IMO 9038725) on March 31, 2017, 22 Korean and Filipino sailors lost at sea, led the IMO (Internationale Maritime Organisation) to request an investigation report on the causes of the shipwreck. The IMO is at last considering the issue of hull strength of converted ships.

Initially, the *Stellar Daisy* was the Very Large Crude Carrier *Sunrise III*, built in 1993 by Mitsubishi shipyard in Nagasaki with a single hull. In 2008, she was converted into Very Large Ore Carrier by COSCO at Zoushan for the Korean shipowner Polaris Shipping.

She left Brazil with a cargo of 260,000 t of iron ore bound for China ; she sank 2500 km off the coast of Uruguay. According to messages from the crew and the testimony of the 2 survivors, cracks and a water ingress were reported prior to the list and the shipwreck.



Sunrise III, VLCC
Collection Auke Visser



Stellar Daisy, VLOC
© National Sea Rescue Institute

Two days later, another Polaris VLOC, also converted from VLCC, the *Stellar Unicorn* (n° IMO 9006734) was diverted towards Cape Town (South Africa) : again, cracks were noticed on the deck.

The survey of the 18 converted VLOC of the Korean shipowner Polaris is ongoing. It is carried out by the classification society Korean Register of Shipping with the support of Lloyd's Register of Shipping. The report will have to determine where and when the ship structures are subject to a stress different than the one in their initial use. Reinforcement complicated to design and expensive to carry out are needed. Some experts ask for the immobilisation of all converted VLOC pending the results of the investigation on Polaris ships.







Stresses on the sides, bulkheads, and bottoms are different in the case of 310,000 m³ of oil or 260,000 t of iron ore. The required cutting of the deck of former tankers in order to enable the loading of bulk cargoes reduces the longitudinal strength of the ship. The Federation of Korean Seafarers Unions (FKSU) thinks converted tankers are not safe for bulk shipping. In May, the series continues: the *Stellar Queen* (IMO 9030981) arrived to Brazil with important cracks on the deck. The cracks on the surface of the deck are clearly signs of the hull's deformation and stress thoroughgoing. After some make-up, the *Stellar Queen* left. July 15, she was spotted in Java Sea.

Cracks on the *Stellar Queen's* deck.



The *Sunrise V*, sister ship of the *Stellar Daisy* ex-*Sunrise III*, first converted to ore carrier and later to trans-shipment vessel *Ore Sossego* left for scrapping in this issue of "Shipbreaking " (Cf. p 83)

Mistrust is extending. China has just initiated a survey campaign for all bulkers calling at Chinese ports. The ex oil tankers converted to ore carriers will be particularly and closely controlled.

	Ship built in a shipyard of a member-State of 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 at the time of demolition.
	Damaged ship.
	Ship banned from European harbours by the EU directive on Port State Control.
	Ship and crew detained in a port for deficiencies
	Ship deflagged for her last voyage.

Factory-ship



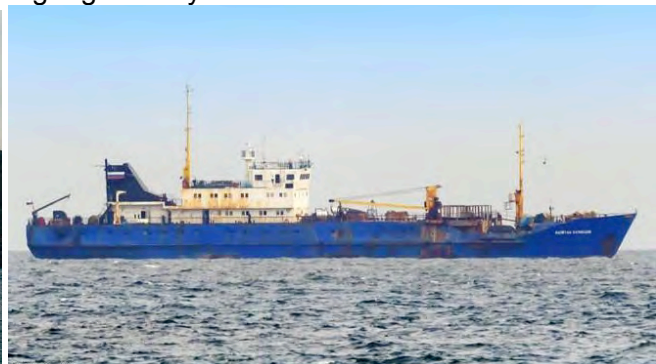
Kapitan Kuznetsov (ex-Privolzhskiy). IMO 8228074. Length 85 m, 1,830 t. Deflagged from Russia to Togo for her last voyage. Unknown classification society. Built in 1984 in Klaipeda (Lithuania) by SZ Baltiya. She was one of the 27 *Moryana*-type factory-ship (or Project 12911) delivered by the Lithuanian shipbuilding yard between 1982 and 1990. At the beginning of her career, her



homeport was Astrakhan on the Caspian Sea and she was used to fish for sprats with pump and light; fishes were attracted by lights and transferred on board through a pump system. This fishing method was developed on a commercial scale by the Soviet fleet on the Caspian Sea. Sprats were then canned or salted and spiced aboard. The vessel left for the Russian Far-East in the beginning of the 2000's. She was then used as a fish carrier. Owned by Kolkhoz Oktyabr Fishing (Russia). She left Vladivostok on April 22 and was beached in Chittagong on May 22.



February 01, 2003.
© Savitskiy Igor



Kapitan Kuznetsov, Vladivostok, Russia

September 24, 2016.
© Sergei Skriabin

Dredger

3 old Netherlands-built dredgers, aged from 36 to 50 and formerly expatriated to Asia have finally left to be broken up. They were all towed as "dead vessel" to India or Bangladesh.

Betuah (ex-Jawa). IMO 7712078. Length 92 m, 2,692 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1978 in Amsterdam (Netherlands) by IHC Verschure; hopper capacity 2900 m³, dredging depth 20 m. Owned by PT Persero Pengerukan Indonesia (Indonesia). Detained in 2008 in Kandla (India), in 2009 in Cochin (India) and in 2011 in Kandla again. Decommissioned in August 2012, *Betuah* arrived at Alang under tow.



Betuah. © Dredgepoint.org



At Alang, May 19, 2017. © Viral Shah

Goryo 4 Ho (ex-Brabander, ex-Antwerpen IV). IMO 6724919. Length 113 m, 3,786 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1967 in Kinderdijk (Netherlands) by Smit Kinderdijk; hopper capacity 5200 m³, dredging depth 29 m. Owned by Hyundai Engineering & Steel (South Korea). Towed for demolition in Bangladesh by *Mtide Towage 1* (IMO 738250)



October 28, 2006, *Goryo 4 Ho* at Singapore. © Frafo

Seram. IMO 8003515. Length 92 m, 2,691 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1981 in Sliedrecht (Netherlands) by De Klop; hopper capacity 2900 m³, dredging depth 20 m. Owned by Indonesia Dredging State Ltd (Indonesia). Towed for demolition in Alang.



Seram, at Kochi, India, March 18, 2008. © David Brodie

Ferry



Atlas (ex-*Gelting Syd*, ex-*Stella Scarlett*). IMO 7361049. Ferry. Length 115 m. Deflagged from Morocco to Tanzania for her last voyage. Classification society Bureau Veritas. Built in 1974 in Papenburg (Germany) by Jos. L. Meyer. This ferry started her career as the Swedish *Stella Scarlett* owned by Stockholms Rederi A/B Svea that mainly operated her on the Landskrona/Copenhagen line.

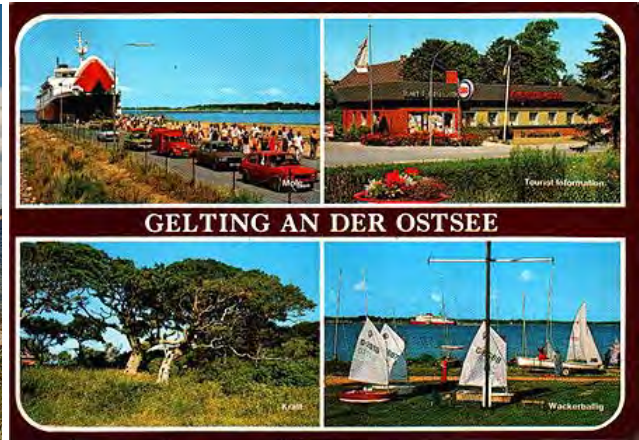


Stella Scarlett. Collection Micke Asklander - Faktaomfartyg

Sold in 1991 to Nordisk Faergefart, she became the Danish *Gelting Syd* connecting Faaborg (Denmark) and Gelting (Germany). The line closed down in 1999 after the end of on board duty-free sales between EU member states.



Gelting Syd in August 1998 in the Faaborg Fjord near Bjørnø (Denmark). © Tim Vogel

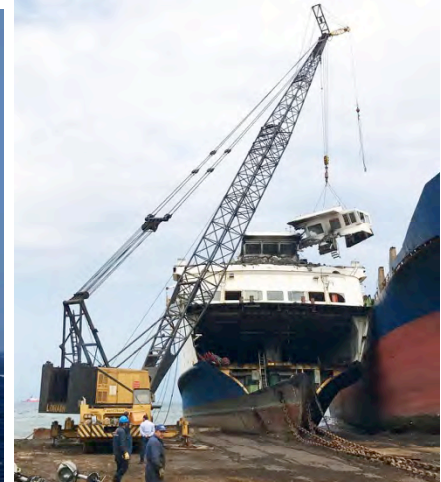


Collection Jörg Luke Sølyst

She was acquired by the private Moroccan company International Maritime Transport Corporation (IMTC) and renamed *Atlas*. She was operated successively on the Tangier/Cadiz then Tangier/Algeciras lines, but has to be decommissioned in Tangier in 2014 due to the financial difficulties of her shipowner. She was delivered to the breakers on April 28, 2017 in Aliaga flying the Tanzanian flag.



April 2, 2012, ferry *Atlas* on the way to Algeciras © Rico Voss



May 18, 2017, Aliaga © Selim San

ferry

Camille Marcoux. IMO 7343578. Ferry. Length 95 m. Canadian flag. Unknown classification society. Built in 1974 in Sorel (Canada) by Marine Industries. Owned by Société des Traversiers du Québec (Canada). *Camille-Marcoux* devoted her 43-year long career to the crossing of the St. Lawrence estuary from Matane on the right bank to Godbout and Baie-Comeau on the left bank. Each year, she used to cross the estuary 1600 times. She could carry 600 passengers and 120 cars at a service speed of 16 knots between Gaspésie and Côte-Nord.



© Stephane Voyer



Arriving at Baie Comeau, Quebec, on July 22, 1981.

© Marc Piché



Godbout. © Stephane Voyer

In 2012, she was renovated for a total amount of \$2,258,679 Canadian \$ and was awarded from Canada Transports a seaworthiness certification for 4 more years. In July 2015, she was replaced on the service by the brand new *F.A. Gauthier* but was not immediately decommissioned in anticipation of possible adjusting problems of her successor built in Castellamare (Italia) by Fincantieri and equipped with a dual fuel/gas motorization. The *Camille-Marcoux* was back on track on her historical line in May and June 2016 during a technical stop of *F.A. Gauthier*, after the latter suffered two breakdowns within a month. July 1, 2017, 202 passengers and 44 crew members were stuck in the ship for 6 hours off Matane because of another engine failure. The frequent users of the service are missing the inexhaustible *Camille-Marcoux*.

There were talks of some plans to sell her and use her on a new service connecting Gaspé, the Anticosti Island and Havre Saint-Pierre, located downstream in the estuary. The mayors of the concerned towns are not thrilled by the idea : " if it's outdated for Matane-Baie Comeau, it's also outdated for us". The deal was not concluded, and the 22th April 2017, the *Camille-Marcoux*, shortened to *Le Marc*, sailed upstream the St. Lawrence River, the Ontario Lake, then the Welland canal escorted by the tugboats *Lois M* and *Jarrett M*. They were heading to Marine Recycling Corp shipbreaking facility at Port-Colborne on Erie lake.



Le Marc. © René Beauchamp



April 22, 2017, on her way to demolition.

© Les Bateaux du Québec

ferry

Ocean Grand (ex-*Ocean Rose*, ex-*Ionian King*, ex-*Ferry Lavender*). IMO 9006629. Ferry. Length 193 m. Panamanian flag. Classification society Registro Italiano Navale. Built in 1991 in Tokyo (Japan) by Ishikawajima-Harima as the Japanese *Ferry Lavender*, this ship owned by Shin Nihonkai Ferry was operated on the domestic line from Maizuru to Otaru. Acquired in 2004 by the Greek group Agoudimos, she became the Cyprus-flagged *Ionian King* mainly on the Patras/Bari service.



Ferry Lavender. Collection Ken Murayama



Ionian King, port d'Athènes (Greece). © Mano Smera

In 2011, she was purchased by Huis ten Bosch, owner of a fun park in Nagasaki and as *Ocean Rose* under Panamanian flag, she was assigned to the crossing service between Shanghai and Kawasaki. She became the *Ocean Grand* in 2013, still flying the Panamanian flag but owned by Singapore-based Oceanic Group International and operated as a cruise ship from Singapore to Malaysia and Indonesia. Late news about the *Ocean Grand* are ambiguous. She is said to be sold for demolition but was recently still spotted in Indonesia. India is usually the final destination for passenger ships.



Ocean Grand, January 14, 2014, Singapore. © Viktor

Subic Bay 1 (ex-*Camellia*, ex-*Saroma*). IMO 7426033. Ferry. Length 166 m, 7,687 t. Filipino flag. Unknown classification society. Built in 1975 in Setoda (Japan) by Naikai. Owned by Carlos A Gothong Lines Inc (Philippines). The *Subic Bay 1* was a survivor. She had continued her activities even after a collision with another Filipino ship, the *Wonderful Stars*, in December 2009. In January 2014, hard blow again, she ran aground in bad sea conditions before her arrival to the port of Cebu. She was declared a "total loss" and was to be broken up on the spot in Cebu where she had been towed ("Shipbreaking # 39", p 20). Yet, during 2016, the ship returned to service, on the Cebu/Manila line. The ship was no more allowed to transport passengers because of the numerous complaints about her punctuality; she was only carrying cars and containers. In January 2017, she became completely useless after the arrival of a successor, the *Panglao Bay 1* (IMO 9104275, former Japanese *Prince Hayate*, built in 1995, Mongolia-flagged). In April 2017, she left the Philippines under tow, heading to Alang.



Subic Bay 1. © Philippines Ship Spotters Society

Her colleague *Manila Bay* should have the same fate after the arrival of a successor the *Dapitan Bay 1*.

ferry

Sveti Stefan II (ex-*Nieborow*, ex-*Stena Baltica*, ex-*Prins Hamlet*, ex-*Prinz Hamlet*). IMO 7320332. Ferry. Length 119 m, 4,671 t. Panamanian flag. Classification society Bureau Veritas. Built in Rendsburg (Germany) by Nobiskrug. This ferry started her career as the German *Prinz Hamlet* for Prinzen Line on the Hamburg/Harwich service.



Prinz Hamlet arriving Hamburg-Landungsbrücken in the late 1970s. © Joerg Seyler

Acquired in 1987 by DFDS, she became the Danish *Prins Hamlet* and kept sailing the North Sea, mostly bound for Newcastle departing Esbjerg (Denmark) ou Göteborg (Sweden). In 1988, she was handed over to the Swedish company Stena Line, renamed *Stena Baltica*, reflagged to the Bahamas and chartered to Polska Zegluga Baltyska (Polferries) which renamed her again *Nieborow* and bought her the following year. At the time the ship was operated from Poland to Sweden.



Arriving in the river Tyne (United Kingdom), May 21, 1988.
© Ken Lubi

In 2002, she was acquired by Montenegro-based Adriatic Lines and assigned to Montenegro Lines as the Bahamas-flagged *Sveti Stefan II* for the service from Bar to the Italian ports of Bari or Ancona. Detained in 2003 in Bari (Italy). She arrived in Aliaga flying the Panamanian flag on May 17, 2017. 265 US\$ per ton.



Sveti Stefan II, Adriatic shipyard Bijela, May 18, 2016. © Godra



Aliaga. © Selim San

Seismic research vessel

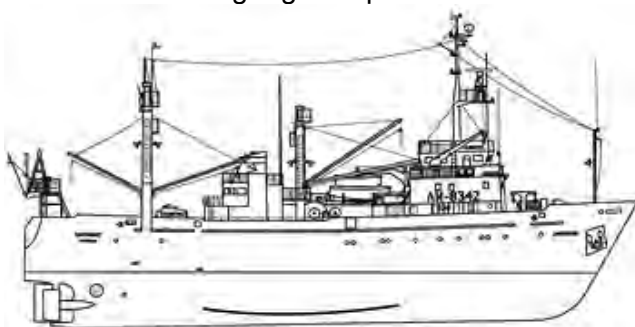
Geo Pacific (ex-*Akademik Selskiy*). IMO 8408973. Length 82 m. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1987 in Szczecin (Poland) by A Warskiego Szczecinska. Owned by Fugro Marine Services BV (Netherlands). Detained in 2011 in Las Palmas (Spain). Sold for demolition in Gravendeel (Netherlands).



Geo Pacific, Gulf of Thailand, March 28, 2013. © Phil Gunn



Nordic Energy (ex-*Nordic Venturer*, ex-*BGP Atlas*, ex-*Atlas*, ex-*Odincova*, ex-*Odintsovo*). IMO 8415586. Length 56 m, 1,799 t. Deflagged from Panama to Niue for her last voyage as *Energy*. Classification society Lloyd's Register of Shipping. Built in 1984 in Stralsund (Germany) by Volkswerft VEB. She was built as the factory-ship *Odintsovo* registered in Liepaja (Latvia), one of the 84 *Orlyonok*-type ships (or Project Atlantik 333) built by the East-German shipyard for the Soviet fishing fleet from 1981 to 1985. She was converted in 2007 to seismic research vessel. Owned by Nordic Maritime Pte Ltd (Singapore). She left Singapore under tow of *Alpha Granada* (IMO 9468279) and was beached in Chittagong on April 22.



Orlyonok-type factory-ship.
© Russian-[narod](http://narod.ru)

Converted to seismic research vessel, June 2009
Singapore. © Vladimir Knyaz



Offshore supply tug



Arabian Sea Fos (ex-*Pacific Champion*, ex-*Berit Viking*, ex-*Active Boy*). IMO 8022925. Length 65 m. Deflagged from Panama to Togo for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1981 in Tomrefjord (Norway) by Langsten. Owned by Five Oceans Salvage (Greece). Sold for demolition in Turkey.



Off Senegal, October 7, 2013. © Denis Mezerya



Arabian Sea Fos and *Caribbean Fos*. © Selim San



Atlas Wave (ex-*Ammar 1*, ex-*Ahmed*, ex-*OIL Supply 3*). IMO 7633844. Length 50 m. Comorian flag. Classification society Bureau Veritas. Built in 1977 in Singapore by Singapore SB. Owned by Atlas Marine Shipping LLC (United Arab Emirates). Detained in 2009 in Busher (Iran) and in 2015 in Khark Island (Iran). The *Atlas Wave* is to be broken up. She was lately spotted in Dubai.



Atlas Wave, May 30, 2012. © Tarek Jabour



Caribbean Fos (ex-*Pacific Shogun*). IMO 8130930. Length 64 m. Deflagged from Panama to Togo for her last voyage. Classification society American Bureau of Shipping. Built in 1982 in Nandan (Japan) by Teraoka. Owned by Five Oceans Salvage (Greece). Laid up since 2015 in Lavrio (Greece). Sold for demolition in Turkey.



Offshore tug *Caribbean Fos* at Lavrio (Greece), August 10, 2016. © Nektarios Papadakis

offshore: supply tug

Cavendish Sea (ex-*Boreal*, ex-*Ouro Preto*). IMO 7802811. Length 46 m, 1,313 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1978 in Osaka (Japan) by Mitsui. Owned by SALS Shipping (India). Detained in 2002, 2003 and 2005 in Punta Arenas (Chile). Sold for demolition in India.



Guanabara Bay, Rio de Janeiro (Brazil), February 9, 2009.
© Cesar T. Neves

Sagar 4 (ex-*SCI-04*). IMO 8308484. Length 59 m, 1,237 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin Dockyard & Engineering. Owned by Loyalty Marine Services Ltd (India). Sold for demolition in Mumbai, India.

Sagar 4. © Amit Kshirsagar



Top Fenders 2 (ex-*Pacific Scimitar*). IMO 8105686. Length 58 m. Unknown flag. Unknown classification society. Built in 1981 in Kure (Japan) by Imamura. In 2011 the Singapore-based offshore service provider Swire Pacific Offshore sold its supply vessel *Pacific Scimitar* to Top Fenders Ltd based in London (United Kingdom). The ship was reflagged to Panama but did not resume operation. She remained laid up in Lagos (Nigeria) where she was finally scrapped.



May 2017, *Top Fenders 2* ex *Pacific Scimitar* at Kirikiri, Lagos, Nigeria before demolition. © Mohammed Alhassan

offshore: supply tug



VB Artico (ex-*Shamal*). IMO 7613014. Length 55 m, 1,033 t. Deflagged from Panama to Tanzania for her last voyage. Classification society Det Norske Veritas/Germanischer Lloyd. Built in Higashino (Japan) by Matsuura Tekko. Owned by Boluda Tankers SA (Spain). Detained in 2002 in Big Stone (Delaware, USA).



February 27, 2006, *VB Artico* and *SS Rotterdam* in Gdansk. © **Jakub Bogucki**

Towing Subsea 7-owned *Seven Antares*. © **Boluda Corp**

VB Artico had a long and diverse life. Salvage of distress ships, towage of barges, equipment and structure for the offshore industry, transocean conveying of ships to be repaired or broken up. In November 2005, she towed the ex passenger ship *Rembrandt* from Gibraltar to Cadiz for preparatory works in drydock and then in February 2006 from Cadiz to Gdansk for her final conversion into the floating hotel *SS Rotterdam*. The ex *Rembrandt* was built in 1959 and riddled with asbestos; works were not allowed by the Polish authorities and had to be carried out in Wilhemshaven, Germany (Cf "Shipbreaking" n°1 p 2, n°2 p 4 and n°3 p 1). In June 2013, the *VB Artico* also was in charge of the voyage of Canadian laker *Algoma Provider* (cf. "Shipbreaking # 32", p 54) from Montreal to Aliaga. Today, at the age of 41 it's her turn to leave Valencia (Spain) under tow of *Kadoka* (IMO 7312402) bound for the Turkish shipbreaking yards. She was beached on May 18, 2017.



VB Artico near Ushant Traffic Separation Scheme, in the morning of June 4, 2012. © **Erwan Guéguéniat**



Aliaga. © **Selim San**

offshore: supply tug / diving support vessel

Venie (ex-Northern Crusader, ex-Monika Viking). IMO 9005364. Length 74 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Singapore by UDL. Owned by Femco Management Ltd (Russia). Sold for demolition in Jiangyin, China.



Venie, April 07, 2015, Vung Tau, Vietnam.
© Vladimir Knyaz

V. Zoya (ex-Seabulk Toota, ex-GMMOS Toota, ex-Toota, ex-Gulf Fleet n°12). IMO 7423495. Length 56 m, 849 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Houma (USA) by Quality Equipment. Owned by Proactive Ship Management Ltd (India). Sold for demolition in Mumbai, India.

Diving support vessel



Allied Centurion (ex-Mansal 19, ex-ISS Surveyor, ex-Ravello, ex-Subsea Buccaneer, ex-Star Pisces, ex-Gadus). IMO 6716895. Ex fishing trawler converted in 1975 to diving support vessel. Length 80 m, 2,278 t. Deflagged from Malaysia to Niue for her last voyage as simple *Centurion*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1967 in Trondheim



(Norway) by Trondheim Verft AS. When she was delivered the *Gadus* (from the scientific name of cod genus) was the biggest norwegian-flagged fishing vessel; under her first fishing campaign to Greenland and Labrador, she caught 1070 tons of cod, more than any other Norwegian vessel before. She was ordered by Hoegh Shipping that was operating a fishing fleet then. Seafridge Ltd, the joint-venture with a Canadian partner was not the expected success; Hoegh left the fishing industry and sold its trawlers among which was the *Gadus* converted then to offshore support vessel. Owned by Sapurakencana Allied Marine (Malaysia). Sold for demolition in Bangladesh.



As *Gadus* from 1967 - 1975.

© captainsvoyage-forum



Allied Centurion



Khattaf (ex-Argyll, ex-British Argyll). IMO 8402876. Length 81 m, 3,350 t. Deflagged from Qatar to Comoros for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1986 in South Bank (United Kingdom) by Smith's Dock Co. Owned by Halul Offshore Services Co (Qatar). Sold for demolition in India.



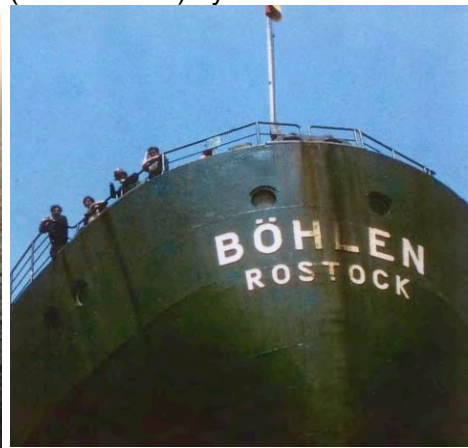
Pipelayer vessel



GSP Falcon (ex-*Falcon*, ex-*Seaway Falcon*, ex-*Enterprise*, ex-*Petrel*, ex-*Oil Driller*, ex-*Petrel*). IMO 7409401. Ex drillship converted to pipelayer vessel in 1993. Length 153 m, 9,508 t. Panamanian flag, St Kitts and Nevis for her last voyage as *Falcon*.



Classification society Bureau Veritas. Built in Schiedam (Netherlands) by IHC Gusto.



© www.mt-boehlen.de

In her early years, the *Petrel* was a drillship used for offshore oil exploration off the coast of Brittany. In 1977, she was assigned with a specific task. The East-German tanker *Böhlen* caught in a storm had sunk on October 14, 1976 off the Island of Sein. The disaster also had claimed the lives of 25 crewmembers out of 32 when the life boats broke on the hull of the tanker. The *Böhlen* was carrying 9,500 t of Venezuelan heavy crude oil which seeped from the tanks, polluted the shore of Sein and was threatening the coast of Brittany.

The wreck was lying at a depth of 107 m. At first, the authorities tried to seal the leaks by pouring concrete, then under pressure from tourism and fishing professionals, decided to pump out the residual cargo estimated to be around 2500 t. The *Petrel* was requisitioned. In March 1977, she entered Brest repair yard to be equipped with boilers to heat sea water that will be used to free and pump the oil stuck in the tanks. A torch was set at the aft section to burnt the extracted crude on the spot. The pumping and burning campaign lasted from May to August 1977. Two divers died, the list of victims increased. In september, the *Petrel* was back to Brest and was modified to drillship again. She was converted to a pipelayer vessel in 1993. She had 2 sister ships, the *Pelican* (IMO 7117266) which was converted into a cable layer in 1993 and was scrapped in Alang in 2004. The *Pelerin* (IMO 7411521) was jumboised in 2008 and is still operated as drillship under the name *Aban Abraham*.

Owned by SC Grup Servicii Petroliere SA (Romania). Detained in 2015 in Amsterdam (Netherlands). Sold for demolition in India.



Acergy Falcon, upstream the Seine River heading to Le Trait (France), April 4, 2008. © Pascal Bredel



Alang, May 2017 © Jugal Barot

Offshore platforms

The OSPAR Convention for the protection of the marine environment of the North-East Atlantic stipulates to dismantle and bring back from the North sea gas and oil fields to shore all platforms and equipments at the end of their operational life. The first barrels of oil were extracted from Brent oilfield in 1976. Today, the North Sea is entering the phase of dismantlement of its oldest units. Proximity solutions are favored for stationary equipments taken into account by OSPAR. There are a total of 1,357 offshore installations operating in the OSPAR area, 726 are sub-sea steel installations, 545 fixed steel, 22 gravity-based concrete installations.



1975, voyage from Stavanger, Norway, to Brent oilfield. © BBC/PA



2017, voyage from Brent oilfield towards Hartlepool, United Kingdom. © Allseas

4 units, Brent Alpha, Bravo, Charlie and Delta, were operated in the Brent oilfield. They were located 180 km North-East off Shetland Islands. Brent Delta will be the first one to be broken up. The topside which was settled on concrete legs was lifted in one single piece and loaded on the *Pioneering Spirit*; with a 48,000 t lifting capacity, this ship was specifically built for the offshore oil industry and the establishment of platforms and pipelines on the ocean floor. After several months of preparatory works, the vessel and cargo arrived at Able UK recycling site in Hartlepool on May 3rd, 2017. The other Brent drilling rigs will follow.

In January 2017, another contract was awarded to Veolia/Peterson. They hope to establish their Great Yarmouth recycling site as the offshore rigs dismantling center for the Southern North sea. Other recycling facility projects are being considered on the Orkney Islands in Scotland.



May 2017, *Brent Delta*, at Able UK facility in Hartlepool. © Allseas

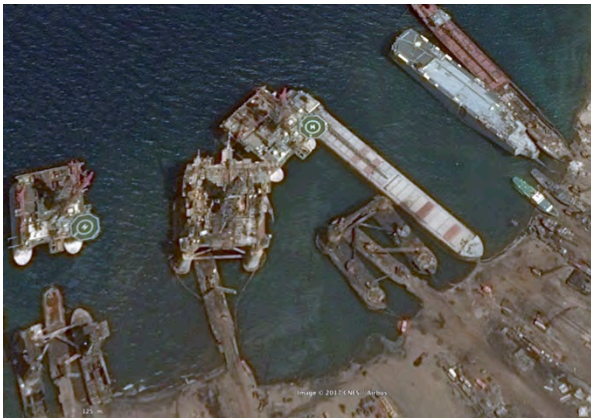
In an opposite way, semi-submersible rigs or jack-up rigs have to follow the same regulations as ships. The Honk Kong Convention will eventually apply. The convention was signed in 2009 and is presently ratified by 6 countries (Belgium, Congo, Denmark, France, Norway, and Panama). It will enter into force after ratification by 15 countries representing 40 % of the world fleet. The offshore platform-owners have little concern for their reputation and like ship-owners sell to the highest bidders, that is to say the Asian shipbreaking yards. Oil companies are only charterers and reject any liability. Until things change, floating platforms escape OSPAR's constraints, even when they come from the North Sea, and end up in

scrapyards established in Turkey or in the Indian subcontinent, neither provoking any reaction nor the implementation of measures as regards health risks and waste management.

Information to workers on shipbreaking sites are urgent. Asbestos was abundantly used in these structures built in the 70s and 80s. In addition to the asbestos-related risk there is the radium-related risk as radium has accumulated in the pipes and in the equipments in the form of scales.

In December 2016, the British trade union Unite denounced the exposure to radiations of 6 workers who were performing maintenance and removal works on a Thistle oilfield rig off the Scottish coast without any protection and previous information. In the Asian shipbreaking sites, the workers also work without any appropriate equipment and will breath carcinogenic dusts contaminated by radium. All the structures which are potentially and partly radioactive waste and especially the drilling rigs, FPSOs, and offshore oilfields' storage barges have to be diagnosed before leaving to be broken up. Their exportation should be forbidden if they are proven contaminated.

It was not the case for another North Sea offshore servant, the FPSO *North Sea Producer* which was beached for demolition in Bangladesh. As the radioactivity is higher than the admissible threshold in some parts of the ship, the operations were stopped (Cf. "[Europe exports radioactive waste to Bangladesh](#)"). It is urgent to enforce restrictive rules to avoid the scattering of radioactive waste and connected pathologies.



Offshore platform demolition in Aliaga
© Screenshot Google Earth



Alaskan Star at Aliaga
© Selim San



Ocean Spur at Aliaga
© Ketan K Sheta

Spotted in the breaking yards

India :

Ocean Spur, Marshall Islands flag , 6,319 t. Jack-up rig built in 1981 in Göteborg (Sweden) by Gotaverken Cityvarvet. Beached on May 13.

Pakistan:

ENSCO 94. OMI 8751136. 7,000 t. Jack-up rig built in 1981 in Sakai (Japan) by Hitachi Shipbuilding.

Turkey:

Alaskan Star. OMI 8750089. Congolese flag. Semi-submersible rig built in 1976 in Hiroshima (Japan) by Mitsubishi HI. Beached on April 18.

Ifrikia II. OMI 8765620. Sierra Leone flag, 235 m. Storage barge built in 1979. Beached on May 23.

See also on the issue of natural radioactivity

"Alert: Enhanced Natural Radioactivity" , "[Shipbreaking # 40](#)", pp 12-13

"Offshore platforms: radioactive alerte, "[Shipbreaking #41](#)", pp 1-2-3

Tanker

April-May-June 2017

34 demolitions. The number over all categories (oil tankers, chemical tankers, gas carriers, combined carriers) has increased. In tonnage the increase reached 39%. It's the only category in progression this quarter in the shipbreaking yards. It represents 25% of the scrapped tonnage, a figure that had not been reached for several years ; for the whole year 2016, the share of tankers was 9%.

Following the tragedies of FPSO *Aces ex-Federal 1* in November 2016 and gas carrier *Rain ex-Gaz Fountain* in January 2017, the ban of beaching and breaking for all tankers is still ongoing in Pakistan. Prior to beaching, the Pakistani regulation did not require the tanks to be guaranteed gas free for hot works. Pakistan has another problem to deal with, i.e. oil smuggling from tankers to be broken up.

Oil tanker

19 oil tankers left to be demolished, it's twice as much than in the 2017 first quarter. They all ended up in Bangladesh and India, except for the *Falcon* which was laid up in Latvia and was demolished on the spot. Half of them belonged to shipowners established in the European Economic Area. Their age was between 18 to 36 years ; the average age was 25 years . The sale of *Catherine Knutsen* to a shipbreaking yard of Alang generated 8 million US\$ in benefits to the shipowner and middlemen.



Catherine Knutsen, 25 years old, 23,057 t.

Al Basrawi (ex-Arabiyah). IMO 8619479. Length 250 m, 20,147 t. St Vincent and Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Koje (South Korea) by Samsung. Owned by Qaiwan Group (Iraq). She left Umm Qasr (Iraq) and was beached in Alang, India. 332 US\$ per ton.



Arietis (ex-Alloro, ex-Soei). IMO 9162033. Length 236 m, 12,842 t. Deflagged from Liberia, St Kitts and Nevis for her last voyage as *Mar*. Classification society American Bureau of Shipping, transferred to Bureau Veritas in March 2017. Built in 1997 in Imari (Japan) by Namura. Detained in 2011 for 132



days in Valletta (Malta). Sold by her Greek shipowner Eurotankers to Liberia-based Lyra Trading. She left Fujairah (United Arab Emirates) on February 28, 2017 and was beached in Chittagong on April 10.



Arietis, October 31, 2016 Oranjestad, Aruba.
© Captain Peter

tanker: oil tanker

Astro Arcturus. IMO 9122916. Length 248 m, 17,700 t. Greek flag. Classification society American Bureau of Shipping. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by Pantheon Tankers (Greece). The *Astro Arcturus* departed Bahamas on April 8, 2017. She was spotted off Capetown (South Africa) on May 6 and then sailed across the Indian Ocean up to Singapore. After this almost round-the-world trip, she was sold as is for demolition. Final destination India or Bangladesh. 396 US\$ per ton including 900 t of bunkers.



Astro Arcturus in the Bosphorus (Turkey), July 19, 2012. © Marc Ottini



Catherine Knutsen (ex-*Tanana*, ex-*Wilomi Tanana*, ex-*Tanana*, ex-*Wilomi Tanana*). IMO 8714994. Length 277 m, 23,057 t. Deflagged from Norway, to Palau for her last voyage as *Catherine*. Classification society American Bureau of Shipping. Built in 1992 in Nagasaki (Japan) by Mitsubishi. Owned by Knutsen OAS Shipping AS (Norway). Sold as is in Aruba, a Caribbean island off Venezuela with an autonomous status and the King of the Netherlands as Head of State. 361 US\$ per ton. On March 26, *Catherine* left the Caribbean; she arrived at Alang after calling Capetown (South Africa).



Wilomi Tanana outbound Delaware River (USA), June 19, 1995. © shipjohn



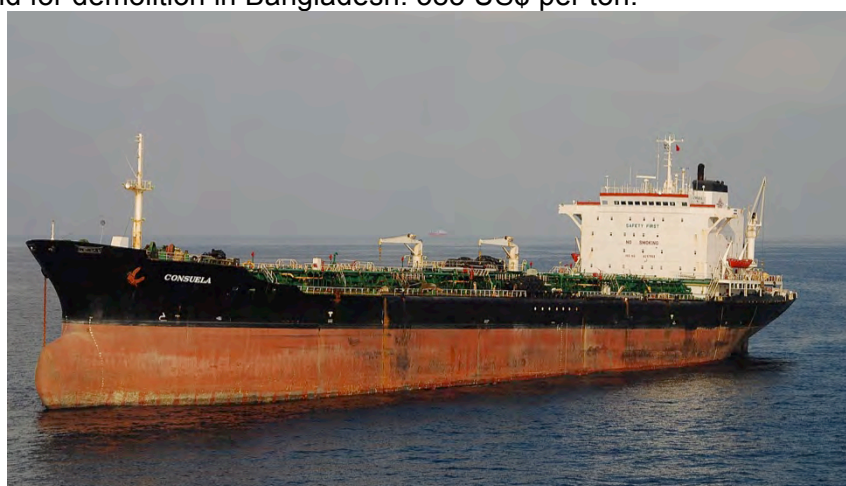
Catherine Knutsen, leaving Le Havre (France), May 3, 1999. © Pascal Bredel

tanker: oil tanker

Claudine (ex-Formosa Two). IMO 8002030. Length 177 m, 6,773 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1981 in Shimizu (Japan) by Nippon Kokan. Owned by Tahmeel Petroleum FZE (United Arab Emirates). Detained in 2001 in Pyeongtaek (South Korea), in 2002 in Vancouver (Canada), in 2003 in Yeosu (South Korea) in 2004 in Port Comfort (Texas, USA) and in Pyeongtaek again and in 2016 in Lavan (Iran). Sold for demolition in India.



Consuela (ex-Filomena Lembo). IMO 8217958. Length 194 m, 11,945 t. Deflagged from Panama to Comoros for her last voyage as *Xenia*, or *Xen*. Classification society Registro Italiano Navale. Built in 1984 in Castellammare (Italy) by Italcantieri as bulk carrier for the Italian group Deiulemar, she was converted in 1988 to product tanker. Owned by Sinkor Trading Ltd (United Arab Emirates). Sold for demolition in Bangladesh. 385 US\$ per ton.



Consuela, January 10, 2013, Fujairah, United Arab Emirates. © **Tarbatness**

Danai 3 (exHacho Maru, ex-Hachiyo Maru). IMO 8312306. Length 76 m, 624 t. Thai flag. Unknown classification society. Built in 1983 in Shimizu (Japan) by Kanasashi. Owned by Thai International Tankers Co Ltd (Thailand). Detained in 2012 in Port Kelang (Malaysia). Sold for demolition in Bangladesh.



Danai 4 (ex-VP 16, ex-Bac Son, ex-Shosei Maru n°8). IMO 8613530. Length 74 m, 737 t. Thai flag. Unknown classification society. Built in 1986 in Yawatahama (Japan) by Kurinoura. Owned by Thai International Tankers Co Ltd (Thailand). Sold for demolition in Bangladesh.

Phuket, Thailand, September 16, 2015.
© **Arjan Elmendorp**

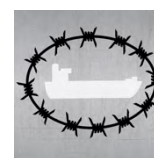


Distya Ameya (ex-Kassos, ex-Sotra Spirit, ex-Bona Robin, ex-Ventina). IMO 9077343. Length 244 m, 16,479 t. Indian flag. Classification society Indian Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Elektrans Shipping Pvt Ltd (India). Sold for demolition in India. 330 US\$ per ton.

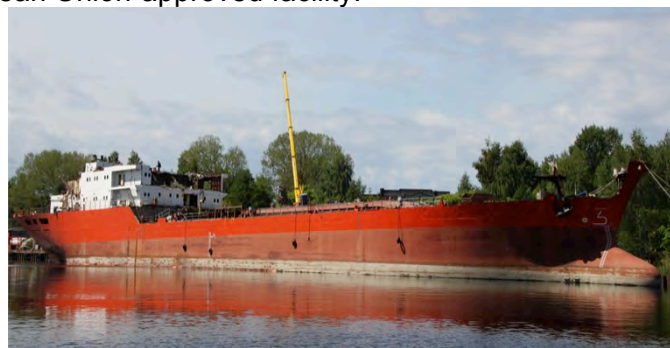
tanker: oil tanker

Falcon (ex-*Grigoriy Shevtsov*, ex-*Falcon*, ex-*Volgograd City*, ex-*Zlatna*). IMO 9036985. Length 128 m, 4,832 t. Belize flag. Classification society Inclamar. Built in 1992 in Galati (Romania) by Galati Santierul Naval. Owned by SIA ROKO Shipmanagement (Latvia). Detained in 2011 in Averoy (Norway).

Falcon was moored in Riga (Latvia) since May 2015. She never left, she is being demolished on the spot by Bolderaja Ship Repair Yard, not yet a European Union-approved facility.



August 28, 2016 © Igor Dilo



June 9, 2017. © Sincere Gemini

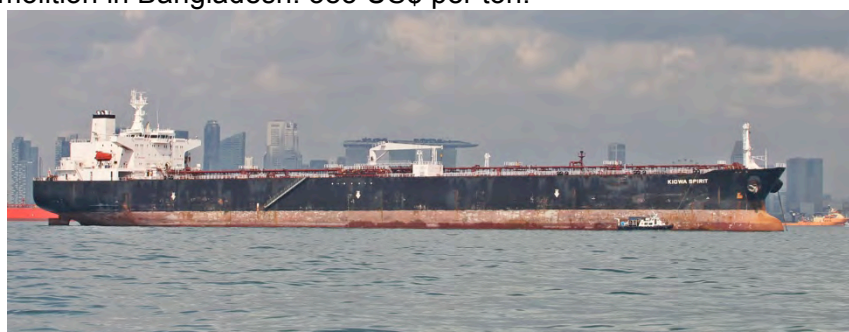
Good News (ex-*Takase*). IMO 9181936. Length 333 m, 38,732 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Chiba (Japan) by Mitsui. Owned by Polembros Shipping Ltd (Greece). Sold, renamed, with an uncertain destination, the *Good News* is playing hide-and-seek. In April, she was sold for demolition. 390 US\$ per ton, a good price paid by a Bangladeshi or an Indian shipbreaking yard. Her status in the Equasis database was turned to "to be broken up" on April 13. Since May 1, her official owner is Mumbai-based Blue Whale Maritime Ltd. This company declares to own 2 vessels, the other one being the *Erwi*, ex-*Berwick* beached for demolition in Alang on February 2. The tanker was renamed *Zeus V* and is still "to be broken up". She was lately spotted in late June in Singapore Strait, but would have been renamed again *Jade Prosper* expected in Guangzhou (China) in July.



Good News, at Sharjah (United Arab Emirates), April 21, 2014. © Zbyszek Swiacki



Kiowa Spirit (ex-*Bona Valiant*). IMO 9171826. Length 253 m, 17,772 t. Deflagged from Liberia to Palau for her last voyage as *Spirit*. Classification society Nippon Kaiji Kyokai. Built in 1999 in Koje (South Korea) by Samsung. Owned by DS Tankers GmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 385 US\$ per ton.



Kiowa Spirit, November 24, 2013 at the eastern Singapore Working Anchorage. © Jan Ove

tanker: oil tanker



Med Star (ex-*Energena*, ex-*Genmar Agamemnon*, ex-*Emilie*). IMO 9083304. Length 243 m, 14,669 t. Deflagged from Panama to St Kitts and Nevis for her last voyage shortened to *Star*. Classification society Registro Italiano Navale. Built in 1995 in Koje (South Korea) by Samsung. Owned by Merapi Overseas Group Inc (Turkey). Sold for demolition in India.



September 17, 2009, *Genmar Agamemnon* discharging at Deer Park, Houston, United States. © **Antonio**



June 14 2017, *Star* beached at Plot No 42, Alang. © **Jimit Shah**

Orapin 4 (ex-*Mas Ayu*, ex-*Dasa Enam*, ex-*Zaman Baru Dua*). IMO 8210027. Length 90 m, 1,214 t. Thai flag. Unknown classification society. Built in 1983 in Nagasaki (Japan) by Hayashikane. Owned by Thai International Tankers Co (Thailand). Sold for demolition in Bangladesh.

Orapin 4, May 19, 2016 at Sriracha Oil Terminals, Thailand. © **Geir Vinnes**



Palenque I (ex-*Palenque II*, ex-*Choapas II*, ex-*Fearless*, ex-*Torm Gyda*). IMO 9006136. Length 182 m, 8,615 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1992 in Dalian (China) by Dalian Shipyard Co. Owned by Trinity Ships Inc (Greece). Sold for demolition in Bangladesh or in India. According to her last received position, she was at Lagos (Nigeria). 350 US\$ per ton.



Panama Canal, October 10, 2014. © **Frankie Mc Grath**

tanker: oil tanker

Santa Cruz 1 (ex-Frankopan). IMO 9041447. Length 244 m, 16,327 t. Liberian flag. Classification society Bureau Veritas. Double hull ship built in 1995 in Split (Croatia) by Brodosplit. Sold by son Greek owner Avin International S.A. to Liberia-based Nephele Marine prior to her departure for demolition in Bangladesh. 387 US\$ per ton. A good price as 200 t of oily sludge were still on board and have to be extracted before delivery to a shipbreaking yard and any hot works.



Singapore, May 7 2015. © Lim Hock Wu

Stavronisi. IMO 9074585. Length 243 m, 16,245 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kerch (Ukraine) by Zaliv. Owned by Eletson Corp (Greece). Sold as is in Singapore for demolition in Bangladesh. 375 US\$ per ton.



Delaware River (USA) under pilotage, December 30, 2010. © Capt DI Flokas

Tirupati (ex-Scorpius, ex-Al Mubarakah, ex-Eco Europa). IMO 9030917. Length 276 m, 23,902 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1994 in Marghera (Italy) by Fincantieri Breda. Owned by Argo Globaltrading Fze (United Arab Emirates). Sold for demolition in India. 330 US\$ per ton.



Vries Viena (ex-Wave A, ex-Capella). IMO 9112052. Length 179 m, 10,650 t. Indonesian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1995 in Kherson (Ukraine) by Khersonskyi SZ. Owned by PT Pelayaran Vries Maritim Pratama (Indonesia). Detained in 1997 in Hull (United Kingdom) and in 2001 in Augusta (Italy). Sold for demolition in Bangladesh. 371 US\$ per ton.



Chemical tanker

Bow Hunter (ex-Hunter, ex-Bow Hunter). IMO 7926318. Length 158 m, 8,792 t. Unknown flag. Sans Classification society. Built in Okpo (South Korea) by Daewoo. Detained in 2005 in Houston (Texas, USA).

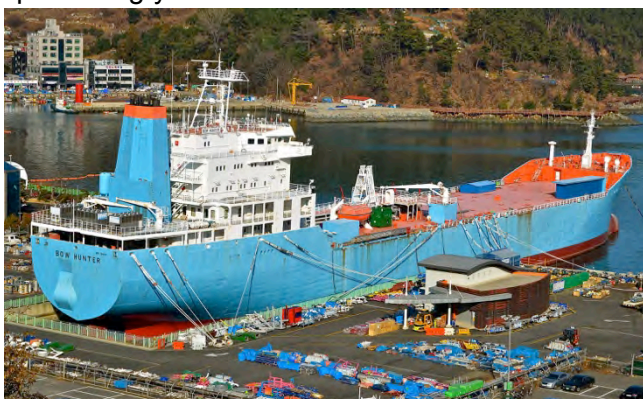


Bow Hunter, at Le Havre (France), March 30, 1994. © Pascal Bredele

Ex chemical tanker owned by the Norwegian Salhus Shipping. She stopped trading in 2011 and was expected to be sold for demolition. At the time, the Korean shipbuilder Daewoo wanted to acquire the first chemical tanker built by DSME for a showcase. But the *Bow Pioneer* had already left to be broken up in Alang (Cf. "Shipbreaking # 19", April 2010, p 12) and Daewoo could only get n°3, the *Bow Hunter*. Part of the equipment was withdrawn and the ship became a museum ship. not for long, in 2017, she was sold as is for demolition in India. 302 US\$ per ton including 550 t of stainless steel, a good rate for a vessel to be towed from South Korea to the Indian shipbreaking yard.



Okpo, South Korea, July 10, 2011, being converted to museum ship. © SBO

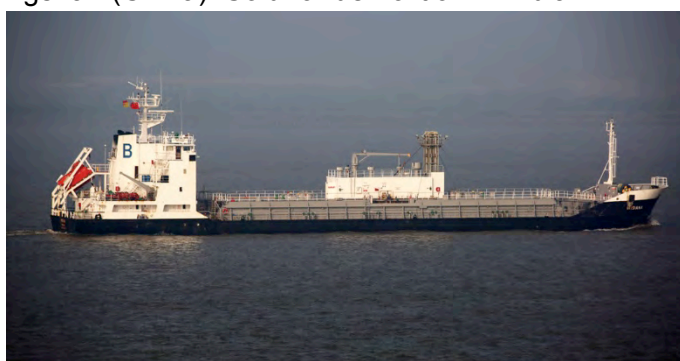


January 09, 2016, static mooring at DSME Okpo, Korea (South) © Tarbatness

Irisiana (ex-Sagitta J, ex-Coastal Bay, ex-Rhein Feeder, ex-Rhein Lee, ex-Rhein Feeder, ex-Liesel I). IMO 8914178. Ex general cargo converted in 2007 to chemical tanker. Length 87 m, 1,777 t. Panamanian flag. Classification society Bureau Veritas. Built in Viana do Castelo (Portugal) by Viana do Castelo Shipyard. Owned by Fuji Marine Ltd (Japan). Detained in 2012 and 2014 in Daesan (South Korea) and in 2016 in Tangshan (China). Sold for demolition in India.



Clement, April 11, 1990 on berth 40 Dublin Port, Ireland. © Robbie Cox



Irisiana, May 16, 2016, Taicang, China. © Vladimir Knyaz

chemical tanker

N°8 Kokamaru. IMO 9100516. Length 92 m, 1,589 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Kochi (Japan) by Shin Kochi Jyuko. Owned by Dongkuk Marine Co Ltd (South Korea). Detained in 2006 in Xiamen (China). Sold for demolition in China. 215 US\$.

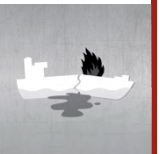


Chiba, Japan, 11 July 2008. © Sergey Bykov



June 13, 2013, underway bound for Huangpu, China. © nunezwiensley →

Theresa Arctic (ex-*Sitamia*, ex-*Petrobulk Mars*). IMO 8715508. Length 229 m, 14,830 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1988 in Copenhagen (Denmark) by B&W Skibsvaerft.



Owned by Raffles Shipmanagement Services (Singapore). Detained in 2008 in Rotterdam (Netherlands), in 2009 in Mundra (India) and in 2013 in Rotterdam again for 280 days.



Sitamia anchored off Dunkirk (France), January 14, 2007. © Marc Ottini

In May 2017, the *Theresa Arctic* left Port Klang (Malaysia) heading to Mombasa (Kenya) with a cargo of 46,000 t of palm oil. On June 20, just before the planned arrival, the *Theresa Arctic* suffered an engine failure and ran aground on Bofa beach in Kilifi, 45 km north of Mombasa. The efforts of the tugboats sent by the Kenya Port Authority to free her were useless. The *Theresa Arctic* was refloated 3 weeks later. 15 experts from Smit Salvage in charge of the operation came from Singapore, South Africa and the Netherlands. 7 tugboats were involved in the salvage, part of the cargo had been previously transhipped onto the *Theresa Dumai*. On July 13, the ship was towed to Mombasa and docked. The hull was badly damaged. The ship was announced sold for demolition in India. 350 US\$ dollars per ton.



July 2017, under tow to Mombasa. © Kenya Port Authority

Gas carrier

Gas carriers are hard to die. The average age of the demolished ones this quarter is 33 years. The Algerian veterans *Larbi Ben M'hidi* and *Bachir Chihani* built in La Seyne-sur-Mer (France) and sold to the Turkish breakers were respectively 40 and 38 years old.

The sale of *Larbi Ben M'hidi* generated nearly 7 million US\$ in benefits to the shipowner and middlemen.



Larbi Ben M'hidi, 40 years old, 28,485 t. © Hajo Schaefer

Bachir Chihani. IMO 7400675. Length 282 m, 28,461 t. Algerian flag. Classification society Bureau Veritas. *Larbi Ben M'hidi* (see following page) and *Bachir Chihani*, named after Algerian independence war heroes, were the 5 first large vessels built for exporting Algerian Liquefied Natural Gas (LNG). They are among the oldest ships in the methane carrier world fleet. Delivered in 1977 and 1979 by the Constructions navales et industrielles de la Méditerranée (La Seyne) to the the State-owned Compagnie Nationale Algérienne de Navigation, the *Larbi Ben M'hidi* and *Bachir Chihani* were transferred in 1982 to Société Nationale de Transport Maritime des Hydrocarbures et des Produits Chimiques (SNTM Hyproc), which became in 1997 a 100%-owned subsidiary of the Algerian oil company Sonatrach. The SNTM Hyproc was renamed Hyproc Shipping Company in 2003. With their 129,700 m³ LNG cargo capacity each, *Larbi Ben M'hidi* and *Bachir Chihani* have carried Algerian gas towards the different clients of Sonatrach around the world, from Arzew and Skikda ports. They were sold to Turkish breakers. \$ 236 US per tonne.



Bachir Chihani, arriving at Brest (France) in the rain, November 27, 2013. © Erwan Guéguéniat

The three other methane carriers in the initial Algerian fleet were *Mostefa Ben Boulaid* (125,000 m³), built in 1976 in La Ciotat, also to be dismantled in Turkey, and the *Mourad Didouche* and *Ramdane Abane* (126,000 m³), delivered in 1980 and 1981 by Chantiers de l'Atlantique (Saint-Nazaire, France).

gas carrier

Deltagas. IMO 9008471. Length 88 m. Antigua & Barbuda flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Appledore (United Kingdom) by Appledore SB. Owned by Sloman Neptun Schiffahrts-Aktiengesellschaft (Germany). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition in Turkey.



Deltagas downstream Scheldt River (Belgium), August 11 2008. © Marc Ottini



Aliaga © Selim San

Guapore. IMO 7921899. Length 110 m, 3,963 t. Brazilian flag. Classification society American Bureau of Shipping. Built in 1982 in Tamano (Japan) by Mitsui. Owned by Petrobras (Brazil). Auctioned as is in Rio de Janeiro (Brazil) for demolition in India. 182 US\$ per ton.



Rio de Janeiro (Brazil), February 18, 2009. © Rogério Cordeiro

Larbi Ben Mhidi. IMO 7400663. Length 282 m, 28,495 t. Algerian flag. Classification society Bureau Veritas. Built in 1977 in La Seyne-sur-Mer (France) by Chantiers de la Méditerranée. Owned by Hyproc Shipping Co (Algeria). Sold for demolition in Turkey. 236 US\$ per ton. (See also the chapter *Bachir Chihani*, previous page).



Larbi Ben M'Hidi in Brest (France), July 13, 2009. © Erwan Guéguéniat



gas carrier

Liberty N (ex-*Gaz Liberty*, ex-*Traquair*). IMO 8010738. Length 114 m, 4,020 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Troon (Scotland, United Kingdom) by Ailsa SB. Owned by Marine Shipping Line F (United Arab Emirates). Detained in 2016 in Khark Island (Iran). Sold for demolition in India.



Traquair, moored at Port Jérôme (France), June 1992.
© Pascal Breidel



Liberty N beaching in Alang (center).
© Viral Shah

Navakun 17 (ex-*Tokuyo Maru n°3*). IMO 7930448. Length 60 m, 773 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Usuki (Japan) by Usuki Tekkoshu. Owned by Navakun Transport Co Ltd (Thailand). Sold for demolition in Bangladesh. 305 US\$ per ton.

Power S (ex-*CGM Tiger*, ex-*Diamond Star*). IMO 8705955. Length 89 m, 2,036 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Poli (Italy) by Pellestrina. Owned by Seahorse Shipping & Engineering Co (Turkey). Detained in 2011 in Catania (Italy), in 2012 in Valletta (Malta) for 101 days in March and then for 121 days in September and in 2013 in Midia (Romania) and in Temryuk (Russia). Sold for demolition in Turkey.



CGM Tiger, in Valletta (Malta), 5 April 2012. © Marc Ottini

Russel (ex-*Sigloo Tor*, ex-*Igloo Tor*, ex-*Gjertrud Maersk*). IMO 8715895. Length 153 m, 7,002 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1989 in Emden (Germany) by Thyssen Nordseewerke. Owned by Penta Ocean Ship Management & Operation (United Arab Emirates). Sold for demolition in India.



Combined carrier

Karadeniz Powership Yurdanur Sultan (ex-SKS Tagus). IMO 9133458. Length 244 m, 18,581 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Vendu in November 2016 in Karmarine Karadeniz (Turkey), she was planned to be converted to a floating power ship with a 400 MW capacity. The project did not succeed. On May 9, she arrived at Chittagong "for repair", on May 19, she was finally beached for demolition. 380 US\$ per ton.



SKS *Tagus*, March 5, 2016 IJmuiden (Netherlands). © Peter Beentjes

SKS Tugela. IMO 9133460. Ore/Bulk/Oil/ carrier. Length 244 m, 18,300 t. Bahamian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by KGJ OBO & Tankers Fleet Management AS (Norway). Sold for demolition in India in a Nippon Kaiji Kyokai-certified yard as compliant with the Hong Kong Convention. 328 US\$ per ton.

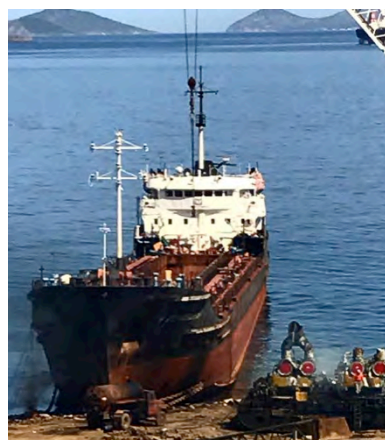


SKS *Tugela*, Donges (France), 17 janvier 2011. © Erwan Guéguénat

Nefterudovoz-54M. IMO 8726193. Ore/Oil/ carrier. Length 119 m, 1,574 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Perm (Russia) by Kama Shipyard. Owned by Metship Ltd (Russia). Detained in 2004 in Bandar-e-Anzali (Iran) and in 2006 in Venice (Italy). Sold for demolition in Turkey.



Caspian Sea, July 19, 2011. © Ivan Gromilin



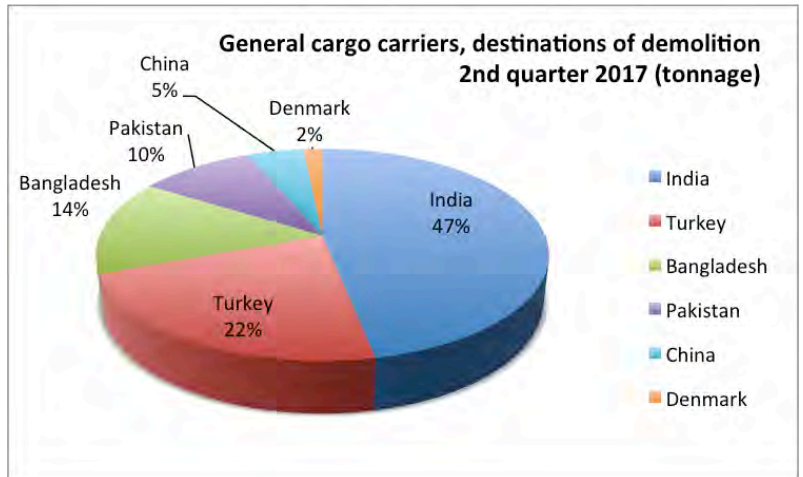
Aliaga © Selim San

General cargo

April-May-June 2017

34 demolitions. A figure declining of -24% compared to the previous quarter (45 demolitions). The decrease of the tonnage is -37%. Turkey (13 ships) and India (10 ships) are the favorite destinations. In terms of tonnage, India absorbs close to half of the general cargo carriers.

The average age at the time of demolition is 31 years. The *Rahma* is 52 years, and it is the oldest of the category and of all categories this quarter. The detention rate for general cargo ships is 70%. The family gathered the worst among substandard ships *Geo Sun*, *Donbate* and *Joudi*, respectively 17, 15, and 14 detentions in Mediterranean and Black Sea ports.



The sale of the *San Fernando Rey* generated more than 2 million US\$ in benefits to the shipowner and middlemen.



San Fernando Rey, 18 years-old, 6,094 t. © George58/Shipspotting

Anka (ex-*Pigme*, ex-*Gozde B*, ex-*Kemal II*, ex-*Arion*, ex-*Tolmi*, ex-*Mette Bewa*, ex-*Cap Matapan*). IMO 7051333. Length 125 m. Turkish flag. Classification society Turk Loydu. Built in 1971 in Rendsburg (Germany) by Nobiskrug. Owned by Dogus Denizcilik AS (Turkey). Detained in 1999 in Heraklion (Greece) and in 2000 in Rotterdam (Netherlands). Sold for demolition in Turkey.



Southbound on the Bosphorus on July 1, 2010. © Wil Weijsters

general cargo

Bangsaotong (ex-River Shine, ex-Halimatun, ex-Halifax Shine, ex-Cima, ex-Hakkaisan Maru). IMO 7903031. Length 107 m, 2,354 t. Thai flag. No classification society according to the last Port State Control in Kota Kinabalu (Malaysia). Built in 1979 in Imabari (Japan) by Imabari Zosen. Owned by Wong Samut Navigation Co Ltd (Thailand). Sold for demolition in Bangladesh.



Bangsaotong, arrival at Bangkok, Thailand, March 22, 2016. © bs1mrc/Shipspotting

Bright State. IMO 9157442. Length 138 m, 5,194 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Hachinohe (Japan) by Kitanihon. Owned by Yangtze Navigation Co Ltd (China). Detained in 2014 in Townsville (Australia) and in 2015 in Kobe (Japan). Sold for demolition in Jiangyin, China.



At Banjarmasin Taboneo Loading Point (Indonesia), May 21, 2016. © iwan afwan

Brin-Navolok (ex-Safora, ex-ST-1386). IMO 8867246. Length 88 m, 1,124 t. Russian flag. Classification society Russian Maritime Register of Shipping. River and sea-going ship built in 1986 in Macvanska Mitrovica (Serbia) by Sava Shipyards on the Save River, a tributary of the Danube; jumboized in length and depth in 2007, her deadweight increased from 1,380 to 2,805 t. Owned by Belomor Freight Company Jsc (Russia). Detained in 2009 in Alexandria (Egypt), in 2011 in Limassol (Cyprus) and in 2017 in Gdynia (Poland) and Batumi (Georgia). Sold for demolition in Turkey.



Brin-Navolok, May 22, 2016, on the Kiel Canal, Germany. © fabianv

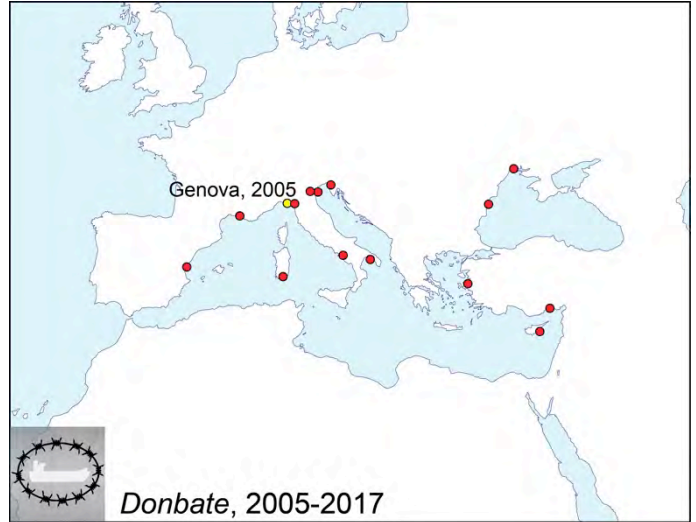


Mai 2017, Aliaga. © Selim San

Donbate (ex-*Dombate*, ex-*Albufera de Alcludia*, ex-*Portubide*). IMO 7806037. Length 95 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Guernica (Spain) by Murueta. Owned by South River Shipping Co Ltd (Ukraine). Silver medallist of substandard ships with 15 detentions in 2005 in Genoa (Italy), in 2006 in Cagliari (Italy), Torre Annunziata (Italy) and in Genoa again, in 2007 in Taranto (Italy) and Mersin (Turkey), in 2008 in Koper (Slovenia), Chioggia (Italy), Castellon de la Plana (Spain) and Chioggia again, in 2009 in Marseille (France) and Constanta (Romania), in 2012 in Larnaca (Cyprus), in 2014 in Aliaga (Turkey) and in 2017 in Ochakov (Ukraine). Sold for demolition in Turkey.



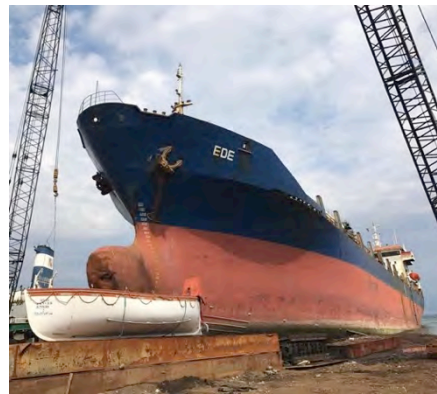
Donbate sailing down from the Black Sea, August 29 2014. © Marc Ottini and her detentions



Ede (ex-*Dulde*, ex-*Ceren-C*, ex-*Kinali*). IMO 8421808. Length 115 m. Cook Islands flag. Classification society Turk Loydu. Built in 1985 in Pendik (Turkey) by Turkiye Gemi. Owned by HSV Deniz (Turkey). Detained in 1998 in A Coruna (Spain), in 1999 in Antwerp (Belgium), in 2002 in Eleusis (Greece), in 2010 in Ashdod (Israel), in 2011 in Nikolayev (Ukraine) and in 2017 in Novorossiysk (Russia) and in Constanta (Romania). Sold for demolition in Turkey.



Ede, August 14, 2015 entering the port of Sibenik, Croatia. © Zoka



May 2017, Aliaga. © Selim San

Fanja (ex-*CEC Courage*, ex-*Shanghai Star*, ex-*CEC Courage*). IMO 9235115. Length 100 m, 3,552 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 2000 in Shanghai (China) by Zhonghua Shipyard. Owned by Oman Ship Management Co SA (Oman). Detained in 2007 in Bilbao (Spain) and in 2015 in Gdynia (Poland). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 390 US\$ per ton.



Singapore, April 2, 2015. © Lim Hock Wu

general cargo

Fortune Express (ex-RSCL Express, ex-Pine Valley, ex-SCM Caribbean, ex-Pine Valley, ex-Baltimar Okeanos, ex-Mekong Strait, ex-Baltimar Okeanos, ex-Alina I, ex-Eagle Magnolia, ex-Alina, ex-Palacio, ex-Ville de Kuwait, ex-Palacio, ex-Vira Bhum, ex-Palacio, ex-Oyster Bay, ex-Global Express, ex-Palacio). IMO 8503802. Length 106 m, 2,200 t. Panamanian flag.

Classification society International Maritime Register. Built in 1985 in Groningen (Netherlands) by Nieuw Nord Neerlandsche. Owned by Nav Tech International FZC (United Arab Emirates). Detained in 2009 in Suez (Egypt), in 2015 in Asaluyeb (Iran) and in 2016 in Suez again. Sold for demolition in Pakistan.



Generoso (ex-Hysun). IMO 9359985. Length 100 m. Deflagged from Cyprus to Tanzania for her last voyage. Classification society Registro Italiano Navale. Built in 2005 in Wenling (China) by Wenling Kaili. Owned by Cap Giuseppe Patella Agenzia Marittima (Italy). Detained in 2007 in Koper (Slovenia) and Brindisi (Italy). Sold for demolition in Turkey.



Departing from Split, Croatia on August 13, 2008.
© Sinisa Aljinovic



Aliaga, June 2017. © Selim San



Geo Sun (ex-Donna U., ex-Pavel, ex-Pavel Mochalov). IMO 7830923. Length 114 m. Deflagged from Togo to Tanzania for her last voyage as *Little Sun*. Classification society Columbus American Register. River and sea-going ship built in 1979 in Gorki/Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Stella Shipping (Marshall Islands). Gold medallist of substandard ships

with 17 detentions in 1999 in Saint-Malo (France), in 2007 in Vibo Valentia Marina (Italy) and Torre Annunziata (Italy), in 2008 in Izmir (Turkey), in 2009 twice in Yeysk (Russia) then in Samsun (Turkey), in 2011 in Bandirma (Turkey), in 2012 in Trabzon (Turkey), in 2013 in Poti (Georgia) and in Trabzon again, in 2014 in Novorossiysk (Russia), Rostov-on-Don (Russia) and again in Poti, in 2015 in Tekirdag (Turkey) and in 2016 one more time in Poti then in Azov (Russia). Sold for demolition in Turkey.



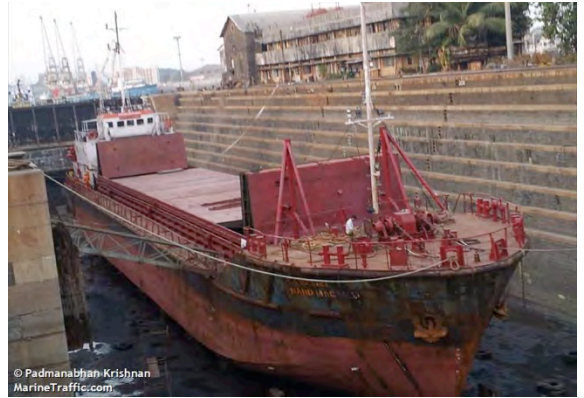
Pavel Mochalov in the Sea of Marmara (Turkey), June 6, 2006.
© Marc Ottini



Passing Nizhnegnilovskoy bridge, Rostov-on-Don, Russia. September 17, 2010
© Vladimir Nikonov

general cargo

Greenwich Progress (ex-*Nand Magdalla*, ex-*Prime VII*, ex-*Nand Magdalla*). IMO 8845468. Length 78 m, 817 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Surat (India) by Magdalla. Owned by Greenwich Shipping P/R (India). Sold for demolition in Mumbai, India.



© Padmanabhan Krishnan

Han Li (ex-*Thor Nectar*, ex-*Beate Oldendorff*, ex-*Tasman Mariner*, ex-*Beate Oldendorff*, ex-*TA Discoverer*, ex-*Beate Oldendorff*). IMO 8801371. Length 181 m, 8,137 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Warnemünde (Germany) by Warnowwerft; jumboized in 1990 and lengthened from 165 to 181 m. Owned by Shanghai Diheng Shipping Co Ltd (China). Detained in 2002 in Tauranga (New Zealand), in 2004 in Moji /Kitalyushu (Japan) and Newcastle (Australia), in 2015 in Xiamen (China), in 2016 in Dalian (China) and Xiamen (China) and in 2017 in Ulsan (South Korea) and in Mumbai (India). Sold for demolition in India.



Han Li June 28, 2017, Alang. © Vaja Nilesh

Hourad 1 (ex-*Shahab 14*, ex-*Shaheen*, ex-*Giswee*, ex-*Ana del Mar*, ex-*WEC Canarias*, ex-*Ana del Mar*). IMO 7905584. Length 94 m, 1,235 t. Iranian flag. Classification society Asia Classification Society. Built in 1980 in Gijon (Spain) by Maritima del Musel. Owned by Pars Tarabar (Iran). Beached on June 8 in Alang as *Red*.

Idil (ex-*Christa Kerstin*, ex-*Monika*, ex-*Mona Rosa*, ex-*Stepenitz*, ex-*Noordland*). IMO 7628590. Length 81 m, 1,006 t. Tanzanian flag. Classification society Universal Marine Classification. Built in 1977 in Wartena (Netherlands) by Bijlsma. Owned by International Management Co (Egypt). Detained in 2000 in Saint-Malo (France), in 2004 in Southampton



(United Kingdom), in 2006 in Dublin (Ireland), in 2007 in Montrose (United Kingdom), in 2009 in Norrköping (Sweden), in 2011 again in Southampton, in 2012 in Pasajes (Spain) and in 2014 in Mombasa (Kenya). Sold for demolition in Pakistan.



Idil beached in Gadani. © Ovais KI

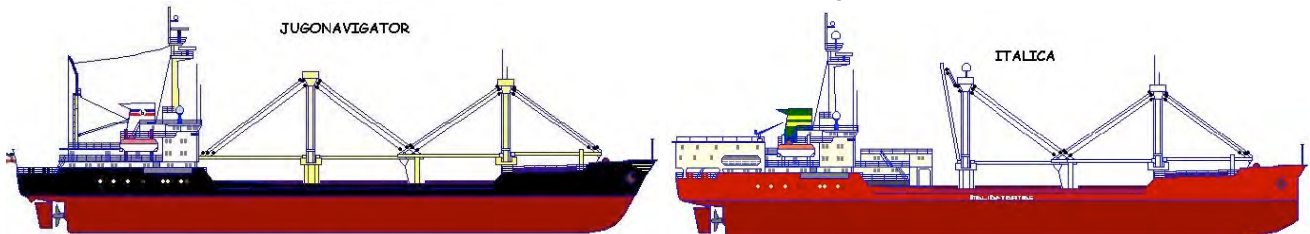


Italica (ex-Zuil, ex-Jugonavigator). IMO 7942075. Length 130 m, 4,484 t. Deflagged from Italy to Palau for her last voyage shortened to *Alica*. Classification society Registro Italiano Navale. Built in 1981 in Vyborg (Russia) by Vyborgskiy SZ. She was one of the 27 *Pioner Moskovy*-type ships built by the Russian shipyard from 1973 to 1981. Their hulls were ice-strengthened to enable them to carry logs from the arctic forests across frozen seas.



Jugonavigator, in wood carrying times. © Marc Piché

In 1990, the ship was acquired by the Italian shipowner DIAMAR SRL. She was refitted and equipped to be used as an oceanographic research vessel and to provide support for the Italian Antarctic base. Her bow was modified to crush ice. She could accommodate 92 passengers on scientific expeditions.



Transformation © Philippe-ships

Her last campaign is over. She had left Dunedin (New Zealand) in November 2016 after an almost 8 month-long winter lay-up and reached Auckland on the North Island for dry dock maintenance works. She was back on the South Island in Lyttelton, to load 20 containers full of supply and equipment for the Italian Base and took on board the team of scientists. On February 14, 2017, she brought back to New Zealand the last team from the 32nd summer research campaign in Antarctica led by the ENEA (Energia Nucleare e Energie Alternative) the Italian public body today dedicated to new technologies, energy and sustainable development issues. This was her ultimate mission. *Italica*, renamed *Alica*, has just been beached in Alang.



2004 expedition postcard
© Newzeal.com

Cape Hallett, February 2006 © Newzeal.com

general cargo

Jas Express (ex-*Lugano*, ex-*Marchallenger*, ex-*Tasman Challenger*, ex-*Margret Oldendorff*, ex-*NDS Proteus*, ex-*MSC Damas*, ex-*Margret Oldendorff*, ex-*CCNI Austral*). IMO 9013282. Length 177 m, 9,055 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1992 in Setoda (Japan) by Naikai. Owned by Hermes Maritime Services Pvt Ltd (India). Sold for demolition in India.



In Port Louis (Mauritius), December 31, 2016. © Jerzy Nowak

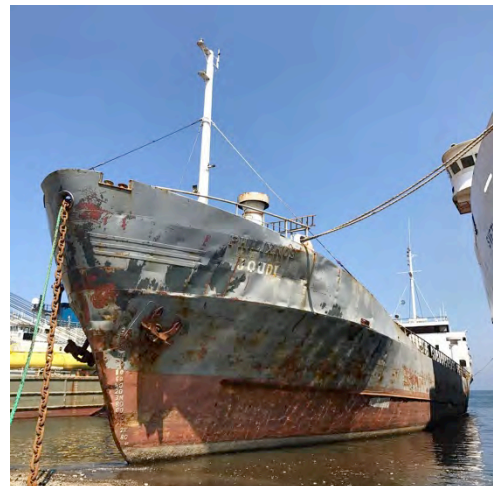
Jian Da (ex-*Kiowa Princess*, ex-*Sioux Princess*, ex-*Lady Rie*, ex-*ALS Endeavour*). IMO 8601434. Length 155 m, 5,548 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1986 in Uwajima (Japan) by Uwajima Zosenho. Owned by Huaxin Shipping Co Ltd (China). Detained in 2013 in Nantong then in Nanjing (China). Sold for demolition in Bangladesh. 341 US\$ per ton.



Joudi (ex-*Philixnos*, ex-*Luisa M*, ex-*Captain Joy*, ex-*Yamak II*, ex-*Elisabeth*, ex-*Theresa Olalia*, ex-*Lotte Ty*). IMO 7321441. Length 71 m. Bolivian flag. Classification society Columbus American Register. Built in 1973 in Sonderborg (Denmark) by Sonderborg Skibs. Bronze medallist of substandard ships with 14 detentions in 2004 and 2005 in Constanta (Romania), in 2006 in Damietta (Egypt), in 2007 in Patras (Greece), in 2008 and 2009 in Novorossiysk (Russia), in 2010 in Thessaloniki (Greece), then again in Damietta and in Novorossiysk, in 2013 twice in Kiato (Greece) then in Alexandria (Egypt) and in 2014 in Novorossiysk again then in Kalymnos (Greece). Banned in May 2014 from European Ports by the Directive on Port State Controls for multiple detentions. Sold for demolition in Turkey.



June 24, 2010, *Philixnos* in the Straits of the Dardanelles. © Marc Ottini



Aliaga. © Selim San

Lian (ex-*Sian*, ex-*Ilse*, ex-*Sian*, ex-*Irina*, ex-*Coenraad Kuhlman*). IMO 7420962. Length 73 m. St Vincent and Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1975 in Harlingen (Germany) by Harlingen S & R. Owned by Lupin Shipping (Sweden). Towed to Fornæs Shipbreaking yards in Grenaa, Denmark.



Livia (ex-*Stina*, ex-*Stefanie*, ex-*Canopus*). IMO 7528518. Length 81 m. St Vincent and Grenadines flag. Unknown classification society. Built in 1976 in Neuenfelde (Germany) by Sietas. Owned by Lupin Shipping Ltd (Sweden). Sold for demolition in Grenaa, Denmark.



Canopus January 01, 1977 Stadersand, Germany.
© **sterntube**



Livia, June 19, 2017, Grenaa, Denmark.
© **Bendt Nielsen**

Luna (ex-*MSC Algerie*, ex-*Trade Fast*, ex-*Kota Cantik*). IMO 8807571. Length 147 m, 5,136 t. Belize flag. Classification society Bureau Veritas. Built in 1992 in Shanghai (China) by Shanghai Shipyard. Owned by Luna Maritime Co Sa (Honduras). Detained in 2002 in Barcelona (Spain), in 2014 in Mersin (Turkey) and Novorossiysk (Russia) and in 2016 in Bandar Khomeini (Iran) and Mumbai (India). Sold for demolition in Pakistan.



Luna berthed at Adani Port, Mundra, India, March 28, 2014. © **-Mohammed Ismail Khan**

Massa (ex-*Eftihia*, ex-*TK Stockholm*, ex-*Gura Humorulu*). IMO 9045637. Length 131 m, 3,410 t. Togolese flag. Classification society Bureau Veritas. Built in 2002 in Braila (Romania) by Braila S.N.. Owned by Massa Shipping SA (Lebanon). Detained in 2010 in Dunkirk (France). Sold for demolition in Turkey.



Eftihia, Port of Setubal (Portugal), June 8, 2010. © **Marc Ottini**



Massa, Aliaga. © **Selim San**

Nabil J (ex-Alexander Y, ex-Dandun, ex-Gina-R, ex-Unika, ex-Arnis). IMO 7125225. Length 77 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in Stade (Germany) by Stader, completed in Wewelsfleth by Hugo Peters. Owned by Faros Shipping Co (Lebanon). Detained in 2002 in Naestved (Denmark) and Great Yarmouth (United Kingdom), in 2005 in Casablanca (Morocco) and Koper (Slovenia), in 2006 in Castellon de la Plana (Spain), Cartagena (Spain) and again in Casablanca, in 2008 in Aabenraa (Denmark), in 2010 in Gabes (Tunisia), in 2012 in Izmit (Turkey), in 2014 in Kocaeli (Turkey) and in 2015 in Tripoli (Lebanon).



The finishing line for the marathon and the *Nabil J* (above right) © Ali Boukhary the *Nabil J* grounded

Nabil J had dropped anchored off the port of Sidon (Lebanon) after loading a scrap cargo bound for Turkey. On April 23, the anchor chain snapped, the ship was pushed by strong winds, blown ashore and ran aground on the beach in front of the crowd walking on the promenade to watch the arrival of the marathon race. The first attempts to pull her free were in vain. Over the weeks, the *Nabil J* became an attraction. Local businessmen were planning to make a restaurant out of her while citizens opposed the project with regards the risk of pollution from bunker fuel oil. The ship continued to deteriorate. In late May, she was lightened of her cargo and finally freed. On June 22, she arrived at Aliaga for demolition.



© Aboudi Shreiteh



Lightening operations. © Daily Star

Oruc G (ex-Balsa 57). IMO 9163128. Length 105 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in Sasebo (Japan) by Sasebo H.I. Owned by Nbulkgas Deniz (Turkey). Sold for demolition in Turkey.



Oruc G in the Sea of Marmara, July 21, 2012. © Marc Ottini



April 2017, Aliaga © Selim San

Palanga Spirit (ex-*Gediminas*). IMO 9133733. Length 99 m, 2,467 t. St Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1996 in Klaipeda (Lithuania) by Baltijos LS. Owned by Balthellas Chartering SA (Greece). Detained in 1998 in St Petersburg (Russia), in 2007 in Savannah (Georgia, USA) and in 2017 in Las Palmas (Spain). Sold for demolition in Turkey.



Palanga Spirit in the Mediterranean, August 27, 2008. © Marc Ottini



Aliaga, July 2017 © Selim San



Papuan Coast. IMO 9158707. Length 80 m, 1,741 t. Deflagged from Papua New Guinea to Palau for her last voyage shortened to *Papua*. Classification society American Bureau of Shipping. Built in 1996 in Guangzhou (China) by Guangzhou Huangpu. Owned by Steamships Shipping & Trans (Papua New Guinea). Sold for demolition in Bangladesh.

Prince Hani (ex-*Cetina*, ex-*Pacific Dua*, ex-*Laksana II*). IMO 7612838. Length 106 m, 2,154 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Imabari (Japan) by Asakawa. Owned by Global Management & Trading Co Ltd (Lebanon). Detained in 2003 in Brindisi (Italy) and in Venice (Italy), in 2005 and 2006 in Novorossiysk (Russia), in 2007 in Izmit (Turkey) and Novorossiysk, in 2008 3 times in Novorossiysk, in 2012 in Alexandria (Egypt), in 2015 in Constanta (Romania) and in Novorossiysk and in March 2017 again in Novorossiysk. Sold for demolition in Pakistan.

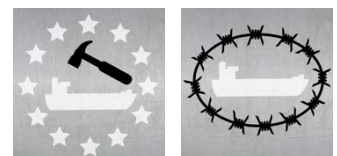


Sea of Marmara, October 3, 2005.
© Griff/MarineTraffic



Prince Hani beached in Gadani Plot 60, May 2017 © Gadani Ship Breaking

Radiance (ex-*Sanko Radiance*). IMO 9074743. Length 185 m, 9,016 t. Norwegian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Imari (Japan) by Namura. Owned by R-Bulk KS (Norway). Detained in 2002 in Venice (Italy). Sold for demolition in India. 333 US\$ per ton.



general cargo

Rahma (ex-*Younes I*, ex-*Nour El Moustafa*, ex-*Jihad I*, ex-*Geto I*, ex-*Monte Cervati*, ex-*Alima*, ex-*Halima Awal*, ex-*Hvita*, ex-*Osteclipper*, ex-*O.R.Schepers*). IMO 6602678. Length 73 m, 680 t. Tanzanian flag. Classification society Universal Marine Classification. Built in 1965 in Papenburg (Germany) by Jos. L. Meyer. After an international career for German, Icelandic, Egyptian, Italian, Hondurian shipowners, she was acquired in 1996 by a Lebanese company. Her derricks were withdrawn and she was converted to livestock carrier (see photos p 8). She was later converted again to general cargo carrier and renamed *Rahma*. Owned by Ghazal/Abdullah (United Arab Emirates). Sold for demolition in India.

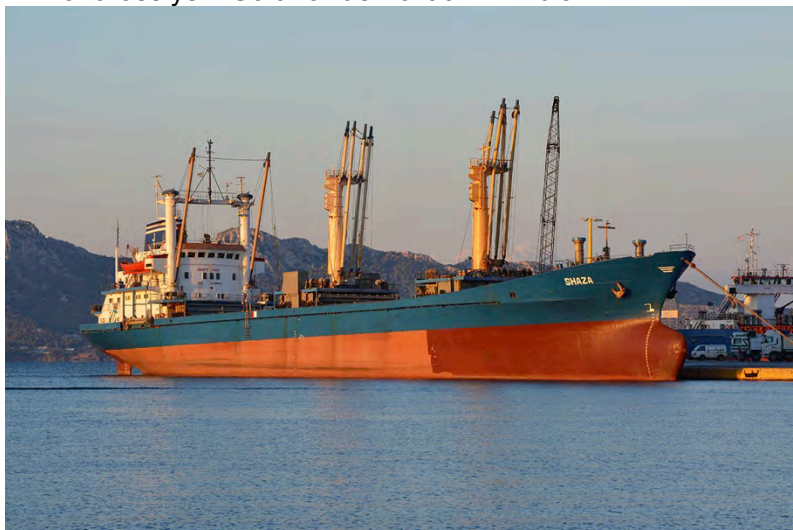


August 1, 1972, *Halima Awal* at Piraeus, Greece. © Gordon Dalzell

San Fernando Rey (ex-*Harjumaa*, ex-*Safmarine Houston*, ex-*Harjumaa*, ex-*Didon*, ex-*Harjumaa*). IMO 9065699. Length 137 m, 6,094 t. Isle of Man flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1999 in Kaliningrad (Russia) by Yantar. Owned by C Trans Maritime Services SL (Spain). Detained in 2004 in Philadelphia (USA). Sold for demolition in Bangladesh. 348 US\$ per ton.



Shaza (ex-*Zeina J*, ex-*Aures*). IMO 7333846. Length 117 m, 2,695 t. Togolese flag. Classification society International Register of Shipping. Built in 1973 in Travemünde (Germany) by Schlichting. Owned by Global Management & Trading Co Ltd (Lebanon). Detained in 1999 in Antwerp (Belgium) and Hamburg (Germany), in 2000 in Lisbon (Portugal), in 2003 in Koper (Slovenia), in 2010 in Novorossiysk (Russia), in 2012 in Nea Moudhania (Greece), in 2014 in Alanya (Turkey), in 2015 in Antalya (Turkey), in 2016 in Gemlik (Turkey) and in 2017 in Beyrouth (Lebanon) then again in Novorossiysk. Sold for demolition in India.



Shaza at Eleusis, Greece, September 28, 2016. © Dennis Mortimer

general cargo

Solent (ex-CSAV Livorno, ex-Dolent). IMO 9226322. Length 188 m, 11,248 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 2002 in Jiangdu (China) by Jiangdu Yuehai. Owned by FH Bertling Reederei GmbH (Germany). Sold for demolition in India.



Solent inbound Eemshaven (Netherlands), September 19, 2016. © Frits Olinga



Solent, Alang, 19 mai 2017. © Viral Shah

Sormovskiy-116 (ex-Mikhail Krivoshlykov). IMO 7733515. Length 114 m, 1,270 t. Palau flag. Classification society International Register of Shipping. River and sea-going ship built in 1978 in Rybinsk (Russia) on the upper Volga River by Volodarskiy. Owned by JSC Navigator Group (Russia). Detained in 2007 in La Goulette (Tunisia), in 2009 in Cadiz (Spain), in 2013 in Ashdod (Israel), in 2016 in Kocaeli (Turkey) and in 2017 in Istanbul (Turkey). Sold for demolition in Turkey.



Sormovskiy116 in Mer Noire le 05 June 2006. © Marc Ottini



© Selim San



Sormovskiy-36 (ex-Fyodor Podtelkov, ex-Sormovskiy-36, ex-Fyodor Podtelikov). IMO 7630103. Length 114 m. Belize flag puis Palau depuis octobre 2016. Classification society Russian Maritime Register of Shipping. River and sea-going ship Built in 1976 in Gorki/Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by JSC Navigator Group (Russia). Detained in

2001 in Ortona (Italy), in 2007 in Iskenderun (Turkey) and in 2017 in Azov (Russia). Sold for demolition in Turkey.



Sormovskiy-36 sailing up the Bosphorus heading to the Black Sea, July 21, 2012. © Marc Ottini

Aliaga, facing Lesbos



Aliaga shipbreaking yards, Turkey. © Robin des Bois

Forty kilometers from the Greek island Lesbos and 5 kilometers from the city of Aliaga, the Turkish demolition yards are situated on a peninsula facing the Aegean Sea and the eastern Mediterranean. Since 1976, Aliaga has established itself as the major hub in Turkey for the demolition of ships and has made itself a substitute for historic shipbreaking yards in Istanbul and Seymen in the Marmara Sea. The Aliaga yards are well situated to respond to the demands of an important aggregation of foundries and steel mills located 15 kilometers away.

The coastal areas designated to scrapping activities belong to the State that rents 29 seafront plots each 50 m in width for 25 years to 20 private companies. The “parking lots” for ships to be demolished is relatively narrow and the arrival at full power of ships to be demolished that still have their own power forces employees working in contiguous yards to momentarily stop their activities. The absence of safe distances also facilitates fires and increases vulnerability to metallic projections after explosions. Meanwhile, such a collective catastrophe has not yet happened in the last two years.

There is no beaching practice because there are no more beaches. The landing technique is rudimentary. The ships steer on the platform bow first and are cut into pieces of 600 to 800 tons. Until the end of the demolition, the aft section remains in the water.

If ship demolition is good for the planet in the sense that making of a ton of steel from iron ore produces 2200 kg of carbon dioxide, and that a ton of steel recovered from scrap metal only produces 280 kg, it is not good for the marine environment around Aliaga. Not quite beaching and far from dry docking, the dismantling technique leaves on marine sediment- and undoubtedly on the marine organisms- a chemical and organic print that the laundry of natural attenuation will take a long time to clean.

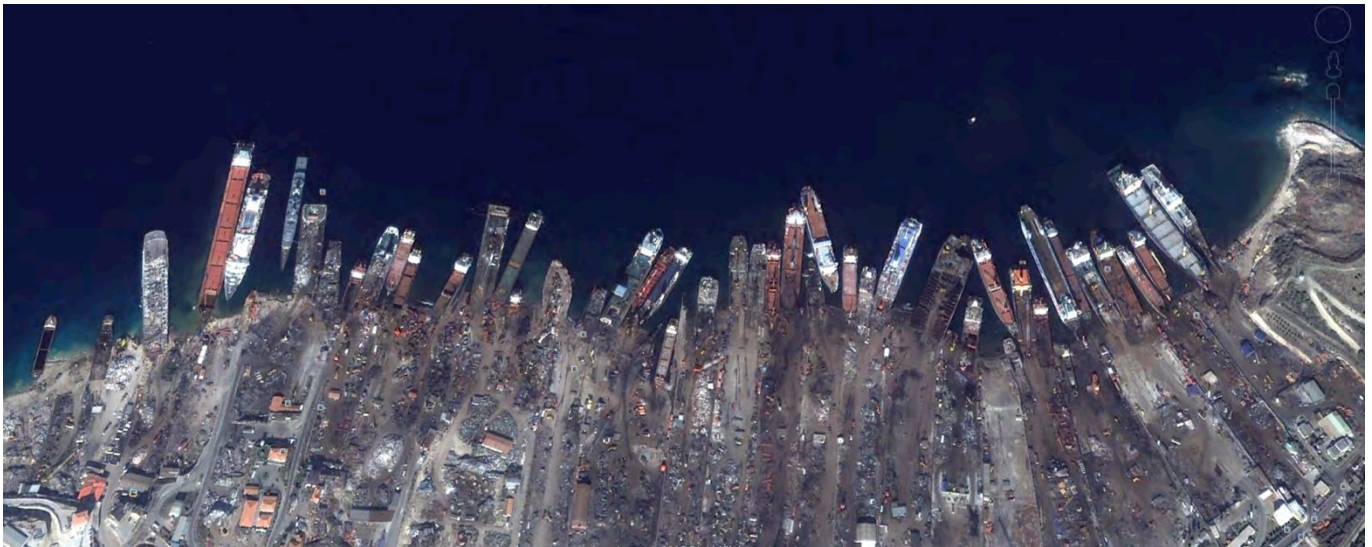
All of the studies led by Turkish scientists, sometimes with the help of European institutions, are in the same vein, that which observes an irrevocable pollution. The most optimistic say that it is because of old practices, while the most pessimistic say that the pollutants will accumulate in the coastal zones around Aliaga “as long as the the vessel is not separated from the sea.”

Several samples of marine sediment taken at a depth of 15 m facing the Aliaga shipyards exceed the alert threshold for PCB and signal elevated risks for marine life. There is another orange light with regard

the organochlorine pesticides whose excess in fine marine sediments lower than 63 microns near the shipyards is attributed by scientists to the longtime use in the naval industry of derivatives of DDT or of HCB (hexochlorobenzene) in the rubber seals, the internal paint, and the external anti-fouling paint. The massive use of insecticides to disinfect the sailors' accommodation or to prevent the infestation of food cargoes throughout the exploitation of ships is also evoked. In the most recent study, published in 2016, the authors deduced from high levels of organic and heavy metals that in Aliaga there is a lack of rigour in the management of pollutants on board ships to be demolished. They recommend anyway that a deep and systematic inventory of PCB's should be undertaken in the entire zone.

The comparative study of the contamination of Polycyclic Aromatic Hydrocarbons (PAH), in organochlorine pesticides, and in PCB published in 2014 shows that on the Turkish coast, the most polluted sites are the ship-building, repair, and maintenance yards around Tuzla, 30 km from Istanbul in the Marmara Sea and the demolition yards in Aliaga in the Aegean Sea. The pollution is so high in Tuzla to the point that experimental mussels put in a cage as biological indicators all died.

All phases of naval industry, from shipbuilding, repair and maintenance works to shipbreaking, are polluting. This health and environmental print is not particular to Turkey. It is measurable and evident in all maritime countries as long as it is sought and the results are public.



Aliaga, November 1, 2013. 40 wrecks, 2 km of cemetery and desert. **Capture d'écran Google Earth**



Med Star in Aliaga. March 2017. Shipbreaking #47 © Petros Psarras

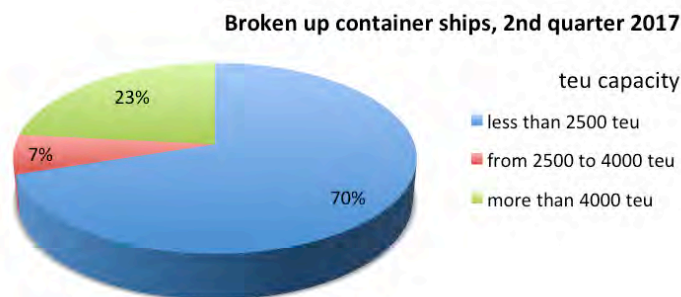
Container ship

April-May-June 2017

30 demolitions. The number has dropped compared to the previous quarter (66 demolitions). In tonnage, the decrease is about -65%. A slight improvement of the freight-rates and the seasonal demand provides some respite for the family. The overwhelming majority of scrapped ships consists of small units under a 2500 teu capacity. The convoy of broken ships would stretch along 6 km and will carry 70,000 boxes compared to 15 km and 207,000 boxes the previous quarter.

The age range is between 12 and 32 years, the average age is 21 years.

A third of the container carriers was deflagged before their final departure. India (10 ships) was the favorite destination ahead of Bangladesh (9) and China (6). The biggest one was the *Mozambique*, with a 6148 box capacity, demolished in Pakistan. Her sale generated 11,3 million US\$ in benefits to the shipowner and middlemen.



Mozambique, 19 years-old, 28,840 t. Photo Martin Klingsick



Al Endeavor (ex-MOL Endeavor). IMO 9261724. 4589 teu. Length 294 m, 22,421 t. Deflagged from Liberia to Togo for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 2003 in Yokohama (Japan) by IHI Marine United. Owned by Atlantic Lloyd GmbH & Co KG (Germany). Detained in 2013 in

Shenzen (China). Sold as is in the Philippines for demolition in Pakistan. 391 US\$ per ton.



MOL Endeavor unloading in Miami, USA, October 6, 2013. © Pascal Bredel



Al Endurance (ex-MOL *Endurance*). IMO 9261736. 4589 teu. Length 294 m, 22,444 t. Deflagged from Liberia to St Kitts and Nevis for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 2003 in Yokohama (Japan) by IHI Marine United. Owned by Atlantic Lloyd GmbH & Co KG (Germany). Sold as is in Davao (Philippines) for demolition in Pakistan. 390 US\$ per ton.



MOL Endurance disembarks the pilot off Le Havre (France), September 15, 2013. © Pascal Bredel

Armada Persada (ex-Hansa *Stralsund*, ex-Mell *Siloso*, ex-Hansa *Stralsund*, ex-Chile *Star*, ex-Hansa *Stralsund*, ex-Eagle *Wave*, ex-Hansa *Stralsund*). IMO 9063990. 1016 teu. Length 150 m, 5,237 t. Indonesian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1985 in Szczecin (Poland) by Szczecinska. Owned by Salam Pacific Indonesia Lines (Indonesia). Detained in 2005 in Hong Kong (China). Sold for demolition in Bangladesh. 365 US\$ per ton.



Hansa Stralsund in Kowloon Terminal (Hong Kong), June 21, 2008. © Marc Ottini

Bomar Rissen (ex-Rissen, ex-Wehr *Rissen*, ex-MOL *Utility*, ex-Wehr *Rissen*, ex-Delmas *Mascareignes*, ex-CMA CGM *Bougainville*, ex-Wehr *Rissen*). IMO 9204489. 1730 teu. Length 184 m, 7,807 t. Marshall Islands flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1999 in Szczecin (Poland) by Szczecinska Nowa Stocznia S.A. Owned by Hanseatic Unity Chartering GmbH & Co KG (Germany). Sold for demolition in the Indian subcontinent. 356 US\$ per ton.



Delmas Mascareignes upstream Scheldt River, April 17, 2006. © Marc Ottini



Wehr Rissen, March 22, 2013, Singapore. © Martin Klingsick

container ship



City of Hanoi (ex-Wehr Ottensen, ex-CMA CGM Parati, ex-Delmas Suffren, ex-Bremont Senator, ex-Wehr Ottensen, ex-Indamex Nhava Sheva, ex-Wehr Ottensen, ex-CSAV Rio Grande, ex-Wehr Ottensen). IMO 9134634. 1730 teu. Length 185 m, 7,852 t. Deflagged from Germany to St Kitts and Nevis



for her last voyage shortened to *Hanoi*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Szczecin (Poland) by Szczecinska. Sold in May 2017 by her German shipowner Rickmers to United Arab Emirates-based Gemini Holdings Lts. She left Nassau, Bahamas to be beached in Alang.



City of Hanoi being assisted into the port, February 4, 2015, Nassau, Bahamas. © Michael Van Bosch



Danum 158 (ex-Johan Fortune, ex-Xing Ning 98). IMO 9380908. 713 teu. Length 140 m, 3,965 t. Malaysian flag, Palau for her last voyage shortened to *Dan*. Classification society Ships Classification Malaysia. Built in 2005 in Xiangshan (China) by Ningbo Boda. Owned by Shin Yang Shipping (Malaysia). Detained in 2008 in Ho Chi Minh Ville (Vietnam) and in 2013 in Bangkok (Thailand). Sold for demolition in India.



Efendi Baba (ex-Frisian Trader, ex-Norasia Adria, ex-Frisian Trader, ex-Ems Bay, ex-Frisian Trader). IMO 9087544. 549 teu. Length 117 m, 1,986 t. Turkish flag. Classification society American Bureau of Shipping. Built in 1994 in Wewelsfleth (Germany) by Hugo Peters. Owned by Okan Denizcilik AS (Turkey). Detained in 2016 in Tom Roes Point Terminal (Ireland). On February 5, 2017, the *Efendi Baba* was sailing from Ukraine towards Bilbao (Spain) with a cargo of hot rolled steel plates. She suffered an engine failure off Tenes (Algeria) and went adrift. She was towed to Malaga and finally left to deliver her cargo to Bilbao in May. On June 22, she was beached in Aliaga.



Efendi Baba leaving Alexandria on June 16, 2010. © Marc Ottini



Aliaga © Selim San

container ship

HC Jade (ex-*Caribbean Jade*, ex-*jade*, ex-*Mexico Express*, ex-*Jade*, ex-*Sea Jade*, ex-*Jade*). IMO 9160504. 662 teu. Length 101 m, 2,553 t. Maldives flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1997 in Nanjing (China) by Jinling Shipyard. Owned by Honey Corner Maldives Pvt Ltd (Maldives). Detained in 2002 then twice in 2003 in Jacksonville (Florida, USA), in 2012 in Miami (Florida, USA) and in 2015 in Tuticorin (India). Sold as is in Colombo (Sri Lanka) for demolition in India. 323 US\$ per ton.



October 7, 2013, Miami, USA.
© Pascal Breidel



Hyundai Freedom (ex-*Freedom*, ex-*Hyundai Freedom*, ex-*MSC Liberty*, ex-*Hyundai Freedom*). IMO 9112260. 5551 teu. Length 275 m, 22,874 t. South Korean flag, Palau for her last voyage sous le nom de *Creed*. Classification society Korean Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Hong Kong for demolition in Bangladesh. 355 US\$ per ton including 450 t of bunkers.

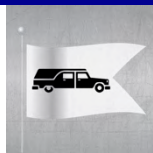


Hyundai Freedom, leaving Le Havre (France), August 2, 2001. © Pascal Breidel

Indira Ghenthi. IMO 9045546. 1869 teu. Length 189 m, 8,422 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by SCI- Shipping Corporation of India (India). Sold for demolition in India.

Indira Ghenthi, December 19, 2011, Mundra, India
© Viktor





Inle Star (ex-*Florentia*, ex-*Irene*, ex-*Alianca Patagonia*, ex-*MB Canada*, ex-*Melbridge Bilbao*, ex-*Bruarfoss*). IMO 9117193. 1016 teu. Length 149 m, 5,281 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Szczecin



(Poland) by Szczecinska.

As *Melbridge Bilbao*, this ship could have been an additional disaster for Brittany shores. November 12, 2001, she was sailing from Havana bound for Rotterdam with a crew of 15 Russian and Filipino sailors. She had planned to follow the traffic separation scheme off Ushant Island, east upstream lane allowed to non-hazardous cargoes.

The first mate took his shift at 4. His rest period had been shortened. After diner, he was busy with commercial tasks prior to the arrival to Rotterdam that he could not fulfilled during the Atlantic Ocean crossing because of bad sea conditions. According to the investigation, he only slept for 2 hours during the last 24h. After he took his shift, he corrected the course at 5 am but fell asleep before the change of course planned at 6 :10. He was alone on the bridge.



Melbridge Bilbao aground near Molene Island, November 12, 2001.

© Daevon



En attente sous la garde de l'*Abeille Flandre*. © Cedre

The *Melbridge Bilbao* diverted from her scheduled route, failed to answer to the emergency alerts of MRCC Corsen in charge of managing the flow of traffic. At 7:23, she ran aground at full speed on Molène Island, between Ushant Island and the continent. By luck, the grounding occurred at low tide onto sandy bottoms. At 11:15, the container carrier was able to break free thanks to the rising tide.

The high sea rescue tug *Abeille Flandre* was already on the spot, prevented the container ship from drifting towards the number of reefs and secured it for inspection at the entrance channel of the Bay of Brest. In the evening of November 13, the *Melbridge Bilbao* docked at the commercial port of Brest to be unloaded of some of her containers. She was moved to the repair dock on November 16. Fuel pumping started. Heavy fuel oil leaked from the cracks under the hull but remained in the dock. At the end of the voyage, the container carrier was still containing 229 t of fuel. The coasts of Molène were close to a new disaster.

Only the first mate was prosecuted and sentenced to a 6-month suspended prison term and a fine of 3000 €. The responsibility of the German shipowner Sleipner Ostetrans Schiffahrts regarding the labour organization with a reduced crew and a lack of officers of the watch and of look-out men was not considered even if it may have caused the accident.

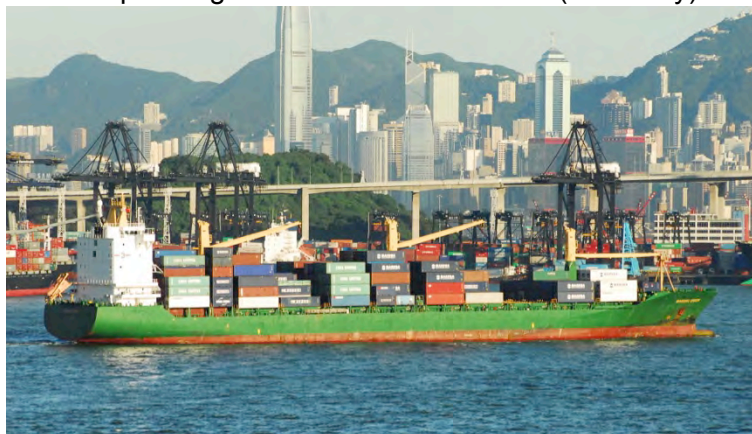
The *Melbridge Bilbao* continued her career under different flags and names. Her last shipowner was the Singapore-based Continental Shipping Line. A few weeks before being beached in Alang, the *Inle Star* became the *Lea* flying the flag of Palau.

Inle Star. © Continental Shipping Lines



container ship

Juist Trader (ex-*Maruba Orion*, ex-*Juist Trader*, ex-*CP Canada*, ex-*Cielo del Canada*, ex-*Juist Trader*). IMO 9138290. 2470 teu. Length 207 m, 10,531 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1998 in Wismar (Germany) by Aker Mathias Thesen Werft. Owned by Liberty Blue Shipmanagement GmbH & Co KG (Germany). Detained in 2006 in Valparaiso (Chile). Sold for demolition in India. 375 US\$ per ton.



Maruba Orion at Hong Kong Port, June 21, 2008.
© Marc Ottini

Kota Wangsa. IMO 9123594. 1550 teu. Length 185 m, 7,500 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Toyohashi (Japan) by Kanasashi. Owned by Pacific International Lines (Singapore). Sold for demolition in Bangladesh. 377 US\$ per ton.

Maersk Carolina (ex-*Grete Maersk*). IMO 9155133. 4338 teu. Length 292 m, 19,771 t. USA flag. Classification society American Bureau of Shipping. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Maersk Line Ltd-USA (USA). Sold for demolition in Jiangyin, China.



February 28, 1998, *Grete Maersk*, arriving at Le Havre (France). © Pascal Bredel



March 18, 2017, *Maersk Carolina* at Felixstowe, United Kingdom. © Michael Marshall

Maersk Missouri (ex-*Gerd Maersk*). IMO 9155121. 4338 teu. Length 292 m, 19,774 t. USA flag. Classification society American Bureau of Shipping. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Maersk Line Ltd-USA (USA). Sold for demolition in Jiangyin, China.

Gerd Maersk, in Walsorden (Netherlands), May 21, 2002. © Pascal Bredel.



container ship



Mandalay Star (ex-*Hansa Greifswald*, ex-*EWL West Indies*, ex-*Hansa Greifswald*). IMO 9118501. 1016 teu. Length 150 m, 5,248 t. Deflagged from Liberian to Palau for her last voyage as *Dalai*. Classification society Nippon Kaiji Kyokai. Built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Continental Shipping Line (Singapore). Sold as is in Singapore for demolition



in Bangladesh 360 US\$ per ton including 200 t of bunkers.



Mandalay Star, March 21, 2016 Singapore.
© Rene Mostert

MCC Java (ex-*Triumph*, ex-*CMA CGM Itajai*, ex-*Triumph*, ex-*Lykes Racer*, ex-*Triumph*, ex-*P&O Nedlloyd Everest*, ex-*Triumph*, ex-*P&O Nedlloyd Lagos*, ex-*Nedlloyd Lagos*, ex-*Nedlloyd Rio*, ex-*Triumph*). IMO 9060297. 1641 teu. Length 168 m, 7,002 t. Indonesian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1994 in Ulsan (South Korea) by Hanjin HI Co. Owned by MCC Transport Singapore (Singapore). Sold for demolition in Jiangyin, China.



Keelung (Taiwan), March 5, 2016. © Chun-Hsi



Mogok Star (ex-*Tiger Pearl*, ex-*Cebu Trader*, ex-*Tiger Pearl*, ex-*Prosperity Container*). IMO 9071210. 1500 teu. Length 170 m, 7,024 t. Deflagged from Liberian to Comoros for her last voyage as *Kosta*. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Continental Shipping Line (Singapore). Detained in



2016 in Tanjung Priok (Indonesia). Sold for demolition in Bangladesh. 347 US\$ per ton.

Cebu Port, Philippines, May 1, 2015.
© Mike Baylon



container ship

Mozambique (ex-*MSC Mozambique*, ex-*NYK Canopus*). IMO 9152296. 6148 teu. Length 300 m, 28,440 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Nagasaki (Japan) by Mitsubishi. Detained in 2008 in Hong Kong (China) and in 2012 in Hamburg (Germany). Sold by her Singaporean owner Eastern Pacific Shipping to Danae International Corp based in St Kitts and Nevis prior to her departure for demolition in Pakistan. 398 US\$ per ton.



Nyk Canopus, entering Le Havre (France), April 23, 2000. © Pascal Breidel



MSC Alice (ex-*MSC Maya*, ex-*Maersk Levant*, ex-*MSC Jamie*, ex-*Hanjin Seattle*). IMO 8714190. 3074 teu. Length 242 m, 13,865 t. Panamanian flag. Classification society Registro Italiano Navale. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by MSC Mediterranean Shipping Co (Switzerland). Detained in 2006 in Ningbo (China). Sold for demolition in India. 390 US\$ per ton.



Hanjin Seattle, entering Le Havre (France), April 8, 1994. © Pascal Breidel



MSC Maya, leaving Montoir de Bretagne (France), November 18, 2009. © Erwan Guéguéniat



MTT Kuching (ex-*R.C. Rickmers*, ex-*Umgeni*, ex-*Delmas Portugal*, ex-*CMA CGM Karibu*, ex-*Delmas Marula*, ex-*New Orient*, ex-*R.C. Rickmers*, ex-*Nedlloyd Caldera*, ex-*Sea-land Mexico*, ex-*TSL Bold*, ex-*R.C. Rickmers*). IMO 8900854. 1012 teu. Length 150 m, 5,248 t. Deflagged from Malaysia to Comoros for her last voyage shortened to *Ching*. Classification society Ships Classification of Malaysia. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by MTT Shipping (Malaysia). Sold for demolition in Bangladesh. 350 US\$ per ton.



R.C. Rickmers, May 9, 2011 outbound the Port of Durban (South Africa). © Marc Ottini

container ship

Otto (ex-*Otto Schulte*, ex-*Ibn Al Roomi*, ex-*Hong Yu He*). IMO 9203461. 1702 teu. Length 180 m, 9,532 t. Liberian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1999 in Dalian (China) by Dalian Shipyard Co. Owned by Doris Maritime Services SA (Switzerland). Detained in 2014 in Singapore and in 2015 in Hong Kong. Sold for demolition in Bangladesh. 370 US\$ per ton.



Otto, March 8, 2013, Singapore. © Martin Klingsick

Rajiv Ghenthi. IMO 9045558. 1869 teu. Length 189 m, 8,421 t. Indian flag. Classification society Indian Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by SCI Shipping Corporation of India (India). Detained in 2006 in Singapore. Sold for demolition in India. 300 US\$ per ton.



Rajiv Ghenthi moored at Container Terminal Tollerort in Hamburg, Germany, April 29, 2000. © Leo Johannes

Ren Jian 7 (ex-*Laut Mas*, ex-*Cape Town Bridge*, ex-*Malaysia Bridg*, ex-*Malay Bridge*, ex-*Singapore Bridge*). IMO 9014107. 1816 teu. Length 186 m. Chinese flag. Classification society China Classification Society. Built in 1991 in Onishi (Japan) by Shin Kurushima. Owned by Quanzhou Ansheng Shipping Co Ltd (China). Detained in 2001 in Singapore and in 2010 in Xiamen (China). Sold for demolition in China.



China Sea, September 23, 2012. © Patrick Lawson



container ship



Sana (ex-*Gabriela*, ex-*Rosemary*, ex-*Dandelion*, ex-*New State*, ex-*Iran Tehran*). IMO 9209336. 3280 teu. Length 240 m, 14,118 t. Deflagged from Iran to Comoros for her last voyage as *Ram*. Classification society Iranian Classification Society. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Detained in 2014 in Shenzhen (China). Sold for demolition in India. 357 US\$ per ton.



Hong Kong on August 7, 2009. © Ivan Meshkov

Sirinun Nava (ex-*Srichiangthong*, ex-*SS Busan*, ex-*Han In*). IMO 9050955. 144 teu. Length 83 m, 1,066 t. Thai flag. Unknown classification society. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Vescon Tugboat & Marine (Thailand). Sold for demolition in Bangladesh.



Sirinun Nava at Krabi Terminal (Thailand), February 8, 2013. © vescontug-marine

Tinglev Maersk (ex-*Maersk Texas*, ex-*Tinglev Maersk*). IMO 9064279. 1500 teu. Length 176 m, 7,974 t. Danish flag. Classification society American Bureau of Shipping. Built in 1994 in Numakuma (Japan) by Tsuneishi. Owned by Maersk Line A/S (Denmark). Sold for demolition in Jiangyin, China.



Maersk Texas, inbound Le Havre (France), June 1, 1998. © Pascal Bredel



Tinglev Maersk, January 28, 2017 at Algeciras, Spain. © Justo Prieto

container ship



Tsing Ma Bridge. IMO 9230309. 5610 teu. Length 285 m, 24,350 t. Deflagged from Panama to Palau for her last voyage as *Bridge*. Classification society Nippon Kaiji Kyokai. Built in 2002 in Ulsan (South Korea) by Hyundai. Sold as is in Hong Kong by her Japanese owner Osaka Asahi Kaiun Co to British Virgin Islands-based Castle Hill Pacific Ltd prior to her departure for demolition in India. 390 US\$ per ton including 500 t of bunkers.



Tsing Ma Bridge outbound Antwerp, Belgium, May 19, 2002. © Pascal Breidel



Tsing Ma Bridge arriving in Singapore, June 26, 2008. © Marc Ottini



Yangon Star (ex-*Hansa Rostock*). IMO 8910093. 1016 teu. Length 150 m, 5,248 t. Deflagged from Liberia to Palau for her last voyage as *Jango*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by CSL Continental Shipping Line (Singapore). Detained in 2006 in

Kobe (Japan). Sold as is in Singapore, she was beached in Chittagong on May 26. 360 US\$ per ton including 150 t of bunkers.



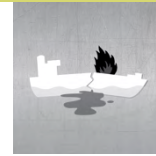
Zhong Wai Yun Quan Zhou (ex-*STX Asia*, ex-*ACX Marigold*, ex-*ACX Violet*). IMO 9009176. 1585 teu. Length 193 m, 6,795 t. Chinese flag. Classification society China Classification Society. Built in 1991 in Toyohashi (Japan) by Kanasashi. Owned by Sinotrans Container Lines Ltd Ltd (China). Detained in 2003 in Hong Kong (China). Sold for demolition in Jiangyin, China.



Keelung, Taiwan, November 7, 2015. © Chun-Hsi

Reefer

Horncliff. IMO 8912041. Length 153 m, 7,867 t. Liberian flag. Classification society Bureau Veritas. Built in 1992 in Pula (Croatia) by Uljanik. Owned by Norbulk Shipping Uk Ltd (United Kingdom). Along with the *Hornbay* and the *Horncap*, the *Horncliff* was one in a series of 3 “banana boats” dedicated to the transport of fruit cargoes. The *Horncliff* was the youngest but she is the first one to be scrapped.



Horncliff at Le Havre (France), November 9, 2008. © Erwan Guéguéniat

On February 1, 2008, she was sailing from Costa Rica with a cargo of fruit to be unloaded in Dover for the American company Del Monte. 31 persons were on board among whom 6 passengers. The *Horncliff* encountered a storm 360 km off Scilly Islands at the tip of Cornwall. In force 10 winds, she lost 90 containers overboard; 60 of them were reefer containers that might continue to float and represent a danger for maritime safety. Emergency alerts to seamen were broadcasted by English and French authorities; means of aerial surveillance were also mobilized.



After the storm, February 2008. © Cargolaw

Aboard, 3 sailors were hurt. The Lithuanian captain was suffering from internal bleedings and a back injury. A spinal injury was suspected, but the ship was too far away to allow an airlift evacuation. The *Horncliff* came closer to the Irish coast; in the dark night and hailstorm, a first rescue operation failed. The ship then headed towards Cornwall. In the morning of February 2, the Royal Air Force helicopter succeeded in boarding a medical crew. The injured crewmen were taken off and brought to the Royal Cornwall Hospital in Truro. The ship continued its course and finally reached Falmouth in the afternoon. After the containers safety was checked out and some patching-up works were carried out, the *Horncliff* left for Antwerp shipyard.

The *Horncliff* continued her career. She was beached in Aliaga on April 20, 2017.

reefer

Lake Hill 7 (ex-*Lake Hill*, ex-*Sheng Yuan2*, ex-*Dafu Mariner*, ex-*Global Mariner*, ex-*Mizuho Ace*, ex-*Mizuho Reefer*). IMO 8028955. Length 99 m, 2,190 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1981 in Hachinohe



(Japan) by Kitanihon. Owned by Sein Shipping Co Ltd (South Korea). Detained in 2007 in Bandar Abbas (Iran) and in 2010 in Ningbo (China). Sold for demolition in Bangladesh.

Mizuho Ace, unloading fruit at quai Jean Reinhart in Le Havre (France), March 1993. © Pascal Breidel



Christmas Island (Kiritibati), transshipping tuna on *Lake Hill*, February 10, 2010. © John Wilson

Pacific Breeze (ex-*Pacific Rime*, ex-*Rapa*, ex-*Pacifik Frigo*). IMO 8617926. Length 143 m, 6,450 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1990 in Split (Croatia) by Brodosplit. Owned by Elyson Ship Management Ltd (Cyprus). Detained in 2004 in Auckland (New Zealand), in 2005 in Uddevalla (Sweden), in 2013 in Vlissingen (Netherlands) and in 2016 in Rotterdam (Netherlands). Sold for demolition in India.



As *Rapa*, sailing in the English Channel in the morning of November 1, 2007. © Erwan Guéguéniat

Ro Ro



Alios (ex-*Norking*, ex-*Bore King*). IMO 7902635. Length 170 m. Deflagged from Cyprus to Togo flag for her last voyage as *Ali*. Classification society Lloyd's Register of Shipping. Built in Rauma (Finland) by Rauma-Repola.



Norking in Zeebrugge (Belgium), July 6, 1994. © Pascal Bredel

Jumboized in 1995 and lengthened from 142 to 170 m. Owned by Salamis Lines Ltd (Cyprus). Sold for demolition in Turkey.



Alios in Sounion (Greece) on May 5, 2013. © Marc Ottini



Ali at Aliaga, June 2017. © Selim San

Andrea (ex-*Askania*, ex-*Seacrest Askania*, ex-*Askania*). IMO 8209690. Length 94 m, 2,154 t. Palau flag. Classification society International Register of Shipping. Built in Rendsburg (Germany) by Nobiskrug. Owned by Lake Logistics Tz Ltd (Tanzania). Detained in 1999 in Valencia (Spain), in 2003 in Genoa (Italy), in 2007 in Koper (Slovenia), in 2008 in Oran (Algeria), in 2012 in Castellon de la Plana (Spain) and in 2014 in Mombasa (Kenya). Sold for demolition in India.



At berth in Saint-Pierre-et-Miquelon (France), December 6, 2003. © Fabrice Tillard

Ro Ro

Harmoni Mas II (ex-*Ducky Senior*, ex-*Shinsei Maru*). IMO 8903210. Length 140 m, 5,626 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Hakodate (Japan) by Hakodate Dock. Owned by Roro Samudera Putra (Indonesia). Arrived under tow of *SG Glory* (IMO 9499981) for demolition in Bangladesh.



Ducky Senior in Nagoya (Japan), April 16, 2009. © Guillaume Rueda

Ro Ro Mersin (ex-*Antonia I*, ex-*Antonia*, ex-*Caribe III*, ex-*Mar Caribe*). IMO 6801482. Length 104 m. Turkish flag. Classification society Panama Register of Shipping. Built in 1967 in Lübeck (Germany) by Orenstein Koppel. Owned by Akgunler Isletmeleri (Turkey). Detained in 2004 in Trieste (Italy) and Constanta (Romania), in 2005 in Sevilla (Spain) and Setubal (Portugal) and in 2013 in Mersin (Turkey). Sold for demolition in Turkey.



May 18, 1982, *Mar Caribe* at Savannah, United States.
© simonwp



May 2017, Aliaga. © Selim San

Stjerneborg (ex-*Medcoa Lome*, ex-*Frederiksborg*, ex-*Global Africa*). IMO 8508369. Length 148 m, 8,800 t. Singapore flag. Classification society Registro Italiano Navale. Built in 1994 in Niteroi (Brazil) by CCN Maua. Owned by TIM Ship Management Co (Thailand). Detained in 2005 in Mumbai (India), in 2007 in Houston (USA), in 2011 in Fos-sur-Mer (France), in 2012 in Naples (Italy) and in 2014 in Alexandria (Egypt). Sold for demolition in Turkey.



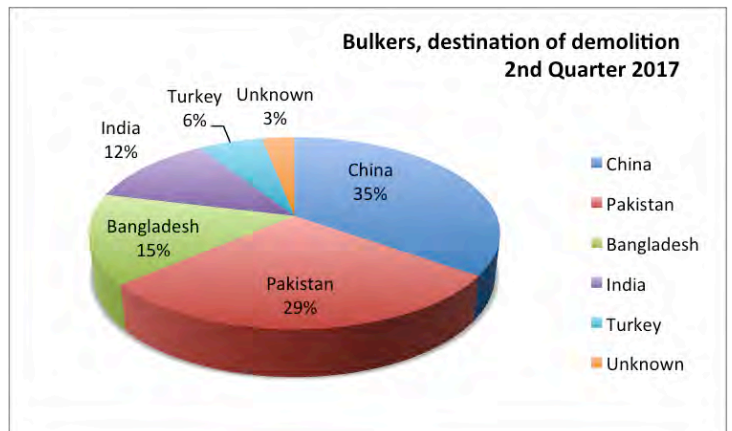
Stjerneborg, February 2, 2015, Valletta, Malta © Master-OSSI/Fleetmon

Bulker

April-May-June 2017

66 demolitions. The number has increased compared to the previous quarter but the tonnage has decreased of 12%. With 23 units, China is the number one destination. But this nationale preference is based on subventions: 21 out of 25 China-flagged or China-owned bulkers were scrapped in China. Pakistan is the second favoured destination.

The average age at the time of demolition is 26 years. 8 years for the damaged *Flash* and 39 for the Algerian veterans *Nedroma* and *Nememcha*.



The sale of the Korean *Frontier* generated over 7 million US\$ in benefits to the shipowner and middlemen.



Frontier, 25 years-old, 17,914 t. © Gadani Ship Breaking

Labuan, the forgotten ones

Ain Temouchent, *Nedroma* and *Nememcha* were bulkers mainly carrying goods to cover the basic needs of Algeria, such as imported cereales from North America for example. All three were built in Japan, the *Nedroma* and *Nememcha* (26,000 tpl) by Hitachi and *Ain Temouchent* (32,000 tpl) by Tsuneishi. First, commissioned by Compagnie Nationale Algérienne de Navigation (CNAN), they were transferred in 2007 with several other ship to International Bulk Carrier, a subsidiary of CNAN privately-owned in joint venture with Saudi and Jordanian businessmen. Business turned out bad and the 3 ships were decommissioned in 2011 in Labuan (Malaysia). They were sold in Kuala Lumpur in February 2017 and all sent for demolition in Chittagong, *Ain Temouchent* renamed *Temouchent* on April 29, *Nememcha* as *Cash* on April 26 and *Nedroma* as *Tang* on May 12.

Ain Temouchent. IMO 8110447. Length 178 m, 7,534 t. Algerian flag, Comorian flag for her last voyage. Classification society Bureau Veritas. Built in Numakuma (Japan) by Tsuneishi. She started her career for Hogarth and Co / Baron Line as *Baron Minto*. She starred on a postal stamp of the Republic of Nauru celebrating the 250th anniversary of the Lloyd's List in 1984.





1982, *Baron Minto* in Tauranga (New Zealand). © CB Feierabend

She was acquired in 1988 by Compagnie Nationale Algérienne de Navigation, CNAN. Detained in 1998 in Baie Comeau (Canada), in 1999 in Hull (United Kingdom), in 2000 in Montreal (Canada) and again in Baie Comeau, in 2001 in New Orleans (USA) and in 2002 in London (United Kingdom). She was black-listed as one of the 66 high-risk ships published by the European Commission on December 3 2002 after the shipwreck of the oil tanker *Prestige* off Galicia. Sold to St Kitts and Nevis-based Morrito Maritime prior to her departure under tow of *Hurricane I* (IMO 8516988) towards Bangladesh.



Nedroma. IMO 7708182. Length 172 m, 6,414 t. Algerian flag, St Kitts and Nevis for her last voyage. Classification society Bureau Veritas. Built in 1978 in Maizuru (Japan) by Maizuru. Owned by IBC International Bulk Carrier (Algeria). Detained in 2001 in Savona (Italy), Valencia (Spain) and for 357 days in Amsterdam (Netherlands), in 2003 in Quebec City (Canada), in 2008 in Pipavav (India) and in 2009 in Quanzhou China). She was also included in the European blacklist of 66 ships. Sold as is in Malaysia, il est pris in remorque by le *Jaya Crystal* (OMI 9594212) and échoué au Bangladesh. 312 US\$ per ton.



On the St.Lawrence River off Montréal on August 1, 1990. © Marc Piché



Nememcha. IMO 7708194. Length 172 m, 6,442 t. Algerian flag, St Kitts and Nevis for her last voyage. Classification society Bureau Veritas. Built in 1978 in Maizuru (Japan) by Hitachi. Owned by IBC International Bulk Carrier (Algeria). Detained in 2002 pendant 48 days in Teeside (United Kingdom), in 2003 in Bandar Abbas (Iran) and in 2011 in Taizhou (China). Sold as is in Malaysia, she was towed by *Svitzer Brani* (IMO 9388455) and beached in Bangladesh. 300 US\$ per ton.



Almohandi 1 (ex-Newlead Markela, ex-Grand Markela, ex-Santa Markela, ex-Anemi Breeze, ex-Universal Harmony, ex-C Filyos, ex-Maritime Nancy). IMO 8811792. Length 224 m, 9,993 t. Qatari flag. Classification society Bureau Veritas. Built in 1990 in Maizuru



(Japan) by Hitachi. Owned by Al Faihan Construction Co (Qatar). Detained in 2002 in La Spezia (Italy), in 2003 in Bandar Khomeini (Iran), in 2004 in Geelong (Australia), in 2007 in Immingham (United Kingdom), in 2010 in Gladstone (Australia) and in 2013 in Prince Rupert (Canada). Sold for demolition in Pakistan. 351 US\$ per ton.

February 25, 2014, Vanino, Russia, Tatar Strait.
© andy.ru73

Antaios (ex-Eternal Fortune, ex-Atlantic Fortune). IMO 9196383. Length 169 m, 7,125 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Setoda (Japan) by Naikai. Owned by Amalthia Marine Co (Greece). The bulker had left San Lorenzo (Argentina) with a cargo of corn bound for Hoddeidah (Yemen). On December 2, 2016, a fire broke out in the engine room as a result of a overheating diesel generator. *Antaios* was spotted in the middle of the Atlantic Ocean, 980 nautical miles west of Capetown (South Africa). The damages were serious, the ship suffered a water ingress, the engine room was flooded. The captain sent a distress call and later ordered to evacuate the ship. The Japanese ore carrier *NSU Inspire* was the first to catch the message and alert the South African authorities and diverted from her route and re-routed to assist the *Antaios* and her crew of 19 men who had taken refuge into rescue boats. She arrived on the wrecksite in the evening, recovered the sailors and brought them safe to Capetown on December 6. Meanwhile, *Smit Amandla*, the salvage tug chartered by the SAMSA (South African Maritime Safety Authority), went to take the abandoned ship under tow. The *Antaios* was anchored 30 km off the coast pending the clearance to enter the Port of Capetown. The fuel and the polluted water that have invaded the ship had to be pumped and transshipped. The operations were carried out by December 23, 2016. After assessment of the damages, the verdict came, the *Antaios* will not be repaired. She left Capetown under tow and was beached in Gadani on May 7.



At Singapore, March 11, 2014. © Martin Klingsick

Antwerpen (ex-Sea Lion, ex-Sea L, ex-Antwerpen). IMO 7802952. Self-unloading bulker. Length 199 m, 11,180 t. Uruguay flag, Panama for her last voyage. Classification society Bureau Veritas. Built in 1979 in Hoboken



(Belgium) by Cockerill Yards. Sold by her Uruguayan owner Naviera Punta Del Arenal to Poland-Based SMT Shipmanagement & Transport and sent right away for demolition in Bangladesh.

New York, USA, April 21 2010. © D. Perez de la Garza

bulker



Asahi Maru. IMO 9085687. Length 225 m, 9,821 t. Deflagged from Japan to Niue for her last voyage as *Aru*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Sold by her Japanese owner Asahi Shipping Co to Singapore-based Ace Ship Recycling prior to her departure for demolition. She was beached in Alang on April 11.



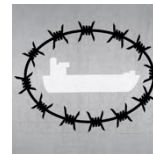
Asirat (ex-Ileana, ex-Kavo Maleas, ex-Voineasa). IMO 9044918. Length 172 m, 6,571 t. Deflagged from Moldova to Tanzania for her last voyage. Classification society Maritime Bureau of Shipping. Built in 1992 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Safety Management-ISM Srl (Romania). Sold for demolition in Turkey.



December 20, 2013 at Neorion Shipyard, Syros, Greece
© Petros Vamvakousis



Attar (ex-Parisian Trader). IMO 9074092. Length 186 m, 7,974 t. Togolese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1994 in Numakuma (Japan) by Tsuneishi. Owned by IranoHind Shipping Co (Iran). Detained in 2000 in Tauranga (New Zealand) and in 2012 in Quangninh (Vietnam) and in Mumbai (India). Sold for demolition in Pakistan.



Bao Sheng (ex-Nord Spirit, ex-Sea Orion). IMO 9162930. Length 186 m, 10,650 t. Chinese flag. Classification society China Classification Society. Built in 1997 in Oshima (Japan) by Oshima Shipbuilding. Owned by China Shipping Haisheng Co Ltd (China). Sold for demolition in China.



Bao Sheng at Singapore, April 16, 2015. © Martin Klingsick

Beihai. IMO 9117698. Length 179 m, 7,666 t. Panamanian flag. Classification society China Classification Society. Built in 1995 in Toyohashi (Japan) by Kanasashi. Owned by COSCO Bulk (China). Detained in 1998 in Middlesbrough (United Kingdom). Sold for demolition in Jiangyin, China.

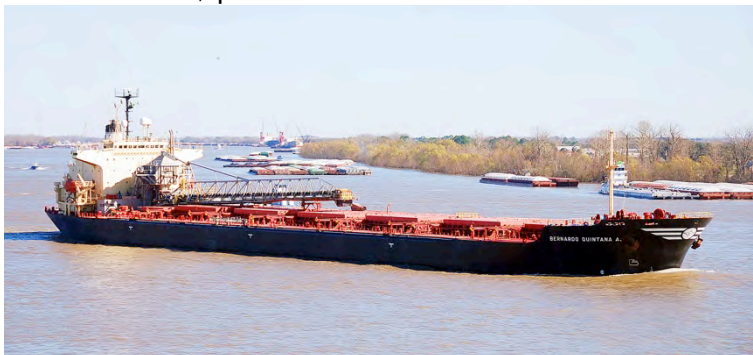


Beihai, October 9, 2015, South Kalimantan Indonesia
Muara Asam Asam Indonesia. © Iwan Afwan

bulker

Bernardo Quintana A (ex-*Thor*, ex-*Thor Ambra*, ex-*Moanna*). IMO 8312215. Self unloading bulker. Length 230 m, 15,042 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in Marugame (Japan) by Imabari Zosen. Owned by Vulica Shipping Co Ltd (USA). *Bernardo Quintana A* left Baltimore (USA) on April 22, called at Capetown (South Africa) on May 17 and was beached in Alang 17 June 17. Summary of the last voyage, 22,000 km. 392 US\$ per ton.

Bernardo Quintana A. passing Garyville, Louisiana, USA, January 2012. © Foggy



Black Sea (ex-*Necati Kalkavan*, ex-*Sana*, ex-*Evelyn*, ex-*Oriental Angel*). IMO 8301620. Length 153 m, 5,180 t. Cook Islands flag. Classification society Nippon Kaiji Kyokai. Built in Kochi (Japan) by Shin Yamamoto. Owned by Zeb Denizcilik Tasimaciligi (Turkey). Detained in 2000 in Bremen (Germany), in 2005 in Ghent (Belgium) and in 2009 in Szczecin (Poland). Sold for demolition in the Indian subcontinent. 345 US\$ per ton.



Bosna (ex-*Sosna*, ex-*Golden Sky*, ex-*Hanei Sky*, ex-*Sanko Sky*). IMO 8405373. Length 167 m, 5,670 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in Sasebo (Japan) by Sasebo HI. Owned by Manta Denizcilik (Turkey). Detained in 2004 in Yokohama (Japan), in 2009 in New Orleans (USA), in 2011 in Ashdod (Israel) and in 2012 in Novorossiysk (Russia). Sold for demolition in Pakistan. 380 US\$ per ton.

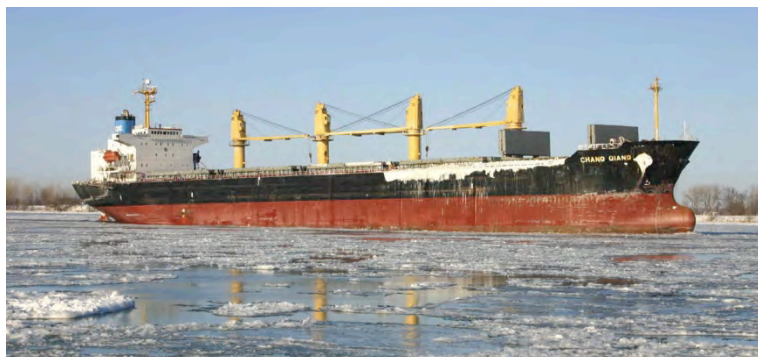


Bosna January 4, 2017, Novorossiysk, Russia. © Evgeniy



At Gadani, May 20. © Gulzar Khan

Chang Qiang. IMO 9144524. Length 186 m, 7,528 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in Numakuma (Japan) by Tsuneishi. Owned by COSCO Shipping Co Ltd (Hong Kong, China). Detained in 2000 in Kushiro (Japan). Sold for demolition in Jiangyin, China.



Chang Qiang downbound on the St. Lawrence River off Verchères (Canada) on January 31, 2005. © Marc Piché

bulker

COS Glory. IMO 9168893. Length 187 m, 7,721 t. Panamanian flag. Classification society

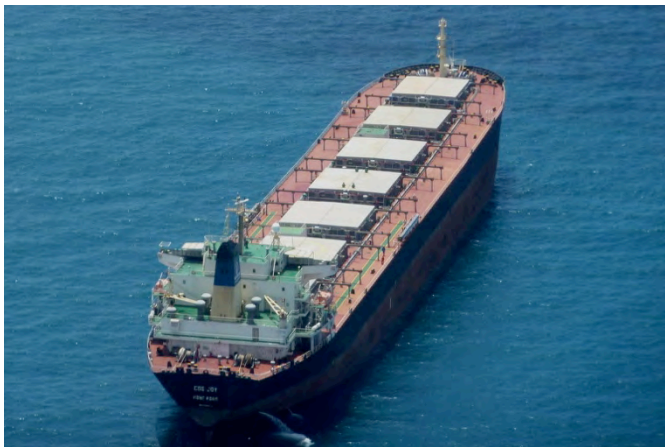


China Classification Society. Built in 1999 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO Singapore (Singapore). Detained in 2009 in Albany (Australia). Sold for demolition in China.



COS Glory, March 3, 2015 at Malaga, Spain
© Franela

COS Joy. IMO 9216444. Length 225 m, 11,600 t. Hong Kong flag. Classification society



China Classification Society. Built in 2001 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Singapore (Singapore). Detained in 2015 in Hay Point (Australia). Sold for demolition in China.



January 13, 2010, *COS Joy* at anchor Hay Point (Australia) waiting to load coal. © Tropic Maritime Photos

Diamond Sea (ex-*Rubicone*, ex-*Arklow Dusk*, ex-*Kopalnia Ziemovit*). IMO 8701947. Length 144 m, 4,903 t. Togolese flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1991 in Szczecin (Poland) by Szczecinska. Owned by GMZ Ship Management Co (Lebanon). Detained in 2004 in Cartagena (Spain), in 2005 in Mersin (Turkey), in 2006 in Velsen (Netherlands), in 2009 in Rotterdam (Netherlands) and in 2012 again in Mersin. Sold for demolition in India.



June 5 2008, *Rubicone* disembarks the port pilot after sailing down from Rouen (France). © Erwan Guéguéniat

Flash (ex-Daytona). IMO 9522879. Length 292 m, 19,783 t. Maltese flag. Classification society American Bureau of Shipping. Built in 2009 in Shanghai (China) by Shanghai Waigaoqiao. Owned by Genel Denizcilik (Turkey). On June 22, 2012, *Flash* left Gibraltar after bunkering. She has just come across the Atlantic Ocean from Baltimore (United States) with a 126,738 t. cargo of coal to be unloaded at Taranto, in Southern Italia, in the region of Apulia. Her expected arrival date was June 27.



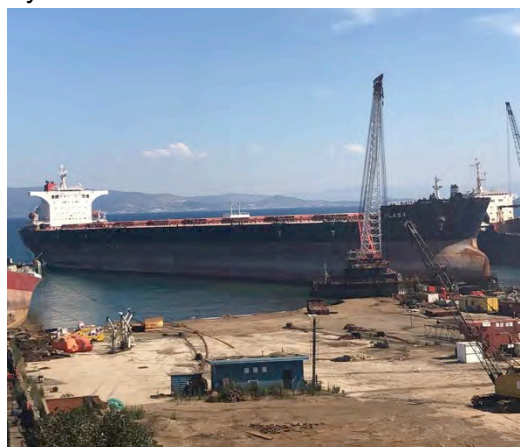
Gibraltar, June 22, 2012. © James Melton

In the early morning of June 25, the officer of the watch was the second mate; he was alone on the bridge. He fell asleep during his watch duties and did not hear the emergency alarm sounding. He had been on board for more than 8 months without a break, the report of the Maltese Marine Investigation Bureau concluded he was suffering from sleep deprivation. The *Flash* deviated from her course because of sea current. When the officer woke up, he could not avoid the bulker to run aground on the rocks of Ile de la Galite off Tunisia. The hull sustained damages, several ballast tanks were suffering cracks and water was progressively flooding the engine room despite pumping efforts. The crew was rescued by the Tunisian authorities. Smit Salvage was in charge of the salvage operation. Fuel was extracted, 70,000 t. of coal were trans-shipped, the *Flash* was refloated in early August 2012 and anchored off the Islands.

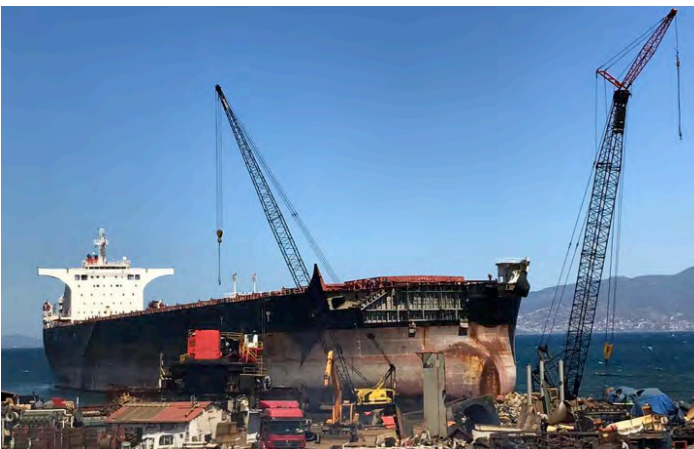


Iles de la Galite, June 2012. © Transport Malta

She remained for 5 years on the spot after the accident with a maintenance crew on board. In April 2017, the *Red Eagle ex-Izmir Bull, ex-Sirocco* (IMO 7613002) arrived to take her under tow and beach her in Aliaga on May 4.



21 June 2017



5 July 2017

© Selim San

Frontier. IMO 9039157. Length 274 m, 17,914 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by H-Line Shipping Co Ltd (South Korea). Sold for demolition in Pakistan. 398 US\$ per ton.

Fu Da. IMO 9162057. Length 225 m, 9,799 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Imari (Japan) by Namura. Owned by COSCO HK Shipping Co (Hong Kong). Detained in 2010 in Newcastle (Australia). Sold for demolition in China.

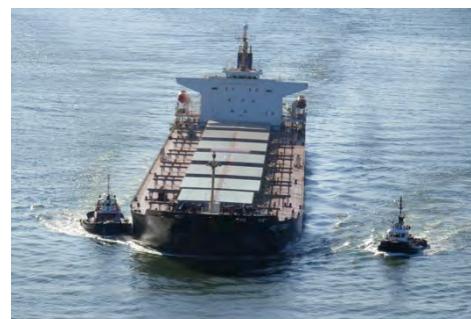


Fu Da at anchorage B in Vancouver Harbour, Canada. © Ray J Ordano

Fu Kang. IMO 9154127. Length 225 m. Panamanian flag. Classification society China Classification Society. Built in 1997 in Sasebo (Japan) by Sasebo H.I.. Owned by COSCO HK (Hong Kong). Sold for demolition in China

Fu Tong. IMO 9161261. Length 225 m, 9,799 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Imari (Japan) by Namura. Owned by COSCO HK (Hong Kong, China). Sold for demolition in China.

Fu Tong, December 9, 2008, Entering the Port of Vancouver, Canada © csaba / Shipspotting



Fu Xing 7 (ex-Waimea, ex-Sabodine Venture). IMO 8100947. Length 223 m, 11,627 t. Chinese flag. Unknown classification society. Built in 1984 in Mihara (Japan) by Koyo DY Co. Owned by Zhejiang Fuxing Shipping Co (China). Sold for demolition in Pakistan.



Fu Xing 7, January 27, 2011 Ningbo, China. © Knut Helge Schistad

Gadani, July 2017. © Shahid Ayub →



Gao Qiang. IMO 9144512. Length 186 m, 7,412 t. Hong Kong flag. Classification society China Classification Society. Built in 1998 in Numakuma (Japan) by Tsuneishi. Owned by COSCO HK (Hong Kong, China). Sold to Bangladesh. The status of the ship is "to be broken up". *Gao Qiang* arrived in late May to deliver an ultimate 37,764 t cargo of scrap metal in Chittagong before beaching.



Giannis (ex-*Cerinthus*, ex-*General Zawadzki*). IMO 8617952. Length 199 m, 9. 765 t. Maltese flag, Panama for her last voyage sous le nom de *Gian 1*. Classification society Lloyd's Register of Shipping. Built in 1988 in Varna (Bulgaria) by Georgi Dimitrov. Detained in 2004 in Rotterdam (Netherlands) and in 2017 in Cagliari (Italy). Sold to Pisces Marine Inc based in Liberia prior to her departure for demolition in Pakistan.



Giannis off Piraeus (Greece), April 30, 2012.
© Marc Ottini

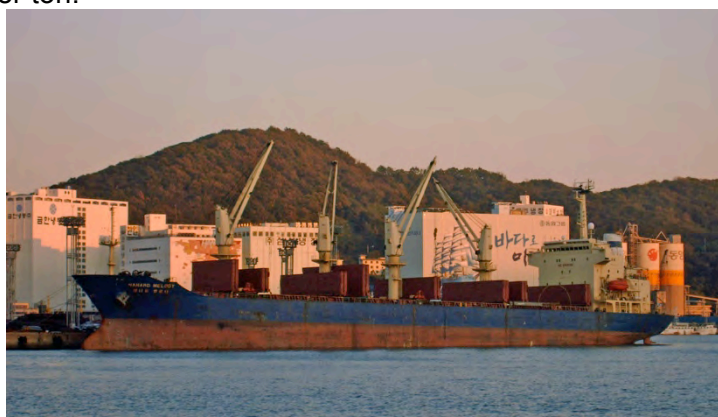
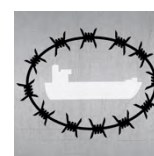


Gian 1, Gadani, Plot 69 © Gadani Ship Breaking

Golden Resource (ex-*Nirmal Gautam*, ex-*Pindos*, ex-*Nordkap*). IMO 9100217. Length 190 m, 9,284 t. Panamanian flag. Classification society China Classification Society. Built in 1994 in Frederikshavn (Denmark) by Danyard. Owned by Wanhua Chemical Group Co Ltd (China). Detained in 2010 in Mumbai (India), in 2012 in Zhanjiang (China) and Qingdao (China) and in 2013 in Paradip (India). Sold for demolition in Pakistan.



Hanaro Melody (ex-clipper *Melody*, ex-*Jan Zizka*). IMO 9125798. Length 172 m, 6,701 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1997 in Guangzhou (China) by Guangzhou Intenational. Owned by Nonghyup Logistics Service Inc (South Korea). Detained in 2016 in Shahid Bahona (Iran). Sold for demolition in Bangladesh. 341 US\$ per ton.



Hanaro Melody, November 11, 2011 at Busan Port, South Korea. © Sol



Highny (ex-*Nicholas*, ex-*Dooyang Winner*, ex-*Eastern Fame*, ex-*Green Hawk*). IMO 8606068. Length 190 m, 8,097 t. Deflagged from South Korea to Palau for her last voyage as *High*. Classification society Korean Register of Shipping. Built in 1986 in Marugame (Japan) by Imabari Zosen. Sold by her Korean owner CS Marine Co Ltd to India-based Prayati Shipping just prior to her departure for demolition. Detained in 2001 in Barcelone (Spain) and in 2006 in Rotterdam (Netherlands) and Ambarli (Turkey). Sold as is in Labuan (Malaysia), she arrived at Chittagong under tow of ASL *Leo* (IMO 9661534). 310 US\$ per ton including enough bunkers for the voyage.



bulker

Jia Qiang. IMO 9154593. Length 186 m, 6,989 t. Panamanian flag. Classification society China Classification Society. Built in 1998 in Oshima (Japan) by Oshima SB. Owned by COSCO HK Shipping Co (Hong Kong, China). Sold for demolition in Jiangyin, China.

Jin Jin (ex-Tanagra). IMO 8921846. Length 157 m, 5,000 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Saiki (Japan) by Saiki Jukogyo. Owned by Fujian Shipping Co (China). Detained in 2010 in Singapore. Sold for demolition in China.



Jin Jin, loading coal cargo at Campha anchorage, Vietnam August 29, 2014
© **Nguyen Hoang Vinh**

Jin Qiang. IMO 9154579. Length 186 m, 7,197 t. Panamanian flag. Classification society China Classification Society. Built in 1998 in Oshima (Japan) by Oshima SB. Owned by COSCO HK (Hong Kong, China). Detained in 2011 in Aliaga (Turkey). Sold for demolition in Jiangyin, China.



Jin Sha Ling (ex-Milena L, ex-Sea Cross, ex-New Forest, ex-Laut Jaya, ex-Stellar Benny). IMO 8914233. Length 169 m, 6,006 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Imabari (Japan) by Imabari Zosen. Owned by COSCO Far-Reaching Shipping (China). Sold for demolition in China.



Durban (South Africa), May 20, 2013. © **Damir Pavlovic**

JK Boreyong (ex-KT 8, ex-Sapporu Maru). IMO 8309206. Length 240 m, 13,890 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by JK Maritime Inc (South Korea). Detained in 2004 in Tomakomai ((Japan) and Newcastle (Australia). Sold for demolition in Pakistan.



JK Boreyong, January 09, 2016, Vanino, Russia. © **andy.ru73**



bulker



John B Aird. IMO 8002432. Length 222 m, 8,365 t. Deflagged from Canada to Sierra Leone for her last voyage as John B. Classification society Lloyd's Register of Shipping. Self unloading bulker built in 1983 in Collingwood (Canada) by Collingwood SB Co for the stern section and in Thunder Bay by Port Arthur Shipbuilding for the bow section and completion.



© Simon Laberge

She was able to unload ore, salt, gravel and potash cargoes at the sustained pace of 5,354 t/h. Owned by Algoma Central Corp (Canada). After a last delivery of salt in Ogdensburg and Prescott, the *John B Aird* sailed down the Saint Lawrence River and was moored at section 37 of Montréal port on April 5, 2017. She was disguised as *John B*, deflagged and prepared for her final journey. On May 12, the tugboat *VB Hispania* (IMO 9476018) arrived to take charge of her and headed towards Aliaga shipbreaking yards, on the other side of the Atlantic and of the Mediterranean. She was beached on June 14 at Leyal ship Recycling facility.

Alone, the *VB Hispania* is a maritime funeral company: she performed the towage operations of *Peter R Cresswell* ("Shipbreaking # 44", p 79) from Canada to Turkey, of *Modern Express* ("Shipbreaking # 45", p 63-65), from Bilbao (Spain) to Turkey and also of the factory ship *Obva* ("Shipbreaking # 47" p 12-13) from the Canary Islands to Vinaros on the Spanish Mediterranean coast.



Trois-Rivières. Québec, Canada. May 12, 2017. *John B*. escorted by tugs *VB Hispania* and *Ocean Charlie* en route from Montreal to Aliaga. © Jacques Gauthier

Kang Fu. IMO 9236822. Length 190 m, 7,889 t. Hong Kong flag. Classification society China Classification Society. Built in 2002 in Oshima (Japan) by Oshima SB. Owned by COSCO (HK) Shipping Co (Hong Kong, China). Sold for demolition in Jiangyin, China.



Kang Fu southbound in the Bosphorus, May 31, 2006. © Marc Ottini

Kang Long. IMO 9240835. Length 190 m, 8,685 t. Hong Kong flag. Classification society China Classification Society. Built in 2002 in Onomichi (Japan) by Onomichi Zosen. Owned by COSCO HK (Hong Kong, China). Sold for demolition in Jiangyin, China.

Kapitan Sviridov. IMO 8218706. Length 162 m, 8,461 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Warnemünde (Germany) by Warnowwerft. Owned by Murmansk Shipping Co (Russia). Ice-strengthened ship able to sail the Northern Sea route. She was ARC4-certified, allowed to sail in 0,6 m-thick ice during winter/spring and 0,8 m-thick ice in summer/autumn. Sold for demolition in Pakistan.



Northern Sea Route, Kara sea, April 28, 2016.
© D. Lobusov



Mai 2017, Gadani © Nomi Raheem

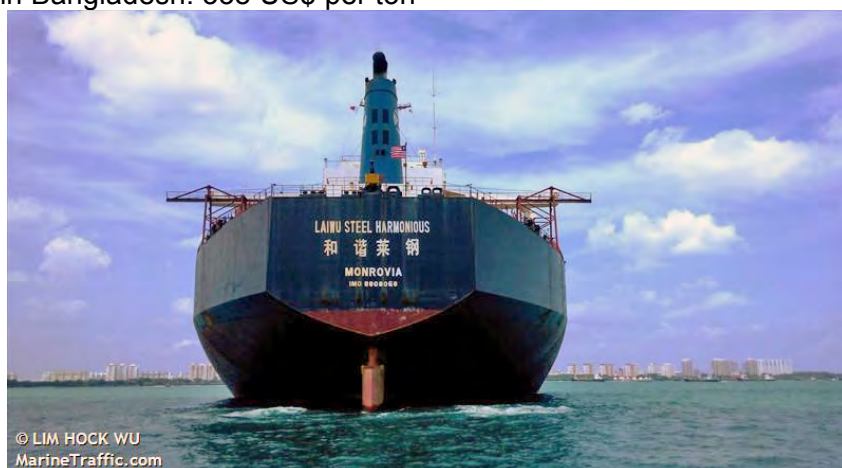


Lady Anastasia (ex-*Rifki Bey*, ex-*Blue Cosmo*). IMO 8109917. Length 161 m, 6,198 t. Deflagged from Barbados to Panama for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1982 in Imabari (Japan) by Imabari Zosen.

Detained in 1999 in Rotterdam (Netherlands), Gdansk (Poland) and Monfalcone (Italy). Sold in March 2017 by her Lebanese owner Litat Shipping to Oryx Shipping (Greece), deflagged; shortened to *Lady Ana* and beached in Pakistan in June 2017.



Laiwu Steel Harmonious (ex-*Eastern Jewel*, ex-*TS Asclepius*). IMO 8808068. Ex tanker converted to ore carrier in 2009. Length 337 m, 37,993 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by Eastern Pacific Shipping (Singapore). Sold for demolition in Bangladesh. 338 US\$ per ton



© LIM HOCK WU
MarineTraffic.com

Singapore Strait, December 10, 2014. © Lim Hock Wu

Lu Hai. IMO 9159452. Length 187 m. Chinese flag. Classification society China Classification Society. Built in 1998 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO Bulk (China). Sold for demolition in China.

bulker

Miraflores. IMO 9185061. Woodchip carrier. Length 200 m, 9,250 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by MOL, Mitsui OSK Lines Ltd (Japan). Detained in 2003 in Talcahuano (Chile). Sold for demolition in India.



George Town, Tasmania, Australia, March 31, 2010. © David Logan

Nan Hai. IMO 9117703. Length 188 m. Panamanian flag. Classification society China Classification Society. Built in 1996 in Toyohashi (Japan) by Kanasashi. Owned by COSCO Bulk (China). Sold for demolition in China.

See pp 65-66 the chapter on the Algerian bulkers *Ain Temouchent*, *Nedroma* and *Nememcha*.

Nedroma. IMO 7708182.

Nememcha. IMO 7708194.

Nuran Ana (ex-Ros, ex-Kopalnia Myslowice). IMO 7725685. Length 159 m, 5,025 t. Moldovan flag. Classification society Polish Register of Shipping. Built in 1980 in South Bank (United Kingdom) by Smith's Dock Co. Owned by Derpina Denizcilik (Turkey). Detained in 201 in Venice (Italy). Sold for demolition in Pakistan.



Oriental Sunny (ex-Guo Hai, ex-Lian Hua, ex-Maritime Trader, ex-Arctic Trader). IMO 8318817. Length 160 m. Deflagged from Tanzania to Comores in January 2017. Classification society Panama Maritime Documentation Services since 2010 then Universal Maritime Bureau and finally Korea Classification Society in 2017. Built in 1985 in Imabari (Japan) by Imabari

Zosen. Owned by World Merge Shipping Management SA (Taiwan). Detained in 2009 in Humen (China), in 2011 in Nantong (China), in 2012 and 2013 in Yantai (China), in 2015 in Tangshan (China) and in 2016 in Xiamen (China). Sold for demolition in Jiangyin, China.



Shanghai (China), April 18, 2015. © Bob Godefroy

bulker

Oryx (ex-*Lingue*, ex-*Lingue N*, ex-*Lingue*, ex-*Ivory Star*, ex-*Star Kim*, ex-*Future Grows*). OMI. Length 174 m, 6,434 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Usuki (Japan) by Minami-Nippon. Owned by Oryx Shipping Ltd (Greece). Sold for demolition in Pakistan. 350 US\$ per ton.

Pavel Vavilov. IMO 8131893. Length 162 m, 8,507 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemünde (Germany) by Warnowwerft; jumboized in 2004 and lengthened from 162 to 180 m. Owned by Murmansk Shipping Co (Russia). Detained in 2013 in Canakkale (Turkey) and Birkenhead (United Kingdom). Ice-strengthened ship also ARC4 certified. Sold for demolition in India.



Pavel Vavilov approaching Immingham Docks, United Kingdom, May 14, 1985. © **simonwp**

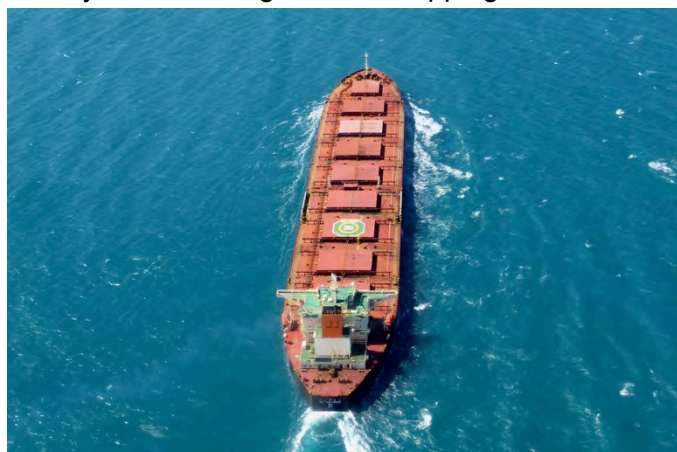


Peng Chang (ex-*Alescabalo*, ex-*Channel Venture*). IMO 8903301. Length 225 m, 9,183 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Mizushima (Japan) by Sanoyas Corp. Owned by Shenzhen Ocean Shipping Co (China). Sold for demolition in China by Civet Guangdong Scrapyard.



Guangzhou (China), 11 décembre 2011 © **Hiroki Expeditions**

Pos Challenger. IMO 9039171. Length 269 m, 17,493 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Koje (South Korea) by Samsung. Owned by H-Line Shipping Co Ltd (South Korea). Detained in 2013 in Newcastle (Australia) and in 2016 in Gladstone (Australia). Sold for demolition in Bangladesh. 375 US\$ per ton.



May 5, 2015, departing Hay Point (Australia) for Kwangyang (South Korea), after loading coal.
© **Tropic Maritime Photos**

bulker

Reconcile (ex-*Rima*, ex-*Sider Blu*, ex-*Eco Vision*, ex-*Nego Carol*, ex-*Gransol*, ex-*Honan Ace*). IMO 8520226. Length 174 m, 6,566 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1986 in Usuki (Japan) by Minami-Nippon. Owned by GMZ Ship Management Co (Lebanon). Detained in 2004 in Takamatsu (Japan), in 2007 in Incheon (South Korea), in 2008 in Nanjing (China) and Dalian (China), in 2014 in Koper (Slovenia) Novorossiysk (Russia) and Constanta (Romania), in 2015 in Novorossiysk again and in 2016 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.



Reconcile beached in Gadani Plot 100, May 2017. © Gadani Ship Breaking



Saint Nektaris (ex-*Bulk Victory*, ex-*Severina*, ex-*Jing Shan 6*). IMO 9440291. Length 167 m, 6,127 t. Cyprus flag, Sierra Leone. Classification society Bureau Veritas. Built in 2007 in Linhai (China) by Linhai Huipu. Owned by Pacific & Atlantic Inc (Greece). Detained in 2008 in Antwerp (Belgium), in 2013 in Rio Grande (Brazil), in 2014 in Philadelphia (USA) and in 2016 in Hamburg (Germany). Sold for demolition in Turkey.



Severina in Honfleur (France), 3 July 2009.
© Erwan Guéguénat



Saint Nektaris moored at Cheviré (Nantes, France), August 29, 2016. © Marc Ottini

Sattar I (ex-*Belstar*). IMO 9040479. Length 185 m, 7,075 t. Togolese flag. Classification society Bureau Veritas. Built in 1992 in Oshima (Japan) by Oshima SB. Owned by IranoHind Shipping Co Ltd (Iran). Detained in 2012 in Rizhao (China). She was spotted off Alang on June 9 but was finally beached in Gadani on June 16.



Gadani Plot 64 © Gadani Ship Breaking

bulker

Sea Maple. IMO 9176670. Length 185 m, 7,528 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Numakuma (Japan) by Tsuneishi. Owned by COSCO HK (Hong Kong, China). Detained in 2011 in Melbourne (Australia). Sold for demolition in China in Jiangmen.



Sea Maple in Brest (France), May 4, 2009.
© Erwan Guéguénat

Shi Dai 5 (ex-Alexandra I, ex-Ocean Cherry). IMO 9086942. Length 225 m, 9,543 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Shanghai Time Shipping Co Ltd (China). Detained in 2013 in Gladstone (Australia). Sold for demolition in China.



SJ African (ex-African Fern). IMO 8014954. Length 135 m, 3,205 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1981 in Shimoda (Japan) by Shimoda DY Co. Owned by Diamond Maritime (United Arab Emirates). Detained in 2006 in Bandirma (Turkey). Sold for demolition in India.



At Las Palmas, Spain, on March 17, 2012.
© Patalavaca

Tabandeh (ex-Atrium, ex-Iran Hamzeh). IMO 8320171. Length 190 m, 9,320 t. Deflagged from Iran to Comoros for her last voyage shortened to *Dan*. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Detained in 2002 in Hay Point (Australia) and in 2005 in Newcastle (Australia). Sold for demolition in Pakistan. 338 US\$ per ton.



Tabandeh at anchor in Great Bitter Lake, Suez Canal, December 5, 2013. © Bengt-Rune Inberg

bulker

Tai An (ex-*Fuat Bey*, ex-*Sanko Splendour*). IMO 8400529. Length 165 m, 5,903 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Oceangrowing Shipping Limited (China). Detained in 2000 in Odense (Denmark). Sold for demolition in Pakistan.



Fuat Bey, May 22, 2011 upbound in the Bosphorus.
© Marc Ottini



Tamrey (ex-*Arabella*, ex-*Global Ambition*, ex-*Alaskan Trader*). IMO 8518651. Length 159 m, 5,474 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Imabari (Japan) by Imabari Zosen. Owned by T ve O Denizcilik Ltd (Turkey). Detained in 2002 in Corpus Christi (USA), in 2006 in Cardiff (United Kingdom) and in 2014 in Monfalcone (Italy) and Novorossiysk (Russia). Sold for demolition in Pakistan.



In the 90's, Vancouver (Canada).
© Rick Garcia

Gadani. © Muhammad Anas Khanani



Teen (ex-*Oriental Dream*, ex-*Eun Ji*). IMO 9101649. Length 190 m, 8,848 t. Togolese flag. Classification society Bureau Veritas. Built in 1995 in Busan (South Korea) by Hanjin HI Co. Owned by IranoHind Shipping Co Ltd (Iran). Detained in 2005 in Mangalore (India) and in 2010 in Suez (Egypt). Sold for demolition in Pakistan.



Teen. © Capt.Sajith Sadasivan

bulker

The Just (ex-*Voshod 2*, ex-*Turicum*, ex-*Western Ocean*). IMO 9102344. Length 190 m, 7,487 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oshima (Japan) by Oshima SB. Owned by SNP Shipping Services (India). Detained in 2015 in Novorossiysk (Russia). Sold for demolition in Pakistan. 385 US\$ per ton.



© Gadani Ship Breaking

Wan Li (ex-*Iasos*, ex-*Platytera*, ex-*Kolguyev*, ex-*Great Laker*, ex-*Green Laker*). IMO 8508723. Length 180 m, 5,496 t. Palau flag. Classification society Overseas Marine Certification Services. Built in 1987 in Oshima (Japan) by Oshima SB. Owned by Fujian Wanjia International (China). Detained in 2007 in Kandla (India) and in 2011 in Gdynia (Poland). *Wan Li* arrived on June 15, delivered an ultimate 27,500 t of stone cargo at Chittagong before heading towards the shipbreaking yards. 330 US\$ per ton.



Wealthy Ocean (ex-*Tanais Express*, ex-*Lord Byron*, ex-*Blue Star*, ex-*Refioglu*, ex-*Fortuna America*, ex-*Golden Ruby*, ex-*Astoria Trader*). IMO 8306852. Length 159 m, 5,502 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Imabari (Japan) by Imabari Zosen.



Owned by Hubei Qin Tai Shipping Co (China). Detained in 2007 in Rotterdam (Netherlands) and in 2015 in Lianyungang (China). Sold for demolition in India.

Istanbul, Turkey, June 19, 2015.
© Gerolf Drebes

Xiang Zhi (ex-*Patriot*, ex-*Yohfu*, ex-*Orange Bay*). IMO 8603640. Length 167 m, 5,494 t. Chinese flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Hakodate (Japan) by Hakodate Dock. Owned by Yangpu Zhehai Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

Zhen Fen 14. IMO 9008366. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Tianjin (China) by Tianjin Xingang. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in Jiangyin, China.

Zhong Hai. IMO 9117715. Length 188 m, 7,655 t. Panamanian flag. Classification society China Classification Society. Built in 1996 in Toyohashi (Japan) by Kanasashi. Owned by COSCO Bulk (China). Detained in 2010 in Suez (Egypt). Sold for demolition in China.



Bulker/transshipment vessel

Ore Sossego (ex-*Sunrise V*, ex-*Sunrise II*). IMO 8907436. Ex tanker converted to bulker in 2010 and to trans-shipment vessel in 2013. Length 322 M, 44260 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Nagasaki (Japan) by Mitsubishi. In 2010 the Very Large Crude Carrier *Sunrise V* was acquired by the Brazilian ore conglomerate Vale and converted to Very Large Ore Carrier (VLOC).



Sunrise V at Yokohama, Japan, October 13, 2003 © Minami Ebihara

To compensate its shipping expenses towards China compared to that of its Australian contestants, Vale decided to go for integrated transport system and in 2008 started a construction program of 35 giant ore carriers, the Valemax; the first units were delivered in 2011. In 2012, under the pressure of the Chinese ship owners, angry to see Vale, a former client, becoming a ship owner and a rival, the Chinese government declared a ban of access to its ports for ore carriers with a capacity over 300,000 Dwt. The Valemax weren't allowed to call in China anymore. Vale had to find a bypass.

2 vessels, the *Ore Fabrica* and then the *Ore Sossego*, were converted and positioned at Subic Bay in the Philippines to be used as floating hubs for transshipping cargo from Valemax giants to smaller ships. The *Ore Ossego* was equipped with 5 cranes, 2 conveyors with a loading capacity of 3000 t/h each, and new generators at Chengxi shipyard in Guangzhou (China).

The relationships between the Brazilian conglomerate and China improved from 2014 on. After an agreement for a long term chartering and the progressive cession of Valemax ships to COSCO and China Merchants, the giant ore carriers were authorized again in 4 Chinese ports, Qingdao, Dalian, (Dagushan) Tangshan and Ningbo. The floating hubs became useless. In 2017 Vale announced that the *Ore Sossego* was sold for demolition in India in a shipbreaking yard certified by Nippon Kaiji Kyokai as compliant with the Honk Kong Convention. \$ 333 US per ton.



Last conversion, November 2012-April 2013. © Chengxi Shipyard Co

Car carrier

Camellia Ace. IMO 9103180. Length 199 m, 13,752 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by MOLSHIP (Japan). Detained in 2010 in Hiroshima (Japan). Sold for demolition in India.



July 22, 1995, at berth at Ro Ro quay 3, Le Havre (France). © Pascal Breidel



Alang, June 2017. © Vaja Nilesh

GMT Polaris (ex-Hyundai n°201). IMO 8709119. Length 174 m, 9,879 t. Panamanian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Doriko Ltd (South Korea). Detained in 2013 in Bremerhaven (Germany). Sold for demolition in Bangladesh. 365 US\$ per ton.



Hyundai n°201, in Walsorden (Netherlands), June 7, 2001. © Pascal Breidel

Hoegh Triton (ex-Morning Meridian, ex-Hual Triton, ex-Auto Diana, ex-Auto Daewoo). IMO 8608080. Length 199 m. Norwegian flag. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1988 in Okpo (Korean Register of Shipping) by Daewoo SB & HM. Owned by Hoegh Autoliners Shipping AS (Norway). Detained in 2004 in Baltimore (USA). Sold for demolition in China.



Auto Diana, Le Havre (France) wearing the colors of HUAL, January 14, 1994. © Pascal Breidel

car carrier

Maple Ace II. IMO 9014808. Length 188 m, 10,247 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Onishi (Japan) by Shin Kurushima. Owned by MOL, Mitsui Osk Lines Ltd (Japan). Sold for demolition in India.



Maple Ace II, Le Havre (France), October 6, 2013. © Erwan Guéguéniat

Pyxis (ex-Toyofuji n°14). IMO 8514083. Length 199 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Onishi (Japan) by Kurushima. Owned by Kagoshima Senpaku Ltd (Japan). Sold for demolition in Jiangyin, China.



Benicia, California, USA, June 24, 2015. © Tom Anderson

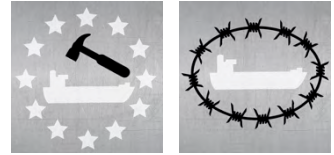


Queen Ace. IMO 8712324. Length 199 m, 13,913 t. Deflagged from Panama to Comoros for her last voyage shortened to *Ace*. Classification society Nippon Kaiji Kyokai. Built in 1988 in Toyohashi (Japan) by Kanasashi. Owned by Prince Kaiun Co Ltd (Japan). Detained in 2007 in San Antonio (Chile), in 2008 in Seattle (USA), in 2013 in Gunsan (South Korea) and in Gwangyang (South Korea) and in 2014 in Guangzhou (China). Sold for demolition in Bangladesh.



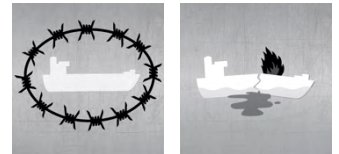
Queen Ace outbound Le Havre (France), in the evening of April 14, 1994. © Pascal Bredel

Sea Anemos (ex-*Lamia*, ex-*Edsel*, ex-*Millenium Jaguar*, ex-*Fortuna II*, ex-*Nissho Maru*). IMO 8017891. Length 106 m, 3,600 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in Imabari (Japan) by Nishi Zosen. Owned by Mediterranean Car-Carriers Line SA (Greece). Detained in 2000 in Zeebrugge (Belgium), in 2006 in Le Havre (France), in 2008 in Larnaca (Cyprus) and Gioia Tauro (Italy), in 2009 in Izmir (Turkey) and in 2017 at Piraeus (Greece). Sold for demolition in Turkey. 220 US\$ per ton.



Sea Anemos in Perama (Greece), October 5, 2012. © **Marc Ottini**

Silver Sky (ex-*Dyvi Baltic*, ex-*Hannover*). IMO 8519722. Length 182 m. Panamanian flag. Classification society Bureau Veritas. Built in Shanghai (China) by Jiangnan Shipyard. Owned by Sallaum Lines DMCC (United Arab Emirates). Detained in 2006 in Seattle (USA), in 2007 in San Francisco (USA), in 2008 in Portland (USA) then in Bandar Abbas (Iran) and in February 2016 in Antwerp (Belgium). She suffered a fire in Antwerp in October 2016, left the Belgian port under tow on May 24, 2017 and arrived at Aliaga on June 14. See the chapter The END p 87.



Silver Sky inbound in Antwerp, August 31, 2014

© **Pascal Bredel**



outbound under tow on May 24 2017.

The END Exile for the *Silver Sky*



© Marc De Roeck/ hln.be



From Antwerp to Aliaga

© Selim San

The *Silver Sky*, suffered a fire in the night of October 20, 2016 in Antwerp; she has just arrived for demolition in Aliaga. The propagation of fire in the car decks of car carriers is devastating. Carrying used cars and trucks is like carrying combustible materials. Motor housing are leaking. The tanks are half full. Car trunks and trailers contain used tyres or other waste.

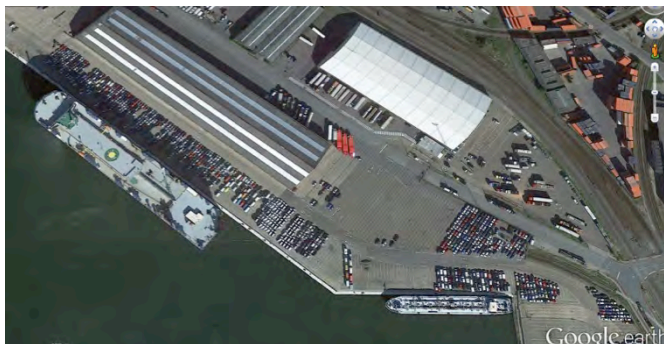
The *Silver Sky* was regularly operated on the Europe to West Africa service. She was sailing under the Panamanian flag and since 2012 was owned by Sallaum Lines, based in Dubai, that has established terminal in Antwerp. The year 2016 was fatal to her from beginning to end.

January 19, after having left Cotonou (Benin), she was attacked by pirates off Nigeria. She survived the attack, but one of the crewman was hurt by a firearm. Once in Antwerp, the *Silver Sky* was detained for 5 days with 19 deficiencies, notably concerning the safety of navigation and the firefighting equipment.



Silver Sky, Antwerp (Belgium), 17 April 2016.

© SF-Images



Antwerp, Sallaum Lines Terminal.

Screenshot Google Earth

On October 20, the *Silver Sky* was moored at dock 340 at the Antwerp port. She had just loaded 3rd and 4th hand cars and other vehicles. A little after midnight, a fire broke out. It started in one of the crates and spread rapidly to the rest of the deck. The 24 members of the team were evacuated. 17 fire trucks were mobilized as well as two fire-fighting boats. The hull had to be cooled. The toxic fumes covered the terminal and the port, and Belgian authorities advised inhabitants to keep their doors and windows closed. On the morning of October 21, the fire continued to rage, the temperature stopping firefighter teams from boarding the ship. 140 tons of CO₂ were poured inside to stifle the fire that was finally declared under control in the afternoon. "This fire is the most complicated that the firefighters have dealt with in 2 years," said a spokesperson for the port.



October 21, 2016 © Marc De Roeck/ hln.be

The vehicles loaded on decks 7, 8, and 9 were all destroyed. The damages to the ship were too important to be repaired. After pumping of polluted extinguishing water, the *Silver Sky* would have no other option than to be broken up. Seven months after the accident, the tug *Diavlos Pride* took over the wreck. The convoy left Anvers on the May 24, and slowly made its way, at a speed of between 3 and 5 knots and arrived in Aliaga on June 21.



May 24, 2017 departure under tow of *Diavlos Pride*, heading to Aliaga. © Pascal Bredel

The *Diavlos Pride* (OMI 7914470), ex-*Carangue*, chartered by the French Navy from January 1994 to July 2009, is regularly used to tow ships meant to be demolished. She conveyed the Canadian lakers *Algoma Montréalais* in June 2015 (Shipbreaking n°40 p 7-8) and *Algomarine* in June 2016 (Shipbreaking n°44, p63) from Canada to Turkey.

In December 2009, the car carrier *City of Berytus* suffered a fire in Antwerp (Cf. Shipbreaking n°20, P 34). The fire ravaged all of the car decks. The ship was towed to Ghent near Antwerp and dismantled by Galloo Recycling.

In October, 2016, the *Silver Sky* suffered a fire in Antwerp. She was towed to Aliaga in Turkey. Despite 16 ship recycling facilities in Northern Europe have been approved by the European Union, the step back is obvious. The proximity criterion is not taken into account. Despite a proposal from the EU-approved Belgian facility Galloo Recycling, the Flemish Ministry of the Environment has chosen to allow the exportation of the wreck. The risks of a transoceanic towage across the Atlantic and the Mediterranean and pollution are neglected. There are still doubts about the complete removal of burnt cars prior to the departure. In any case, the wreck is full of toxic soots and burned plastic. For the Turkish workers recruited for the occasion by contractors, the health risks from contact and inhalation are elevated.



Le Mans, roulier Built in 1978 in Prairie-au-Duc by Dubigeon-Normandie. 120 m. © PWR/Shippotting



© Karim Export

Antwerp is the first European port for the traffic of used cars and other vehicles. The activity started in Brussels in 1975. It responded to a need from the Lebanese population confronted by a lack of organization and unsafe public transportation during the civil war. The first expeditions were carried out in emergency by Lebanese students studying in Belgium. The cars were gathered in Brussels before being directed to Rotterdam and then sea-headed to Beirut. Starting in September 1984, NileDutch, prospering from the “African Connection,” developed connections with the African continent; for the first trip, *Le Mans* left Rotterdam with a cargo of used cars and came back full of wood, cocoa, and coffee.

The channel was strengthened after the end of the war in Lebanon in the beginning of the 90s by going throughout the entire Middle East at first and then in Western Africa.

It is worthwhile to notice that the administrative director of NileDutch at Pointe-Noire, Congo has just been involved in ivory smuggling towards Asia.

After the establishment of a NileDutch Agency in Antwerp and the partnership agreements with the Italian company Grimaldi Lines, exports from Belgium made leaps and bounds. The Belgian second-hand market was able to offer to African brokers a global and attractive solution, including the purchasing, the gathering, the transfer, and customs formalities. Trade extended to trucks and public works equipment. Antwerp became the main hub for the north / south traffic of second-hand vehicles. Next to the official market for old cars and utility vehicles banned from European roads by anti-pollution controls, a traffic has developed for luxury cars- Range Rover, the latest model BMWs ...- stolen in European countries.



Heyvaert District, Brussels. © Eva Donckers

Cars from all European countries are today grouped by dozens in garages in the Heyvaert District of Brussels before being loaded in Antwerp for Western Africa to the rhythm of 10,000 each month.

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Aliaga, facing Lesbos

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