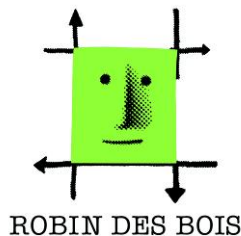


# # 36

From April 1<sup>st</sup> to 30 June 30<sup>th</sup>, 2014



ROBIN DES BOIS

# Ship-breaking

## Content

<i>Perin, ex-Perla, the Damned</i>	1	Global assessment April 1 <sup>st</sup> - June 30 <sup>th</sup>	10	General cargo	17
<i>Luno</i>	1	<i>Penhir</i>	17	Ro Ro	30
Military and auxiliary vessels	2	The clearance sale of the Deuilemar	48	Container ship	32
United States, the NDRF veterans	2	fleet		Oil tanker	39
India, the end of <i>Vikrant</i>	4	The END : <i>Lyubov Orlova</i>	66	Chemical tanker	45
France, <i>Jeanne d'Arc</i> and <i>Colbert</i>	4	Fishing ship	11	Gas carrier	467
What has happened to them ?	5	Reefer	12	Bulk carrier	49
<i>Global Spirit</i> , the scapegoat of 2014	7	Miscellaneous : dredger, research	14	Car carrier	61
The funeral flags	7	Vessel, offshore supply vessel,		Ferry / passenger ship	62
<i>Forza Concordia</i>	9	tug, heavy load carrier		<b>Sources</b>	70

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

She had been abandoned before birth by the Norwegian shipowner that had ordered her. She suffered a number of routine incidents and serious accidents during her life of service for Greek interests, mainly under Liberian or Marshall Islands colours. In June 2013, 2 Filipino sailors were severely hurt on her board by a fire in the machine room. She finished her career by killing at least 5 Indian workers at the Alang ship-breaking yard. Arrived under tow in early April, the ex OBO, IMO 8405842, had obtained her demolition permit by the authorities of Gujarat in early May. She had been beached on plot 140 operated by Paras Steel Corporation under the name ***Perin***. June 28, at least 5 workers were killed because of an explosion while they were cutting tanks #4 and #5; 10 others were hurt.

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

The yard is closed until the end of the investigation. The victims' families will receive a "compensation" of 500,000 rupees, or 8,325 US\$; the sale of the demolished *Perin/Perla* grossed nearly \$ 7 million for her owner. (see p 42)



February 2009, Suez Canal ©Neil Haste

## **The *Luno***

The demolition process of the Spanish cargo *Luno*, grounded on the beach of Anglet near Biarritz in the southwest part of France, started on March 17 and was supposed to last for 2 months. The beach was finally evacuated on June 20 for final cleaning and reopening before the summer holidays. The prefectural order prohibiting navigation and nautical activities was repealed on June 30. (see also « [Luno, the TK Bremen the other way round](#) », February 18<sup>th</sup>, 2014)

The forepart of the ship, grounded on the beach, was cut and removed first. On April 20, a major disaster nearly happened: the crane positioned at the end of dike, used to remove the castle, fell on the zodiac of the shipyard team of divers who barely had time to jump into the water.



The castle back on the beach © Bertrand Lapegue



The crane in the water © Bertrand Lapegue

The mayor remains optimistic and announces on May 6 the "homestretch" since there are no more visible traces of the ship. Indeed, but the submerged parts and dislocated pieces of the wreck scattered around the Cavaliers dam, or farther beyond, remain... Identified by sonar technology, by the amphibious vehicle Salamander and by the divers, 20 "targets" are extracted or hauled on the upper beach, "to the extent possible": part of the chain stuck in the sand and rocks of the dike cannot be removed; the anchor disappeared. The last section of *Luno*, 80 tons, was officially removed on June 15.

1244 t of scrap metal were collected and directed to the Acières de l'Atlantique factory (department of Landes) and to Arcelor Mittal sites in the Spanish Basque Country. 200 rotations of dump trucks were needed. The cost for the whole operation is estimated at 5 million €, to be paid by the insurer of the ship-owner.

The future arrival of metal scraps on the Basque coast is to be feared even though the Dutch teams of Koole / Svitzer have been using cutting torches rather than the metal shredders which have been operating on the *TK Bremen* in Brittany. The global assessment on the removal operation held on July 17<sup>th</sup> in Bayonne observes : « pieces from the ship remain underwater, among which a part of the engine ». If it resurfaces, the anchor will be kept on the beach in memory of the accident. No long-term monitoring of the beach is planned. Feedback from the *TK Bremen* case in Brittany does not exist.



Torch cutting © Bertrand Lapegue

## Military and auxiliary vessels

### United States : the NDRF (National Defense Reserve Fleet) Veterans

*Northern Light* (ex-Cove, ex-Mormaccove), AK-284. IMO 5241726. US Navy auxiliary cargo ship. Length 147 m, 5,873 t. United States flag. Built in 1961 in Chester (Pennsylvania, United States) by Sun Shipbuilding and Drydock Co for Moore-McCormack Lines. In 1977 she is acquired by the US MARAD, her name is shortened to *Cove* and she is converted to auxiliary vessel for the support of the US Navy by Todd Shipyard in San Pedro, California. In 1980, she becomes the *Northern Light* and is prepositioned at the Diego Garcia base in the Indian Ocean; she supports the US fleet during the first

Gulf War in 1990. In 2000 she is decommissioned and laid up in the Suisun Bay Reserve Fleet. In 2014, the *Northern Light* is sold for demolition to ESCO Marine. She arrives at Brownsville, Texas, on May 4<sup>th</sup>.



*Northern Light* © moore-mccormack



April 2014, Panama Canal © felipegdep/twitter

*Ponchatoula*, AO-148. OMI 7737092. *Neosho* class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 11,600 t. United States flag. Built in 1955 à Camden (New Jersey, United States) by New York Shipbuilding Corp. She served most of her career in South-East Asia. Her homeport was Pearl Harbor. In addition to her replenishment missions for the US Navy fleet in Vietnam, the ship also assisted the recovery operations for the space projects Mercury and Gemini (1963-1967) and then Apollo. Decommissioned in 1980 and struck from the naval register on August 31st, 1992; laid up in the Suisun Bay Reserve Fleet in California. Owned by the US MARAD (United States)).



In April 2014, *Ponchatoula* is sold for demolition to International Shipbreaking. She enters the Mare Islands drydock on May 15<sup>th</sup> to have a “good wash”, i.e. in particular for the removal of shells and marine organisms stuck to her hull, then leaves San Francisco on June 5<sup>th</sup>. She arrived in Brownsville, Texas (United States) in July.

*Ponchatoula*, 1965 © US Navy

*Shoshone*, T-AOT-151. OMI 7737195. *Maumee* class replenishment tanker of the US Navy. Length 187 m, 8,197 t. United States flag. Struck from the naval register and laid up in the Suisun Bay (California) Reserve Fleet since 1994. Built in 1957 à Chester (Pennsylvania, United States) by Sun Shipbuilding. Owned by the US MARAD (United States). Sold for demolition to ESCO Marine. She arrived in Brownsville (Texas, United States) on April 7<sup>th</sup>.

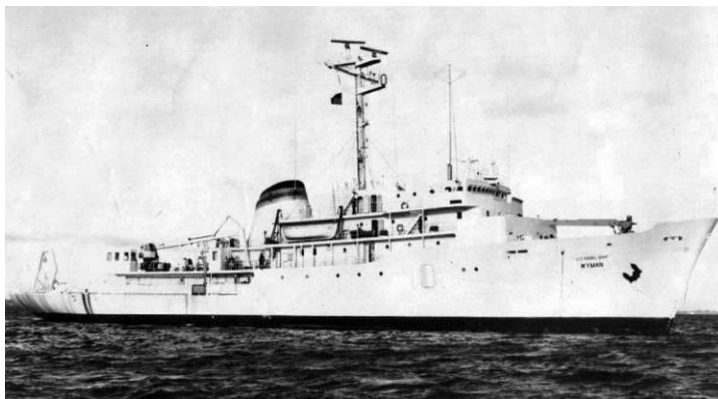


Departing San Francisco, © Mike McCullough

*Wyman*, AGS-34. OMI 7738632. *Silas Bent* class oceanographic and hydrographic research vessel. Length 87 m, 1,935 t. United States flag. Built in 1969 in Bay City (Michigan, United States) by Defoe Shipbuilding Co. She was delivered to the US Navy in 1971 but was operated by a civilian crew. Her mission was to chart the ocean bottom and collect acoustic data and biological and geological samples in order to detect over great distances sounds underwater such as those from enemy nuclear-powered

submarines. Decommissioned and struck from the naval register on May 3<sup>rd</sup> 1999 and laid up in the Suisun Bay Reserve Fleet in California. Owned by the US MARAD (United States). In 2014, *Wyman* is sold for demolition to ESCO Marine. She leaves San Francisco along with *Northern Light* and both ships arrive at Brownsville, Texas, on May 4<sup>th</sup>.

**Carl R. Friberg Jr.**  
Master, *USNS Wyman*



### **India : the end of *Vikrant***

The emblematic *INS Vikrant*, the first aircraft carrier of the Indian Navy is not yet quite fixed on her fate. Ordered in 1943 to Vickers Armstrong by the Royal Navy, her construction was interrupted at the end of the war. She will remain in drydock for 13 years; in 1957 she was sold to India, then towed to Harland & Wolff shipyard in Belfast where her construction was finally completed, later she entered the service of the Indian Navy March 4, 1961. Decommissioned on January 31<sup>st</sup>, 1997, the carrier remained at berth in the naval base in Mumbai; open to a limited audience as a museum ship since 2001, her access was closed for safety reasons in 2012.



© Indian Navy

In December 2013, the Indian government decided to send the ship to demolition. The High Court of Mumbai authorizes the sale despite the litigation filed by the committee « Save the *Vikrant* » that campaigned for her renovation to a museum. In March, IB Commercial, a company specialized for 10 years in ship and factory demolition bought the *Vikrant*. Price: \$10 millions. No specific treatment for military ships that are bought at the weight of their scraps, just like the merchant ships. No dismantling plan nor mapping of hazardous wastes; the buyer said he just visited the aircraft carrier 2-3 times to financially adjust the offer. Authorization for demolition is not yet granted: it is suspended to the due soon Supreme Court ruling on the appeal of the Save Vikrant Committee.

However, the Court already authorized the shifting of *Vikrant* from the naval base to the ship-breaking yard a few kilometers away: from the end of May, the residents of Darukhana and tourists from all over the metropolis of Mumbai may admire the vessel.

Today, the new federal government has said to further consider the option of a museum.

### **France : *Jeanne d'Arc* and *Colbert***

The Navy continues the destocking of its old ships; calls for tenders are only open to European petitioners (see [Ship-breaking #34](#), p 5): since the incident of the *Clemenceau* (2006), several dismantling contracts have been awarded to companies of the United Kingdom (Able UK in Hartlepool), of Belgium (Galoo Recycling in Ghent) or of France (Gardet and Bezenac in Le Havre and Foselev Marine / Topp Decide in Toulon).

At the end of March 2014, all ships to be deconstructed but whose contracts have not been attributed yet totalled to 50,000 tons. In early June, the Support Service Fleet (SSF) in charge of the ships at the end of their lives, awards the contract to deconstruct the helicopter carrier *Jeanne d'Arc* and the cruiser *Colbert* to Bartin, a subsidiary of Veolia. The 2 ships, weighing globally 19,000 t of metal, will be

dismantled at the dry dock of the port of Bordeaux in Bassens, the same place where Bartin carried out the dismantling of the reefer *Matterhorn* in 2012.



© Marine Nationale

*Jeanne d'Arc*. Helicopter carrier. Length 181,38 m. Launched on July 16, 1961, decommissioned on September 1st, 2010.



© Net Marine.net

*Colbert*. Missile cruiser. Length 180, 47 m. Launched on March 24, 1956, decommissioned on May 24, 1991.

The *Jeanne d'Arc*, decommissioned in 2010 at the end of her career as a training ship, received preparation for demolition (fluid extraction and removal of non-recyclable materials), which should allow her departure before the end of the year. The works are expected to last one year, from the de-pollution phase (removal of hazardous materials) to the final cutting of the vessel.

As for *Colbert*, already retired in Bordeaux from 1993 to 2007 as a museum ship, will have there a final journey back. In 2007, the ex-cruiser was towed to the Landevennec marine cemetery in Finistère. Remained in her original condition and with her asbestos, she will need an acute vigilance during the preparatory phase and final dismantling. The final works should benefit from the feedback from the *Jeanne* and are also expected to last a year.

## What has happened to them?



[Ship-breaking #35](#) (p 45) announced the sale for demolition of the *Atlantik Pride* (IMO 8313336) in India. The bulk carrier, renamed *Pride*, was finally beached in Pakistan: on the bow, *Pacific Grace*, her first name until 1988 is still readable...



Photos at Gadani (Pakistan) © Shahid

The *Orange Breeze* (IMO 8311003) was beached for demolition in Bangladesh though she was expected in India by [Ship-breaking #35](#) (p 31).

The *Macau Mineral* (IMO 8716021) was renegotiated advantageously: instead of \$ 350 in China ([Ship-breaking #34](#), p 44), she was sold at 501 \$ per ton in Bangladesh; i.e. a gain of \$ 3.7 million \$ for the shipowner.

Even after suffering a casualty, a wreck is still of metal and may be profitable. In this edition of Ship-breaking, two gas carriers victims of fire have been sold for demolition (see p 46 **Benegas** and **Golden Miller**). Benegas left to be broken up 8 years after the casualty. The Thai **Kanthicha** (IMO 8029753) which also suffered a fire in October 2012 off Thailand (see [Ship-breaking #30](#), p 24) has finally arrived in tow and was beached for demolition in Bangladesh.

*Kanthicha*, April 2013 © Ship-pics



In Iceland, the disaster reported in [Ship-breaking #35](#) p 3-5 continues: the ex lobster ship restaurant **Humarskipid** feeds the open air landfill site established by the ship-breaking activities in the bay of Reykjavik with new waste. Like the fish factory ship *Obsha* and *Orlik*, she was beached and brutally shredded in Hafnarfjordur on a strip of land stuck in the bay.



The destruction of *Humarskipid*, Hafnarfjordur (Iceland) © DR – Robin des Bois

At last, the fate of *Hugo Chavez Frias*, ex **Anke Angela** (IMO 8417546), stays unknown. Despite a purchase by an enigmatic society DMH International based in Miami, this damaged vessel arrived at Grenaa (Denmark) on March 14th and was taken into care by the Fornaes shipbreaking yard. (see [Ship-breaking #35](#) p 25). Yet she left the Danish coast on June 13th; she is no longer listed in the fleet of ships controlled by Germanischer Lloyd, she's flying the flag of Togo and is officially named *Hugo Chavez Frias*. After calls in Larvik (Norway) and Vigo (Spain), she announces to move towards the Mediterranean and Pozzalo at the southern tip of Sicily. A resumption of activities or departure of the ship to the Turkish scrapyards? July 12, a new destination is announced: Aboukir (Egypt). The suspense continues.

## Global Spirit, the scapegoat of 2014

April 2014, the Japanese car carrier *Global Spirit* is announced sale for demolition in India. Last days of May, at the end of the week, the NGO Shipbreaking Platform located in Brussels issued an ultimatum to the French government accusing it of doing nothing to prevent the departure of the *Global Spirit* from the port of Le Havre, France being the last Port State before the car carrier supposedly leaves for demolition in India. In fact, the *Global Spirit* headed at the same time to Southampton in the UK, then to Antwerp, Belgium, continuing its car carrier routine.






In Belgium, the NGO thundered the Belgian government, accused it of being the last receiver of a ship leaving for demolition in India.









The NGO Shipbreaking Platform is satisfied. It has received assurance that the *Global Spirit* would be demolished in Turkey, the perfect location, according to its statements, for the demolition of European ships. That remains to be seen when one remembers the fatal accidents during the demolition of the *Pacific Princess* (see “[Ship-breaking kills in Turkey](#),” August 12<sup>th</sup>, 2013...) and [the way the ferry Ostend Spirit ex-Pride of Calais was beached, or crashed \(Cf. vidéo\)](#) in the shipyards of Aliaga.

The *Global Spirit* left Anvers on June 26 for Conakry (Guinea), Lome (Togo) and Douala (Cameroon), with her usual cargo of used cars and used construction machinery. She is now heading towards Aliaga.

**Recall: on the 74 ships owned by a shipowner from European Union or from EFTA countries, listed for as to be demolished this quarter, 5 were dismantled in Europe.**

The funeral flags accept to host the ships in bad conditions and without classification society on their last voyages. They avoid the national flags or major flags of convenience with being involved in the possible accidents during towing or during the demolition. They also avoid certain countries of origin with geographic turmoil or claims from national and international by NGOs and unions. They finally allow to bypass the constraining regulations in force in the Western countries.

Ship	Flag	Last name	Flag of the last voyage
<i>Golden Miller</i> , p 46 <i>Ville de Dubai</i> , p 29	 Bahamas	<i>Golden Will</i>	
<i>Itamonte</i> , p 40	 Brazil	<i>Amonte</i>	
<i>Jing Pen Hai</i> , p 23	 Cambodia		
<i>Sea Breezer</i> , p 36	 Cyprus		
<i>Jolly Verde</i> , p 31	 Italy	<i>Verd</i>	
<i>Jolly Rosso</i> , p 31	 Italy	<i>Ross</i>	
<i>Giovanni Della Gatta</i> , p 47 <i>Gina Iuliano</i> , p 47 <i>Luciana Della Gatta</i> , p 47	 →  Italy → Malta	<i>Yo 1</i> <i>Abyo Two</i> <i>Abyo Three</i>	
<i>Universal Peace</i> The biggest one p 43	 Panama	<i>Peace</i>	
<i>Princess Daphne</i> p 63	 Portugal	<i>Daphne</i>	

<i>Jin Hai Yuan</i> , p 54	 Hong Kong	<i>Jina</i>	 Tuvalu
<i>Solid Pearl</i> , p 27	 Philippines	<i>Solid Pearl</i>	
<i>Arctic Sky</i> , p 20	 Malta	<i>Arctic S</i>	
<i>Lorcon Zamboanga</i> , p 25 <i>Uni Trader</i> , p 28	 Panama	<i>Lorcon</i> <i>I Trader</i>	
<i>Deldad</i> , p 51	 Iran	<i>Stavros</i>	 Comoros
<i>Thomas de Gauwdief</i> , p 16	 Mongolia		
<i>St Peter the Apostle</i> p 62	 Philippines	<i>Peter</i>	
<i>Avaré</i> , p 39	 Brazil	<i>Vare</i>	 Tanzania
<i>Conti Esperance</i> , p 32	 Liberia	<i>Rance</i>	
<i>Yang Quan</i> , p 60	 Panama	<i>Ang Quan</i>	
<i>APL Jade</i> , p 32	 Singapore	<i>Jade</i>	 Sierra Leone
<i>Sky Thetys</i> , p 16	 Panama		
<i>Kamal XXXVI</i> , p 14	 Ukraine		
<i>Stanislas Kosior</i> , p 27	 Ukraine	<i>Koufis</i>	 Moldova
<i>Cape Warrior</i> , p 49	 Panama	<i>Warrior</i>	
<i>Rheingas</i> p 46	 Liberia	<i>Ingas</i>	 Togo



## Forza *Concordia*

**July 23<sup>rd</sup> – 9h45 a.m., 2 hours before the departure from Giglio.** Press release, “No to *Discordia*”.

Robin des Bois welcomes the achievement of operation *Concordia*. The NGO believes that is possible to tow the wreck with minimal risks. The final destination which was ultimately decided by the Prime Minister of Italy Mr. Matteo Renzi reinforces Robin des Bois’ positive assessment. Genoa was once an important ship-breaking yard for vessels at the end of their life and was, amongst all the options evoked over the last year, the most logical option with the best safeguards for a positive end to the demolition of the *Concordia*.

Italy is opening a royal avenue to reestablish in Europe the demolition of vessels at the end of their working life.

However, if the wreck does not make it safely to the port, the main impacts on the environment will be the dispersion at sea of thousands of more or less floating and non-degradable waste from the decor, the amenities, the cabins, the kitchens and the technical installations of the ex-passenger ship and a radical perturbation to many acres of the precious Mediterranean depths.



April 2012 © Robin des Bois



September 2013 © Dan Earl



July 2014 © Robin des Bois

**July 28<sup>th</sup> - 10 a.m., 22 hours after the entrance of the convoy into the container port of Genoa**

Congratulations to the Italian Government for having chosen Genoa as refuge port for the wreck. After several months of pumping the polluted waters and internal cleaning, the plan is to tow the Costa Concordia one more time to the Genoa commercial port into the San Giorgio del Porto facilities. If pollutions happen during the preliminary stages, they will be easier to remediate than at open sea.

Italy is going to learn the job all over again. Until now end-of-life Italian ships were sent to Turkey or India to be demolished. In this issue of Shipbreaking n°36 are mentioned the beaching of the Jolly Rosso and the Jolly Verde in Alang. The cruise ships Costa Allegra in 2012 (see [Ship-breaking # 29](#), p 23) and the Pacific Princess in 2013 had left Genoa for scrapping in Turkey. In Aliaga, the demolition of the Pacific Princess went badly: 2 fatalities.

Hope is that the Costa Concordia example and the willingness of the Italian state to uphold the responsibility until the end of the wreck renew in Europe respectability of a sector unjustly devaluated.



Berthed in Genoa, July 27<sup>th</sup> © Titan Salvage

## Global assessment from April 1<sup>st</sup> to June 30<sup>th</sup>

### category

- 1 : bulk carriers, 73 (28%)
- 2 : general cargo 64 (24%).
- 3 : tankers, 46 (17%)
- 4 : container ships 41 (16%)

### recycled metal

- 1 : bulk carriers, 618.000 t (32%)
- 2 : tankers, 498.000 t (26%)
- 3 : container ships 465.000 t (24%)
- 4 : general cargo, 181.000 t (9%).

**263** ships left the fleet during the 2<sup>nd</sup> quarter. The cumulative demolition will recycle nearly **2 million t** de metal. **85** (32%) were built in Europe, **74** (28%) owned by European companies, **245** (93%) winded up in Asia.

The pace of vessels to be broken up is slightly higher (**20** ships per week vs. **18** during the first part of the year).

### recycled metal

- 1 India, 820.000 t (42%)
- 2 China, 412.000 t (21%)
- 3, Pakistan 305.000 t (16%)
- 4 Bangladesh, 243.000 t (13%)
- 5 Turkey, 68.000 t (4%)

### ships

- 1 India, **105** (40%)
- 2 China, **51** (19%)
- 3 Bangladesh, **37** (14%)
- 4 Turkey, **27** (10%)
- 5 Pakistan, **22** (8%)

India maintained its first place in number of vessels scrapped, 105 total (40%) as well as in tonnage of recycled metal (42%) ahead of China.

Rates offered by shipyards have not experienced significant changes. India has treated itself with the most expensive ships of the quarter, the gas carrier *Rheingas* (\$ 715 per ton) and the chemical tanker *Theresa Mars* (\$ 720) with their high content of stainless steel.



*Theresa Mars* © Knut Helge Schistad

The bonus granted for dismantling a Chinese ship in China in conjunction with the construction of a new vessel in a Chinese shipyard enables to compensate tariffs well below the rates offered by scrapyards in the Indian subcontinent. This subsidy policy of both shipbreaking and shipbuilding is expected to last until 2015. The Chinese owners take this opportunity to restructure their fleets. COSCO announced plans to demolish a dozen container ships and 4 bulk carriers and commanded at the same time more mega container ships of 10,000 boxes.

A few unusual destinations have appeared. It's hard to say though whether they announce a perennial or simply an opportunistic industry: Indonesia (*Marigold*, p 34), Vietnam (*Van Xuan*, p 28), Netherlands Antilles (*Lady Marianne*, p 15).

### After bars, the demolition

**64** (25%) of ships sent to demolition were controlled by a classification society not member of the IACS (International Association of Classification Societies) or not controlled at all. Sub-standard ships have still priority for departure: at least **146** (56%) were subject to prior detentions(s) in world ports with an average of 75% for general cargo carriers, 70% for the reefers and 60% or bulk carriers, les car carriers, Ro-Ros and ferries.

The gold medal for sub-standard ships is obtained with 13 detentions, jointly by the general cargo carrier *Venus* (p 20) and the reefer *Sam* (p 12), both demolished in India. They precede the *Ri Sheng*, 12 detentions (p 26) dismantled in China then the *Toulon* (p 38) and the *Yang Quan* (p 60) 11 detentions, respectively demolished in Turkey and in Bangladesh.

### Years and meters

Ages of the ships taken out of service range between **13 years old** for the general cargo carrier *Andromeda* destined for Turkey and **59 years** for the passenger ship *Princess Daphne*, beached in India and the ex replenishment tanker of the US Navy *Ponchatoula* demolished in the United States. The average age is **29 years**. **43 years** for passenger ships, **34** for Ro-ros, **26** for oil tankers and **21** for container ships. 111 ships are less than 150 m long, 85 measure between 150 and 199 m and 66 more than 200 m. The biggest ship is the tanker *Universal Peace*, 343 m, demolished in Bangladesh.



*Universal Peace* © Hajo Schaefer



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



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



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



Ship and crew detained in a port for deficiencies.

### Fishing ship

*Athenea* (ex-*Jannie Helena*, ex-*Petronella*, ex-*Nicolaas Senior*). IMO 8304622. Fishing ship. Length 44 m, 603 t. Seychelles flag. Classification society Bureau Veritas. Built in 1983 in Urk (Netherlands) by Hoekman/Metz. Owned by Albafrigo (Spain). Sold for demolition in Mumbai, India .



*Jannie Helena* © Henk Perdok



*Athenea*, off Dakar (Senegal), January 2006.  
© Vladimir Knyaz

*Olenino*. IMO 8415598. Fishing ship. Length 62 m, 1,780 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Stralsund (Germany) by Volkswerft VEB. Sistership of *Orlik* and *Obsha* destroyed in Iceland (Cf [Ship-breaking #35](#)). Owned by Virma Fishing Collective (Russia). Sold for demolition in Turkey.



*Polynya Viking* (ex-*Bjarni Sveinsson*, ex-*Bjorg Jonsdottir*, ex-*Hofdavig*, ex-*Oskar Magnusson*). IMO 7514294. Fishing ship. Length 64 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1978 in Akureyri (Iceland) by Slippstodin; jumboized in 1999 and lengthened from 50 to 64 m. Owned by Polynya Maritime (Norway). Sold for demolition in Esbjerg, Denmark.



*Sapphire II* (ex-*Atka Enterprise*, ex-*Labrador*). IMO 7368803. Fishing ship. Length 68 m, 1,386 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Aalesund (Norway) by Liaaen Verft. Owned by Fishing Collective Im.M.I. Kalinin, "Zarya" (Russia). Sold for demolition in Klaipeda (Lithuania).



## Reefer

*Akademik Zavaritskiy* (ex-*Akademikis Zavarickis*). IMO 8402216. Reefer. Length 138 m, 5,996 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Aalborg (Denmark) by Aalborgvaerft A/S. Owned by Fairwind Shipmanagement Ltd (Russia). Detained in 2013 in Mobile (United States). Sold for demolition in India. 505 \$ per ton.



*Alimar 1* (ex-*Sea Buffalo*, ex-*Panagis K*, ex-*Green Arctic*, ex-*Stenstraum*, ex-*San Carlos*, ex-*Stensstraum*, ex-*kilstraum*). IMO 7812763. Reefer. Length 90 m, 1,428 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in Rissa (Norway) by Fossen MV. Detained in 2007 in Monopoli (Italy). Sold for demolition in Mumbai, India



*Panagis K* in the Bosphorus, October 2008  
© Fehmi Ulgener

*Baltic Navigator* (ex-*Peggy Dow*). IMO 8304531. Reefer. Length 156 m, 6,738 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Owned by Ost-West-Handelund Schifffahrt GmbH (Germany). Sold for demolition in India. 500 \$ per ton including 72 t of aluminium



*Baltic Novator* (ex-*Tineke*). IMO 8304529. Reefer. Length 156 m, 6,833 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Krimpen a/d IJssel (Netherlands) by Giessen de Noord.



Owned by Ost-West-Handelund Schifffahrt GmbH (Germany). Detained in 2007 in Jacksonville (United States). Sold for demolition in India. 496 \$ per ton including 72 t of aluminium.

On the River Elbe at Brunsbuettel, December 2013  
© Juergen Braker

*Baltic Strait* (ex-Salerno, ex-Skater, ex-Tundra Skater, ex-Hilco Skater). IMO 8002963. Reefer. Length 146 m, 7,390 t. St. Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Sandefjord (Norway) by Framnaes. Owned by Aquaship Ltd (Lettonie). Detained in 2003 in Rotterdam (Netherlands), in 2004 in Koper (Slovenia) and in 2009 in Gdansk (Poland). Sold for demolition in India. 500 \$ per ton including 70 t of aluminium.



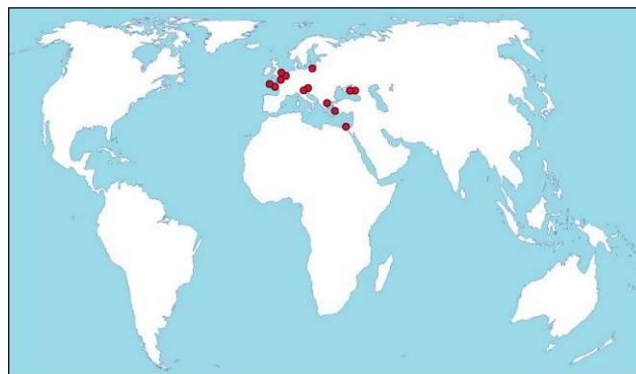
*Kashima Bay* (ex-UB Gemini, ex-Gemini, ex-Kashima Reefer). IMO 8213603. Reefer. Length 150 m, 5,745 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi Zosen. Owned by Roswell Navigation (Greece). Detained in 2001 in Gdansk (Poland) and Las Palmas (Canary Islands, Spain) and in 2002 in Qinhuangdao (China). Sold for demolition in India. 565 \$ per ton including 700 t of bunkers.



*Sam* (ex-Adi II, ex-North Star, ex-Walili) IMO 7916454. Reefer. Length 91 m, 2,000 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Shimizu (Japan) by Miho. Owned by Sigma Grains Ltd (Lebanon). Detained in 2001 in Dieppe (France), in 2004 in Zeebrugge (Belgium) and Gdansk (Poland), in 2005 in Sheerness (United Kingdom), in 2008 in Koper (Slovenia), in Chioggia (Italy), in Douarnenez and in Brest (France), in 2011 in Aliaga (Turkey) and Damietta (Egypt), in 2012 in Nea Moudhania (Greece) and in 2012 and 2013 in Novorossiysk (Russia). Gold medallist on the substandard ship podium with 13 detentions. For her last voyage, she leaves her usual European waters and is beached for demolition outside Europe, in India.



At Styliis (Greece), March 2013 © Dimitris Anagnou



The detentions of Sam © Robin des Bois

*Stina* (ex-Atlantic Start, ex-Atlantic Star). IMO 8221856. Reefer. Length 151 m, 6,597 t. Barbados flag. Classification society American Bureau of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by Holy House Shipping AB (Sweden). Detained in 1999 in Hamburg (Germany), in 2001 in Genoa (Italy), in 2002 in Piraeus (Greece) and in 2006 in Koper (Slovenia). Sold for demolition in India. 495 \$ per ton.



*Stina*, at Fort-de-France, Martinique (France), September 2013 © Captain Peter



*Tatarstan*. IMO 7730159. Fish carrier. Length 95 m, 2,246 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Zelenodolsk (Russia) by Gorkogo. Owned by Svelna Trade Plc (Russia). Sold for demolition in Bangladesh. 400 \$ per ton.



*Tatarstan*, October 2012. reefer in support of fishing vessels, at sea near Vladivostok (Russia) ©Vitali

*Win Shing 1* (ex-*Win Shing*, ex-*Keiho Maru n°87*, ex-*Taisei Maru n°87*. IMO 7311460. Reefer. Length 114 m, 2,384 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Nagasaki (Japan) by Hayashikane. Owned by Win Far Fishery Group (Taiwan). Detained in 2009 in Pago Pago (American Samoa). Sold for demolition in Bangladesh.



Reefer *Win Shing 1* at Singapore, August 2013.  
© John Wilson

## Miscellaneous

### Dredger

*Kamal XXXVI*. IMO 8719463. Dredger. Length 80 m, 2,496 t. Sierra Leone flag. Unknown classification society. Built in 1987 in Rostock (Germany) by Neptun VEB. Owned by Black Sea and Azov Sea Dredging Company (Ukraine). The ship was chartered by Jaisu Dredging & Shipping Ltd (India), India's biggest private dredging contractor, for its dredging operations in the Indian ports among which Kochi, Kandla and Mumbai. The dredger was operated by a crew of 31 Indian sailors and 8 Ukrainians. In 2013, Jaisu is in financial troubles; the company has just been debarred from carrying out the dredging operations in Kochi and is asked for compensations due to uncompleted works. At least 7 dredgers are left abandoned off Mumbai for several months with their crews. In June, the Ukrainian chief engineer on board *Kamal XXXVI* is found dead. In July, the High Court of Mumbai orders the Port Authorities to provide all the crews with fresh water, food and fuel and to arrange for their repatriation; in August the Court orders the sale of 3 dredgers *Kamal XXIX*, *XXXIII* and *XXXVI*. Numbers *XXIX* and *XXXIII* are quickly sent to demolition along with Nr *XLVI* (Cf [Ship-breaking # 33](#), November 2013) followed by *XXV* and *XXVII* ([Ship-breaking # 35](#)). At last, on May 3<sup>rd</sup>, 2014, *Kamal XXXVI* is beached for demolition at Mumbai ship-breaking yards.



*Kamal XXXVI*, in operation at Kochi port (India), May 2011 © Jimmy Jose



**Research vessel**

*Trinity Revival* (ex-Sarku Sipadan, ex-Merlion, ex-GSI Merlion, ex-Kaiyo Maru). IMO 7527590. Research vessel for offshore oil industry. Length 68 m, 1,437 t. Belizean flag. Classification society Bureau Veritas. Built in 1976 in Shimonoseki (Japan) by Mitsubishi. Owned by Trinity Offshore Pte Ltd (Singapore). Sold for demolition in Bangladesh.



At Singapore eastern anchorage, May 2010  
© Mick Prendergast

**Offshore supply vessel**

*Grampian Prince* (ex-AI Mojil XXXV, ex-Bellerophon, ex-Agip Bellerophon). IMO 8021749. Offshore supply vessel. Length 64 m. United Kingdom flag. Classification society American Bureau of Shipping. Built in 1981 in Viareggio (Italy) by Esercizio. Owned by North Star Shipping (United Kingdom). Sold for demolition in Grenaa, Denmark, by Fornaes Shipreaking.



1997. *Grampian Prince* is watching the air pollution released by gas flaring on the FPSO *Anasura* in the Shell North Sea oil fields.  
© Ian Gourlay

April 2014. *Grampian Prince* arrived in Grenaa under her own power from Aberdeen / UK © Bendt Nielsen

*Lady Marianne* (ex-Master Ray, ex-Chapman Tide, ex-Sabalo, ex-Paul Tide). IMO 7729095.



Offshore supply vessel. Length 53 m. Venezuelan flag. Unknown classification society. Built in 1979 in Port Arthur (United States) by Burton. Owned by Caribbean Charterers (Venezuela). Sold for demolition in the Netherlands Antilles by Antillean Scrapyard.



*Lady Marianne*, March, 2008, in Santa Anna Bay, Willemstad, Port of Curacao, Netherlands Antilles © Cees Bustraan

Demolition works are carried out afloat; a shearing vehicle is moved aboard the ship to be shredded: pieces are dropped on land, or in the water... The ship-breaking yard has already been noticed for scrapping the gas tanker *Oranjestad*, ex French automotive *Romarin* (Cf [Ship-breaking # 32](#), p 45). Doubts concerning the implementation of the Cartagena Convention for the Protection of the Marine Environment in the Caribbean Region are getting higher.



*Lady Marianne*, June 12, 2014. Being scrapped at the Antillean Scrapyard Willemstad, © Cees Bustraan

*Ocean Pearl (ex-Astri Tide, ex-Lady Astri)*. IMO 6700585. Offshore supply vessel. Length 48 m, 599 t. Indian flag. Classification society Indian Register of Shipping. Built in 1966 in Heusden (Netherlands) by Verolme. Owned by Samson Maritime Ltd (India). Sold for demolition in Mumbai, India .



*Thomas de Gauwdief (ex-Pauliturm)*. IMO 7052961. Offshore supply vessel. Length 54 m, 626 t. Comorian flag. Classification society Germanischer Lloyd. Built in 1971 in Lauenburg (Germany) by Hitzler. The Dutch *Thomas de Gauwdief* was involved in the *Otapan* saga in 2006: she towed the tanker from Amsterdam towards the Turkish ship-breaking yards, then went wandering around the Greek Isles and finally brought back the *Otapan* to the Netherlands 6 weeks later. The *Otapan*, immobilized since 1999 in Amsterdam, had been denied entry by the Turkish authorities due to a false declaration on the amount of asbestos on board. *Thomas de Gauwdief* left Europe in 2007 bound to India and was deflagged to Mongolia, later to Comoros. Owned by Ocean Sparkle Ltd (India). She was operated in the Indian Ocean as an offshore supply vessel, and has just been beached for demolition in Pakistan.



*Thomas De Gauwdief*, at IJmuiden (Netherlands), October 2006, back from Turkey © Hans Deijis



June 2014, beached for demolition in Gadani © Shahid

## Tug

*Global Success I (ex-Singapore, ex-Smitwijs Singapore, ex-Smit Singapore)* IMO 8213964. Tug. Length 75 m, 2,833 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Delfzijl (Netherlands) by Niestern Sander. In 2012, she took part to the salvage operations on the *Rena*, grounded on the Astrolabe reef near tauranga (New Zealand). She was acquired from her Greek owner Diavlos Salvage & Towage Ltd by the specialist in the trade of end of life ships GMS in order to have her deliver ships to demolition. Thus, she has been towing two German gas tankers from Algeciras (Spain) all the way down to Alang (India): at first *Isabella*, renamed *Marisa* (Cf. [Ship-breaking # 34](#), p 12) in December 2013, then in April 2014 her sistership *Anabella* renamed *Bella*. This was the last mission for the *Global Success I*, ex-*Smit Singapore*; on May 29 th, the tug is also sent for scrapping in a nearby ship-breaking yard.



*Singapore* at Singapore, October 2011 © Mick Prendergast

## Heavy load carrier

*Sky Tethys (ex-Dock Express 12)*. IMO 7716529. Heavy load carrier. Length 159 m, 5,219 t. Panamanian flag, Deflagged to Sierra Leone for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1979 in Heusden (Netherlands) by Verolme. Owned by Tianjin Centrans Shipping Management (China). Sold for demolition in Bangladesh. 481 \$ per ton.



At Singapore, January 2011 © Mick Prendergast



## General cargo

### *Noora II, ex-Penhir*

This relatively small ship (4,446 tons deadweight) had a career of thirty-four years (eight under the French control) with a wide variety of voyages. She was beached for demolition at Alang on May 23, 2014 under her last name, *Noora II*.

She was built in 1980 by the Orskov shipyard, in Frederikshavn, Denmark, as the Danish ***Frellsen Eva*** for the Copenhagen-based shipping company Frellsen. 101 meters long, 17.10 meters wide, she was a very versatile cargo, capable of carrying 326 containers (TEUs) and any other type general cargo. Her 2 cranes with each a 80 t handling capacity made her very self-sufficient.



*Frellsen Eva*, Felixtowe (United Kingdom), February 1982 © **Transportsofdelight**

From June 1981 to February 1982, she was named ***Jugo Express*** as a result of a chartering and operating primarily between the United States and Libya and later ***Frellsen Eva*** again; she changed owners the autumn of 1982, acquired by Knud I. Larsen shipping company, also Copenhagen-based, as the ***Susanne Sif***. After a few trips to Nigeria, the Scandutch consortium - consisting of Scandinavian shipowners, the Dutch operator Nedlloyd and the French operator Compagnie Générale Maritime - chartered the ship. For this reason, she was renamed ***Scandutch Orient*** in May 1983 and then served as a feeder (redistribution of containers) in the Far East, mainly from Hong Kong to Taiwan and the Philippines. At the end of this six-year charter in the spring of 1989, she again took the name of ***Susanne Sif*** and sailed for the rest of the year all around the Indian subcontinent (India, Sri Lanka, Bangladesh).

She was acquired at the end of the year 1989 by Compagnie Morbihannaise et Nantaise de Navigation (Worms Group) and became the ***Penhir*** under the flag of Saint Vincent. Delmas chartered her again under medium-term from September 1989 on for service on the Mediterranean– Guyana – Amazon Line acquired the year before from Chargeurs Réunis. She was renamed at the time ***C.R.Montjoly***. This charter ended in April 1992. The ***C.R.Montjoly*** was renamed ***Penhir*** again, but under the flag of French Southern and Antarctic Lands (Kerguelen). Her main activity was now transporting materials on behalf of National Defense, departing Lorient, Cherbourg or Brest towards the Antilles and French Guiana-based forces, and to some countries of the African west coast. When not used for military transport, the *Penhir* also made “civilian” trips, among others for example two transports of flour between Rouen and Algeria in July 1994 and January 1995.

The vessel was sold in mid-1997 to Neptune Investment Ltd, Port Vila (Vanuatu) and became the ***Capitaine Wallis*** under the flag of Vanuatu (formerly New Hebrides). Her main duty was then the New Zealand / Australia / Fiji service. Renamed ***Capitaine La Pérouse*** in July 2001, she diversified her destinations in the Pacific, reaching areas as far as Papua New Guinea, Nauru, Kiribati, etc.



*Capitaine Wallis* in Lyttelton (New Zealand), August 1998  
© **A. Calvert**

In March 2004, the ship changed geographical area and left for the Persian Gulf after her acquisition by Al-Abdeen Investments Establishment, Sharjah (United Arab Emirates); renamed **Two Rivers II**, she took the flag of Barbados sailing mainly between the UAE and Umm Qasr, Iraq. In 2007, she became the Panamanian **Artimis** under management of the Danish company Container Leasing, in February 2010 the Panamanian **Samin** and in October 2010 the **Noora II**, still under the Panamanian flag for Musandam Shipping, Dubai, which would be her last owner.



*Two Rivers II* in Singapore, March 2004 © M G Klingsick

### The quarrel between Robin des Bois and the *Penhir*

Robin des Bois knows quite well vessels from 'Morbihannaise de Navigation', and had been surprised in January 1995 by the imminent departure to Algiers of the *Penhir*. At the time trade relations were suspended – The *Penhir* had sailed from Lorient and was in Rouen, Robin des Bois then communicated on "a possible delivery of weapons" – In response to Robin des Bois' hypothesis, 'Morbihannaise de Navigation' answered that the *Penhir* was indeed heading for Algiers to deliver flour. All maritime and air links between France and Algeria were suspended. A few days earlier, an Air France plane had been hijacked. The terrorists' mission was, reportedly, to crash into the Eiffel Tower. The terrorists' plan was halted thanks to a French commando intervention at the 'Marseille-Marignane' airport.

Robin de Bois replied tit for tat to the 'Navigation de Morbihannaise' press release: Flour? yes ! but for who?

Indeed, vessels from 'Morbihannaise de Navigation' did not usually participate in humanitarian missions. Their clients were governments and the Breton cargo ships were sent to Burma, Syria, Libya and Pakistan delivering, according to official declarations, "pipes and steel."

'Défense Conseil International' which groups all French arms producers was at the time a minority shareholder of 'Morbihannaise de Navigation'.

Robin des Bois was immediately brought before the Paris Court for spreading false information about the shipping company and sued for remedies. The Court dismissed all charges that were brought forward. 12 years later, the wind changes direction, a 'Morbihannaise de Navigation' vessel unloaded at the Port of Le Havre thousands of tons of contaminated soil from the dumping of toxic waste in Abidjan by the *Probo Koala* (1). Robin des Bois played an active role in this successful outcome (2).

(1) The *Probo Koala* was demolished in China in 2013, cf "[The end of the Probo Koala](#)" (February 7<sup>th</sup>, 2013

(2) See Robin des Bois' file on *Probo Koala* waste in the [Côte d'Ivoire](#) (French only)  
Link to [press releases on the Probo Koala](#) in English

*Agapito* (ex-United, ex-Laguna, ex-Hibat Allah, ex-Blue Eye, ex-Amina, ex-Blue Eye, ex-Adriatic Star, ex-Prime Vision, ex-Lancasterbrook, ex-Chelseastream, ex-Lancasterbrook). IMO 7406746. General cargo. Length 94 m. Comorian flag. Unknown classification society. Built in 1975 in Kootstertille (Netherlands) by Kramer & Booy. Owned by Safe Sea Services Sarl (Lebanon). Detained in 2012 in Port Said (Egypt). Sold for demolition in Turkey.



*Almostafa* (ex-*Aljazzy Hope*, ex-*Ghazee*, ex-*Star Mathish*, ex-*Mathish*, ex-*Alcyon*, ex-*Prime View*, ex-*Thunar*). IMO 7800136. General cargo. Length 103 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1979 in Hamburg (Germany) by Norderwerft ; jumboized in 1982 and lengthened from 90 m to 103 m. Owned by Al Mostafa Maritime Transport (Lebanon). Detained in 2010 in Constanta (Romania). Sold for demolition in Turkey.



*Almostafa*, in Odessa, Ukraine, April 2010 © **Sergey Stolyarov**

*An Ze Jiang*. IMO 8414958. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1987 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCOL (China). Sold for demolition in China.

*Andromeda* (ex-*TK Liverpool*, ex-*Gura Ariesului*). IMO 9045625. General



cargo. Length 131 m. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 2001 in Braila (Romania) by Braila SN. Owned by Mansoura Maritime Ltd (Malta). Detained in 2003 in Novorossiysk (Russia), in 2006 in Bordeaux (France) and in 2007 in Tarragona (Spain). Laid up in Elefsis Bay (Greece) since March 2009 and finally demolished in Turkey.



*Andromeda* August 2008, Elefsis Bay, Greece © **Peter J. Fitzpatrick**

*Anita* (ex-*Anita T*, ex-*Volgo-Balt 148*). IMO 8866979. General cargo. Length 114 m, 832 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1971 in Komarno (ex Tchechoslovaquia) by ZTS Yard. Owned by DAF Co Ltd (Russia). Detained in 1998 in Isthmia (Greece), in 2005 in Wismar (Germany) and in 2008 and 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey.



Caspian sea. Aktau (Kazakhstan) April 2013  
© **Askar/ MarineTraffic**



*Aniva* (ex-*Baltic Trader*, ex-*Supertramp*, ex-*Sasha Green*, ex-*Supertramp*, ex-*Kuciste*, ex-*Novi Beograd*, ex-*Horsham*, ex-*Yannis L*). IMO 8123872. General cargo. Length 122 m, 3,620 t. Russian flag. Classification society



Russian Maritime Register of Shipping. Built in 1981 in Rostock (Germany) by Neptun VEB. Owned by Azia Shipping Holding Ltd (Cyprus). Detained in 1997 in Rotterdam (Netherlands), in 2009 in Lianyungang (China), in 2012 in Guangzhou (China) and in 2013 in Rizhao (China). Sold for demolition in India.

*Aquaholic* (ex-Grace, ex-Grancem, ex-Ako, ex-Rita V, ex-Grand River, ex-Nathanael, ex-Navalis, ex-Eurobridge Cross, ex-Navalis, ex-Tauria). IMO 7707384. General cargo. Length 121 m, 2,863 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Singapore by Singapore SB. Owned by GMZ Ship Management Co (Lebanon). Detained in 2000 in Szczecin (Poland), in 2002 in Cardiff (United Kingdom), in 2003 in Ipswich (United Kingdom), Augusta (Italy) and Waterford (Ireland), in 2008 in Nikolayev (Ukraine), in 2012 in Venice (Italy) and in 2013 in Mersin (Turkey). Sold for demolition in India. 480 \$ per ton.



*Arctic Sky* (ex-Millenum Dragon, ex-Luis Aboitiz). IMO 9111242. General cargo. Length 134 m, 5,111 t. Deflagged from Malta to Tuvalu pour for her last voyage as **Arctic S**. Classification society Russian Maritime Register of Shipping. Built in 1996 in Kherson (Ukraine) by Khersonskyi SZ. Sold by her Finnish owner Solchart Ltd Oy to Urizen Shipping Ltd, a Virgin Islands-based shell company just prior to her departure for demolition in India.



*Arsenal* (ex-Ajaks-1, ex-Zvezda, ex-STK-1024). IMO 8620064. General cargo. Length 82 m, 1,020 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Rosslau (Germany) by Elbewerften. Owned by Neva Shipping Co Ltd (Russia). Detained in 2013 in Mariupol (Ukraine). Sold for demolition in Turkey.



*Ajaks-1* at Istanbul (Turkey), May,2006 © Ilhan Kermen

*Ashraf* (ex-Captain Mohamed K, ex-Captain Mohamed, ex-Hassnaa, ex-Venus, ex-Marc Island, ex-Irafoss, ex-Ranga, ex-Barok). IMO 7126360. General cargo. Length 87 m, 1,198 t. Togolese flag. Classification society Isthmus Maritime Classification. Built in 1971 in Trondheim (Norway) by Trondhejms MV. Owned by Alfamarine Shipping Co Ltd (Lebanon). Detained in 2011 in Suez (Egypt) and in 2012 in Adabiya (Egypt). Sold for demolition in India.



*Ashraf*, at Port Suez (Egypt), April 2012 © Vladimir Knyaz

*Azovskiy Veter (ex-Ergene, ex-Dundas, ex-Almaco 1, ex-Volgo-Balt 142)*. IMO 8230168. General cargo. Length 114 m. Cambodian flag. Classification society Ukraine Register of Shipping. Built in 1971 in Komarno (ex Tchechoslovakia) by ZTS. Owned by Channel Venture Holdings Inc (Russia). Detained twice in 2010 in Kherson (Ukraine), in 2011 in Odessa (Ukraine) and Poti (Georgia), in 2012 in Azov (Russia), Samsun (Turkey), Aliaga (Turkey) and Novorossiysk (Russia), in 2013 in Temryuk (Russia) and in 2014 in Kherson again. Sold for demolition in Turkey.



*Baltic Mercur (ex-Lima, ex-Vyborg)*. IMO 8716318. General cargo. Length 173 m, 8,920 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Baltic Mercur Ltd (Russia). Sold for demolition in India. 480 \$ per ton.



In the Gulf of Finland, March 2011 © Ace safari / MarineTraffic

*Bangkaja (ex-East Hope, ex-Link World, ex-Giso Maru n°8)*. IMO 8109864. General cargo. Length 106 m, 2,036 t. Thai flag. No classification according to her last Port State Control. Built in 1981 in Imabari (Japan) by Higaki. Owned by Wong Samut Navigation Co Ltd (Thailand). Detained in 2000 in Vostochny (Russia), in 2001 in Hong Kong and in 2011 in Tanjung Priok and in Tanjung Perak (Indonesia). Sold for demolition in Bangladesh.



*Baska (ex-Magnolia I, ex-Magnolia ex-Dever, ex-Magnus E, ex-Veerhaven, ex-Magnolia)*. IMO 8301979. General cargo. Length 96 m. Moldovan flag. Classification society Polish Register of Shipping. Built in 1983 in Leer (Germany) by Jansen. Owned by VEMA Shipping Co Ltd (Greece). Detained in 2009 in Ghent (Belgium) and Rosslare (Ireland), in 2010 in Waterford (Ireland), Santander (Spain) and Manfredonia (Italy) and in 2013 in Bourgas (Bulgaria). Sold for demolition in Turkey.



*Bu Gang (ex-Ban Wol Do, ex-Budi Suryana, ex-Speco Queen, ex-Marie, ex-Fortitude Plne)*. IMO 7909164. General cargo. Length 96 m, 1,678 t. North Korean flag. Classification society Korea Classification Society. Built in 1979 in Akitsu (Japan) by Taihei Kogyo. Owned by Korea Rungrado Shipping Co (North Korea). Detained in 2000 in Bangkok (Thailand), in 2005 in Hong Kong, in 2006 in Hong Kong again then in Shanghai (China), in 2008 in Qingdao (China) and in 2012 in Tangshan (China). Sold for demolition in China.



At Singapore, February 2010 © MG Klingsick



*Bu Hung (ex-Novtheo, ex-Commendador Jose Martinelli)*. IMO 7516424. General cargo. Length 108 m. North Korean flag. Classification society Korea Classification Society. Built in 1977 in Niteroi (Brazil) by EBIN/So. Owned by Korea Rungrado Shipping Co (North Korea). Detained in 2011 in Yingkou (China) and in 2012 in Dalian (China). Sold for demolition in Jiangyin, China.



*Danny Rose* (ex-Corn Rose, ex-Lijnbaansgracht). IMO 8611116. General cargo. Length 113 m, 3,660 t. Dominican flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Shimizu (Japan) by Miho. Owned by Neptune Pacific Line (New Zealand). Detained in 2003 in Sydney (Australia), in 2007 in Port Alma (Australia) and in 2014 in Brisbane (Australia). Sold for demolition in India. 485 \$ per ton.



*Darsh F* (ex-CMA CGM Oran, ex-CMA CGM Alger, ex-CMA Challenger, ex-Ville de Damietta, ex-Peter Sif, ex-Melaka Bay, ex-Peter Sif, ex-Global Express n°2, ex-Peter Sif). IMO 8010300. General cargo. Length 103 m. Cambodian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Frederikshavn (Denmark) by Orskovs. Owned by Rayah Maritime Services Group (Lebanon). Detained in 2011 in Barcelona (Spain). Sold for demolition in Turkey.



*Darsh F*, July 22, 2013 at Tobruk Port, Libya © **Muhsen Hussein**

*Dolphine* (ex-Tiger, ex-Numan I, ex-San II, ex-Osmangazi, ex-J Myra, ex-J Marie, ex-Ocean Dial, ex-National Leader, ex-National Steel Four, ex-Yu-Lin). IMO 7617668. General cargo. Length 129 m, 3,230 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Hiroshima (Japan) by Ujina Zosenho. Owned by Elkashawey Brothers Shipping Co (Egypt). Sold for demolition in Turkey.



*Dolphin Loading Grain* at Tartous Port (Syria), July 2010  
© **Mahmoud Shd**



*Fu Yuan Shan*. IMO 8400490. General cargo. Length 149 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by COSCOL (China). Sold for demolition in China.

*Ghania* (ex-Ozcan Atasoy, ex-Kuzey Em, ex-Fofi, ex-Wasat, ex-Cimadevilla). IMO 7424229. General cargo. Length 108 m, 1,939 t. Togolese flag. Classification society Columbus American Register.



Built in 1976 in Gijon (Spain) by Juliana Gijonesa. Owned by MS Hellenic Co (Greece). Detained in 2002 in Cardiff (United Kingdom). Sold for demolition in Pakistan.

*Ghania* at Elefsis, Greece, June 2013. © **Dennis Mortimer**

*Golam-E-Mostafa* (ex-Thor Skipper, ex-Briviesca, ex-Carvik, ex-Bahia de Cardenas). IMO 8311431. General cargo. Length 149 m, 4,950 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Sestao (Spain) by AESA. Owned by MR Trading M/S (Bangladesh). Sold for demolition in Bangladesh.



*Golden Trip* (ex-*Southern Star*, ex-*Song Tra*, ex-*Gaya Satu*, ex-*Lucky Pine*). IMO 8224030. General cargo. Length 109 m, 2,060 t. Panamanian flag. Classification society Panama Bureau of Shipping. Built in 1983 in Busan (South Korea) by Daedong SB Co. Owned by Dalian Panocean International Ship Management Co (China). Sold for demolition in Bangladesh



*Horizon Express* (ex-*Pacific Horizon*, ex-*Keisho*, ex-*Keisho Maru*). IMO 8611776. General cargo. Length 195 m, 7,500 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Toyohashi (Japan) by Kanasashi. Owned by MSI Ship Management (Singapore). Detained in 2008 in Dublin (Ireland). Sold for demolition in India. 506 \$ per ton.

*Independent* (ex-*Duobulk*, ex-*Fjellvang*, ex-*Marpol Gyda II*, ex-*Eide Rescue V*, ex-*Monchgut*). IMO 8843874. General cargo. Length 92 m. Comorian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Rostock (Germany) by Neptun VEB ; jumboized in 1998 and lengthened from 76 to 92 m. Owned by Torbulk Ltd (United Kingdom). Detained in 2001 in Saint-Malo (France), in 2008 in Bremen (Germany), in 2009 in Southampton (United Kingdom) and in 2010 in Dublin (Ireland). Laid up since January 2013 in Shoreham (United Kingdom) and towed for demolition to Galloo Recycling in Ghent (Belgium).



May 2014 *Independent* and tug *Barracuda* © Ingrid Beket-Dooms

*Ister* (ex-*Seagull*, ex-*Dmitriy Manuilskiy*). IMO 7050884. General cargo. Length 114 m. Moldovan flag. Classification society Ukraine Register of Shipping. Built in 1970 in Gorki – Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Capital Shipping (Ukraine). Sold for demolition in Turkey.



*Jin Jiang Shan* (ex-*D Ace*, ex-*Hyun Am*, ex-*Garnet*, ex-*Keestar*, ex-*Treasurer*, ex-*Kee Expander*, ex-*Sun Orchid*). IMO 8314419. General cargo. Length 108 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Pusan (South Korea) by Daedong SB Co. Owned by Hua Wei Shipping (Hong Kong, China). Detained in 2001 in Shanghai (China), in 2009 in Shenzhen (China), in 2010 in Qingdao (China) and in 2012 in Rizhao (China). Sold for demolition in China.



*Jing Pen Hai* (ex-*Suerte*, ex-*Fordham*, ex-*Alexander's Strength*, ex-*Pantelis Kallikis*, ex-*Green Forest*). IMO 8021323. General cargo. Length 154 m, 5,310 t. Deflagged from Cambodian to St. Kitts and Nevis for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1980 in Uwajima (Japan) by Uwajima Zosencho. Owned by Hainan Hai Yuan Xing Transport Co Ltd (China). Detained in 1999 in Genoa (Italy), in 2001 in Tampa (United States) and in 2008 in Las Palmas (Spain). Sold for demolition in Bangladesh.



*Jip Sam*. IMO 8330827. General cargo. Length 131 m. North Korean flag. Classification society Korea Classification Society. Built in 1981 in Huichon (China) by Chongjin Shipyard. Owned by Ocean Maritime Management (North Korea). Detained in 1999 in Gdansk (Poland) and in 2011 in Yantai (China). Sold for demolition in Jiangyin, China.



*Jutawan* (ex-Yuan Tong, ex-Pigeon III, ex-Eastern Orchid, ex-Koryu Maru n°3). IMO 7639070. General cargo. Length 73 m, 817 t. Thai flag. No classification society according to the Port State Control. Built in 1977 in Kochi (Japan) by Kochi Jyuko.



Owned by Krung Thon Navaco Ltd (Thailand). Detained in 2000 twice in Yokohama (Japan), in Xiamen (China) and Chiba (Japan), in 2001 in Tokyo (Japan), in 2002 in Chiba twice again and in 2007 in Fangcheng (China). Sold for demolition in Bangladesh.

Seen at Surabaya outer road on November 2006 © Ivan Meshkov

*King Hero* (ex-Sumiyoshi, ex-Sunfalcon, exSumiyoshi, ex-Sumiyoshi Maru). IMO 8208397. General cargo. Length 159 m, 7,230 t. St. Vincent and Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by Nanjing King Ship Management Co (China). Detained in 2001 in Antwerp (Belgium), in Himeji (Japan) and Osaka (Japan), in 2005 in Rotterdam (Netherlands) and in 2006 in Sunderland (United Kingdom). Sold for demolition in India.



*Kinship Bangar* (ex-AI Mounir, ex-Barbara E, ex-Finn Sif). IMO 8018522. General cargo. Length 102 m, 2,143 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Krishna Maritech Pvt Ltd (India). Detained in 1999 and in 2001 in Genoa (Italy) and in 2004 in Aberdeen (United Kingdom). Sold for demolition in Mumbai, India .



*Kneo* (ex-Sines, ex-Tema, ex-Santiago, ex-Mercandian Pacific). IMO 7526613. General cargo. Length 96 m. Albanian flag. Unknown classification society. Built in 1977 in Aalborg (Denmark) by Aalborg Vaerft. Owned by Albartin Shipping Co (Albania). Detained in 2002 in Sevilla (Spain) and in 2004 in Varna (Bulgaria). Sold for demolition in Turkey.



*Kocatepe S* (ex-Nihat Kalkavan). IMO 8107787. General cargo. Length 93 m. Turkish flag. Classification society Turk Loydu. Built in 1990 in Ereğli (Turkey) by Erdem. Owned by Tatu Gemi Kiralama (Turkey). Detained in 1999 in Tuapse (Russia), in 2002 in Elefsis (Greece) and Valencia (Spain) and in 2012 and 2014 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Kocatepe S* off Istanbul, (Turkey), June 2013 © Frank Behrends

*Lian Feng* (ex-Xin Hai Run, ex-Sparrow, ex-South China Express, ex-Maersk Asia Quinto, ex-Maersk Mondo, ex-Biena J). IMO 8626484. General cargo. Length 121 m, 3,880 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1985 in Mie (Japan) by Yokkaichi. Detained in 2000 in Yokohama (Japan), in 2001 in Chiba and in Kobe (Japan), in 2002 in Kobe again, in 2003 in Chiba again, in 2004 in Shanghai (China) and in 2005 in Matsuyama (Japan). Sold for demolition in China.





*Liber (ex-Fenix, ex-Sealnes, ex-Condor, ex-Western Condor, ex-Sealnes, ex-Dyvi Oceanic, ex-Wani Hunter, ex-Sealnes)*. IMO 8312734. General cargo. Length 170 m, 7,142 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Liber Denizcilik Ltd (Turkey). Detained in 2013 in Kochi (India) and in 2014 in Kandla (India). Sold for demolition in India. 496 \$ per ton.



*Liber* at Sevastopol, Ukraine, September 2011  
© Yevgenii/MarineTraffic

*Lorcon Zamboanga (ex-Asian Orchid, ex-Kyowa Orchid)*. IMO 8400488. General cargo. Length 100 m, 2,447 t. Deflagged from Panama to Tuvalu for her last voyage as **Lorcon**. Classification society Nippon Kaiji Kyokai, International Ship Classification for her last voyage. Built in 1984 in Kochi (Japan) by Kochi Jyuko. Sold by her Filipino owner Lorenzo Shipping Corp to the Indian Doehle Danautic India Pvt Ltd just prior to her departure for demolition in Bangladesh.



*Nawal Ali (ex-Khaled H, ex-Laziqueh, ex-Scilla)*. IMO 6923802. General cargo. Length 81 m, 1,553 t. Tanzanian flag. Unknown classification society. Built in 1969 in Lobith (Netherlands) by De Hoop. Owned by Gulf Coast Shipping Llc (United Arab Emirates). Detained in 2003 in Constanta (Romania), in 2007 twice in Novorossiysk (Russia) and in 2008 in Limassol (Cyprus). Sold for demolition in India.



*Nazlideniz (ex-Balkiz I, ex-Hira I, ex-Virgo, ex-Sun Antares)*. IMO 7412472. General cargo. Length 128 m, 2,953 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1974 in Kochi (Japan) by Kochiken. Owned by Yenal Gemi Acenteligi AS (Turkey). Detained in 2004 in Venice (Italy), in 2009 in Monfalcone (Italy) and again in Venice, in 2011 in Portoscusco (Italy) and in 2013 in Portoscusco again then in Mariupol (Ukraine). Sold for demolition in India.



*New Fortune (ex-SG Falcon, ex-Draco, ex-Brother Joy, ex-Firast, ex-Crystal Sun, ex-Green Pine)*. IMO 8513376. General cargo. Length 97 m, 2,374 t. Panamanian flag. Classification society International Register of Shipping. Built in 1986 in Imabari (Japan) by Nishi Zosen. Owned by China Haiheng Shipping Co Ltd (China). Detained in 2011 in Shenzen (China), in 2012 in Lianyungang (China), in 2013 in Tianjin (China) and in 2014 in Tianjin and Lianyungang again. Sold for demolition in Bangladesh. 430 \$ per ton.



*New Fortune* March 24, 2012 © Vitaliy Kharchenko



*Noora II (ex-Samin, ex-Artimis, ex-Two Rivers II, ex-Capitaine La Perouse, ex-Capitaine Wallis, ex-Penhir, ex-CR Montjoly, ex-Penhir, ex-Susanne Sif, ex-Scandutch Orient, ex-Susanne Sif, ex-Jugo Express, ex-Frellsen Eva)* IMO 7928225. General cargo. Length 102 m, 2,147 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Musandam Shipping LLC (United Arab Emirates). Detained in in 2004 in Sydney (Australia) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India  
See also her detailed career in the introduction of the chapter "general cargo" p 17.



*Pegasus*. IMO 8108133. General cargo. Length 63 m, 611 t. Netherlands



Antilles flag. Classification society Bureau Veritas. Built in 1981 in Soby (Denmark) by Soby M&S. Owned by J Poulsen Shipping A/S (Denmark). Detained in 2006 in Wilmington (United States). Sold for demolition in Pakistan.



The Danish *Pegasus* at Gadani, Pakistan. © **Shahid**

*Rekefjord Stone* (ex-*Michelle*, ex-*Amulet*). IMO 7359199. General cargo. Length 94 m. Maltese flag. Classification society Det Norske Veritas. Built in 1975 in Svendborg (Denmark) by Svendborg Skibs.

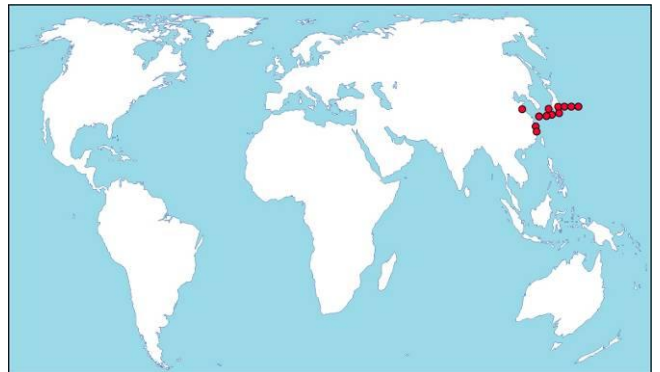


Owned by Amasus Shipping BV (Netherlands). Sold for an unknown destination of demolition, the vessel still is in Amsterdam and may be dismantled in a local yard.



Northsea, June 2010 © **Beer Stellingwerff**

*Ri Sheng* (ex-*He Tong*, ex-*Kohshin Maru*). IMO 8508761. General cargo. Length 68 m. Cambodian flag. Unknown classification society. Built in 1985 in Kinoe (Japan) by Sasaki Zosen. Owned by Yan Tai Hong Ye Shipping Co Ltd (China). Detained in 2004 in Tokyo (Japan), in 2005 in Chiba (Japan) and Moji/Kitakyushu, (Japan), in 2010 in Tokyo again, in 2011 in Tokyo still then in Qingdao (China), Onomichi (Japan), Taizhou (China) and again in Moji/Kitakyushu, in 2012 in Tokuyama (Japan) and Ningbo (China) and in 2013 one more time in Tokyo. With 12 detentions, she deserves the silver medal on the podium of substandard ships. Sold for demolition in China.



The detentions of *Ri Sheng* © **Robin des Bois**

*Salmo*. IMO 7616858. General cargo. Length 92 m. Barbados flag. Classification society Bureau Veritas. Built in 1979 in Dundee (United Kingdom) by Robb Caledon SB; jumboized in 1983 and lengthened from 72 in 92 m. Owned by Wilson Euro Carriers AS (Norway). Detained in 2009 in Aalborg (Denmark). Sold for demolition in Turkey.



*Schooner* (ex-*Abdulkader-F*, ex-*Nelly*, ex-*Nanny*, ex-*Etzel*, ex-*Bremer Stauer*, ex-*Etzel*, ex-*Eve*, ex-*Hacklin White*, ex-*Eden*, ex-*Heino*, ex-*Scol Venture*, ex-*Baltic Unit*, ex-*Heino*). IMO 7052404. General cargo. Length 88 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1971 in Neuenfelde (Germany) by Sietas. Owned by Mediterranean Navigation Co (Lebanon). Detained in 2004 in Lisbon (Portugal). Sold for demolition in Turkey.



*Sea Trader I* (ex-*Noha 1*, ex-*Cape*, ex-*Capetanos*, ex-*Mini Liner*). IMO 7109960. General cargo. Length 66 m, 1,022 t. Honduras flag. Classification society Bureau Veritas. Built in 1971 in Akitsu (Japan) by Taihei Kogyo. Owned by United Cement Co (Bahrein). Sold for demolition in Pakistan.



Juin 2012 © Faisal Shehab

*Solid Pearl* (ex-*Dang Mahligai*, ex-*Oriental Venus*). IMO 8406030. General cargo. Length 98m, 2,167 t. Tuvalu flag for her last voyage as *Pearl*. Classification society American Bureau of Shipping. Built in 1984 in Kure (Japan) by Kegoya. Resold by her Filipino owner to the Indian Doehle Danautic India Pvt Ltd before to be demolished in Bangladesh.



*Solveig K* (ex-*Minchen D*, ex-*Schulau*). IMO 7723687. General cargo. Length 72 m, 991 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1978 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Reederei Konig GmbH (Germany). Detained in 1999 in Belfast (United Kingdom), in 2003 in Cuxhaven (Germany), in 2007 in Gdansk (Poland) and in 2011 in Rotterdam (Netherlands). Sold for demolition in Denmark.



*Stanislav Kosior*. IMO 7050872. General cargo. Length 114 m. Deflagged from Ukraine to Moldova for her last voyage as *Koufis*. Classification society Ukraine Register of Shipping. Built in 1969 in Gorki / Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Volga-Dnieper Shipping Co (Russia). Detained in 2000 in Savona and in Marina di Carrara (Italy) and in 2012 in Izmit (Turkey). Sold for demolition in Turkey.



*Stanislav Kosior*, southbound on the Bosphorus, June 2010 © Wil Weijsters

*SV Georgi* (ex-*Varna 5*, ex-*Varna*). IMO 8518065. General cargo. Length 124 m. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1987 in Gijon (Spain) by Juliana Gijonesa. Owned by Seaborne Trade Ltd (Bulgaria). Sold for demolition in Turkey.



*Tong Ji Men* (ex-*Harmen Oldendorff*, ex-*Cape Nelson*, ex-*Harmen Oldendorff*, ex-*Cape Nelson*, ex-*Captain Kermadec*, ex-*Hyundai Con Six*). IMO 8124931. General cargo. Length 158 m, 7,373 t. St. Vincent and Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Nanjing Ocean Shipping Co Ltd (China). Sold for demolition in India. 500 \$ per ton including 200 t of bunkers.

*Tone* (ex-*Dania-Carina*, ex-*Katherine Borchard*, ex-*Concordia*, ex-*Katherine Borchard*, ex-*Concordia*, ex-*Zim Australia*, ex-*Concordia*). IMO 7824601. General cargo. Length 126 m. St. Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1979 in Neuenfelde (Germany) by Sietas. Owned by Patras AS (Norway). Detained in 2003 in Valencia (Spain). Sold for demolition in Klaipeda (Lithuania).



*Toulon* (ex-*Robin I*, ex-*Princess Roby*, ex-*Sammarina I*, ex-*Foisor*). IMO 7829326. General cargo. Length 131 m. Togolese flag. Classification society Ukraine Register of Shipping. Built in 1978 in Braila (Romania) by Braila SN. Owned by Vernon Shipping Ltd (Ukraine). Detained in 2001 in Ravenna (Italy), in 2003 in Antwerp (Belgium), in 2004 in Piraeus (Greece) and in Rijeka (Croatia), in 2006 in Novorossiysk (Russia) and Nikolayev (Ukraine), in 2008 in Varna (Bulgaria), in 2010 and 2011 in Nikolayev again, in 2012 in Alexandria (Egypt) and in 2013 in Constanta (Romania). Bronze medallist on the substandard ships podium with 11 detentions. Sold for demolition in Turkey.



*Toulon* at Istanbul (Turkey), July 2011.  
© Frank Behrends



The detentions of *Toulon* © Robin des Bois

*Uni Trader* (ex-*Golden Trader*, ex-*Sun East*, ex-*Sina Suchen*). IMO 8602581. General cargo. Length 105 m, 2,526 t. Deflagged from Panama to Tuvalu for her last voyage as *I Trader*. Classification society International Ship Classification. Built in 1986 in Usuki (Japan) by Usuki Tekkosho. Detained in 2000 in Nantong (China) and in 2001 in Singapore. Vendu in Integrity Ships Pte Ltd basé in Singapore avant son départ for demolition in India.



*Unity* (ex-*Da Li*, ex-*Budi Teguh*, ex-*Nedlloyd Main*, ex-*Waterklerk*). IMO 9003392. General cargo. Length 157 m, 6,635 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Wismar (Germany) by Mathias-Thesen. Owned by Shreyas Shipping & Logistics (India). Detained in 2001 and 2008 in Singapore and in 2009 in Pohang (South Korea). Sold for demolition in India.



*Van Xuan* (ex-*Elisabeth Schulte*, ex-*Manora Bay*, ex-*Elisabeth Schulte*, ex-*Medipas Wave*, ex-*Elisabeth Schulte*). IMO 8322492. General cargo. Length 135 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1984 in Ulsan (South Korea) by Donghae SB Co. In June 2013, *Van Xuan* is arrested following a decision of Singapore High Court, along with *Vinalines Brave*, *Vinalines Freedom*, *Vinalines Pioneer* and *Me Linh*, due to unpaid debts of her Vietnamese owner Vinalines to creditors. *Van Xuan* is so far the only one to have left the Vinalines fleet ; she is one of the oldest in the fleet along with *Me Linh*. Sold for demolition in a local Haiphong ship-breaking yard (Vietnam).

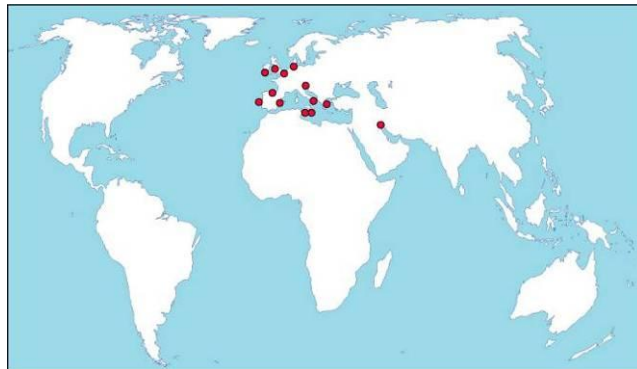


*Van Xuan* in Halong Bay, Vietnam ,September 2013 © Dewaepenaert Alain

*Venus* (ex-Skipper, ex-Skipper K, ex-Maria L, ex-Seawave, ex-Hirsova). IMO 7942441. General cargo. Length 131 m, 3,277 t. Tanzanian flag. Classification society Bulgarski Koraben Register. Built in 1980 in Braila (Romania) by Braila S.N.. Owned by Zahra Maritime (Lebanon). Detained in 1998 in Cardiff (United Kingdom), in 1999 in Thessaloniki (Greece) and Antwerp (Belgium), in 2000 in Bremen (Germany), in 2001 in Taranto (Italy), in 2002 in Waterford (Ireland) and Grado (Italy), in 2005 in Castellon de la Plana (Spain) and Lisbon (Portugal), in 2006 in Santander (Spain), in 2013 twice in Valletta (Malta) and in 2014 in Bandar Khomeini (Iran). Gold medallist on the podium of substandard ships with 13 detentions, she is also send for demolition from Europe to India.



*Venus* on July 2013 alongside at Misurata Qasr Ahmed Port, Libya © **Muhsen Hussein**



The detentions of *Venus* © **Robin des Bois**

*Ville de Dubai* (ex-Ilona). IMO 9153678. General cargo. Length 132 m, 5,075 t. Deflagged from Bahamas St. Kitts and Nevis for her last voyage as **Will**. Classification society American Bureau of Shipping. Built in 1996 in Wuhan (China) by Qingshan. Sold in April 2014 by her Norwegian owner Wallem Shipmanagement Ltd to Windspeed Enterprise Ltd, a Hong Kong-based shell company just prior to be beached for demolition in India. 374 \$ per ton.



*Win Bright* (ex-Hika Wi, ex-Andhika Wijaya). IMO 8301292. General cargo. Length 98 m, 2,340 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Imabari (Japan) by Higaki. Owned by Dalian Master Well Ship Management Co Ltd (China). Detained in 2002 in Tomakomai, (Japan) and in 2004 in Hong Kong. Sold for demolition in Bangladesh.



*Yong Fa Men* (ex-Texas Gal, ex-Eckert Oldendorff, ex-Texas Gal, ex-Eckert Oldendorff, ex-Global Asia, ex-Eckert Oldendorff, ex-Captain Padon, ex-Hyundai n°22). IMO 8300913. General cargo. Length 162 m, 7,822 t. Panamanian flag. Classification society Lloyd's Register



of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Nanjing Ocean Shipping Co Ltd - NASCO (China). Detained in 1999 in Cape Canaveral (United States) and in 2001 in Antwerp (Belgium). Sold for demolition in India. 500 \$ per ton including 200 t of bunkers.

At Keelung (Taiwan) © **Chun-His**

*Yuan Heng* (ex-Heiyo, ex-Sunny Ocean, ex-Hirado Maru, ex-Cosmo Ocean, ex-CC Oakland). IMO 8307844. General cargo. Length 166 m, 7,370 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Mizushima (Japan) by Sanoyasu. Owned by Hongyuan Marine Co Ltd (China). Detained in 2000 in Antwerp (Belgium), in 2003 in Sluiskil (Netherlands), in 2005 in Antwerp again, and in Bandar Abbas (Iran) and in 2013 in Guangzhou (China). Sold for demolition in India. 507 \$ per ton.



*Yue Hang 201* (ex-*Jin Hai Yang*, ex-*Guang He*, ex-*Lutz Jacob*). IMO 7230563. General cargo. Length 155 m, 5,486 t. Chinese flag. Unknown classification society. Built in 1972 in Flensburg (Germany) by Flensburger. Owned by Guangzhou Yuehang Freight (China). Sold for demolition in Bangladesh. 356 \$ per ton.



## Ro Ro

The average age of Ro Ros to be broken up this trimester is 34 years. Meanwhile, the *Cape Ray*, a Ro Ro built in Sakaide (Japan), 37 year old, quite old enough to be scrapped, is converted by the US Navy for activities of destruction of hazardous materials beyond any regulatory framework: she “neutralizes” the Syrian chemical weapons somewhere in the Mediterranean.

*Aegean Star* (ex-*Fast Trader*, ex-*Seaway*, ex-*Seaway Melbourne*, ex-*Union Lyttelton*). IMO 7502942. Ro Ro. Length 136 m. Greek flag. Unknown classification society. Built in 1977 in Sandefjord (Norway) by Framnaes. Owned by Dedalus Shipping Co (Greece). Detained in 1999 in Genoa (Italy) and in 2003 in Zeebrugge (Belgium). Sold for demolition in Turkey.



*Aegean Star*, July 06, 2009 at Piraeus port, Greece  
© Dennis Mortimer

*City of Nordic* (ex-*Arroyofrio Dos*). IMO 8325468. Ro Ro. Length 108 m, 2,939 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Guernica (Spain) by Murueta. Owned by AML Ship Management GmbH (Germany). Detained in 2011 in Tyne (United Kingdom) and in 2014 in Iskenderun (Turkey). Sold for demolition in India. 473 \$ per ton.



*El Morro* (ex-*Kainalu*, ex-*Caguas*, ex-*Eastern Light*, ex-*Gulf Bear*, ex-*El Taino*). IMO 7367445. Ro Ro. Length 241 m. United States flag. Classification society American Bureau Of Shipping. Built in 1974 in Chester (United States) by Sun Shipbuilding ; jumboized in 1976 and lengthened from 213 to 241 m. the Ro Ro cargo ship *El Morro*, veteran of the Sea Star Line Co LLC (United States) on its Florida / Puerto Rico lines, is one of the very rare vessel from the US merchant fleet to be dismantled in the United States : she arrived at the ship-breaking yards at Brownsville, Texas, in May.



*El Morro* arriving at Port Everglades on November 26, 2011 © Wil Weijsters

*Etel* (ex-Hamburg, ex-CCTL Hamburg, ex-Mekhanikis Fjodorovs, ex-Mekhanik Fedorov). IMO 7413529. Ro Ro. Length 124 m, 4,245 t. St. Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Rauma



(Finland) by Hollming. Owned by Almar Shipping Corp (Ukraine). Detained in 2002 in Stavanger (Norway), in 2007 in Hamburg (Germany), in 2008 in Genoa (Italy), in 2009 twice in Castellon de la Plana (Spain) and in 2013 in Piraeus (Greece). Sold for demolition in India.



Off Zonguldak (Turkey), November 2011 © Erol Kağıtci

*Jolly Rosso* (ex-CGM Renan, ex-Jolly Rosso, ex-Gdansk II). IMO 7931777. Ro Ro. Length 199 m, 13,696 t. Deflagged from Italy to St. Kitts and Nevis for her last voyage as **Ross**. Classification society RINA. Built in 1983 in Puerto Real (Spain) by Astilleros Espanoles (AESAs). Owned by Ignazio Messina & C SPA (Italy). Detained in 2011 in Castellon de la Plana (Spain). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 500 \$ per ton and an additional payment for bunkers.



*Jolly Rosso* berthed at Castellon Port, Spain, April 2014  
© Manuel Hernández Lafuente



*Jolly Verde* (ex-Wroclaw). IMO 7931789. Ro Ro. Length 199 m, 13,696 t. Deflagged from Italy to St. Kitts and Nevis for her last voyage as **Verd**. Classification society RINA. Built in 1983 in Puerto Real (Spain) by Astilleros Espanoles (AESAs). Owned by Ignazio Messina & C SPA (Italy). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 500 \$ per ton and an additional payment for bunkers.



*Noora Moon 1* (ex-Winco Rose, ex-NMT Rose, ex-Rose, ex-Ducky Sunny, , ex-Rose, ex-Azila, ex-Mercandian Ambassador II, ex-Ambassador, ex-Mercandian Ambassador). IMO 8100064. Ro Ro. Length 132 m, 3,286 t. Panamanian flag. Unknown classification society. Built in 1983 in Frederikshavn (Denmark) by Frederikshavns Vft. Owned by Al Manee & Al Essa (United Arab Emirates). Detained in 1999 in Genoa (Italy). Sold for demolition in India.



*Noora Moon 1*, March 2012 © Mohamad Ismail

*Tyrusland* (ex-Jolly Ocra, ex-Tyrusland). IMO 7718503. Ro Ro. Length 190 m, 11,057 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Chiba (Japan) by Mitsui; jumboized in 1995 and lengthened from 165 in 190 m. Owned by Imperial Ship Management AB (Sweden). Sold for demolition in India. 504 \$ per ton including 2 working bronze propellers.



## Container ship

*APL Jade* (ex-*Hyundai Grace*, ex-*APL Jade*, ex-*NOL Sheratan*, ex-*Neptune Sheratan*). IMO 9081203. Container ship, 4388 teu. Length 294 m, 21,526 t. For her last voyage as **Jade**, she was deflagged from Singapore to Sierra Leone and left her Classification



society American Bureau of Shipping for International Register of Shipping. Built in 1995 in Koje (South Korea) by Samsung. Detained in 2014 in Hong Kong. Sold by her Singapore owner to the Indian Prayati Shipping prior to her departure for demolition in India.

*APL Jade* leaving Port Adelaide, Australia, on September 2013 © sema4 / Shipspotting

*Berulan* (ex-*Magdalena*, ex-*Berulan*, ex-*Louise Borchard*, ex-*Berulan*). IMO 9106455. Container ship, 907 teu. Length 133 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India.



*Berulan* approaching the port of Havana (Cuba) on 13th, May 2013 (passing by the lighthouse of Morro Castle). © Manuel Mohedano Torres

*Commodore* (ex-*Hyundai Commodore*, ex-*APL Commodore*, ex-*Hyundai Commodore*, ex-*MOL Affinity*, ex-*Hyundai Commodore*). IMO 9035981. Container ship, 4669 teu. Length 275 m, 22,148 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Danaos Shipping Co Ltd (Greece). Detained in 2013 in Melbourne (Australia). Sold for demolition in India. 509 \$ per ton.



*Conti Esperance* (ex-*MSC Kirari*, ex-*Conti Esperance*, ex-*Contship Romance*, ex-*Conti Esperance*). IMO 9124500. Container ship, 2758 teu.

Length 192 m, 11,382 t. Deflagged from Liberia to Tanzania for her last voyage as **Rance**. Classification society Germanischer Lloyd. Built in 1996 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2006 in Bandar Abbas (Iran). Sold for demolition in India. India 512 \$ per ton.



*Conti Harmony* (ex-*San Pedro Bay Dragon*, ex-*Conti Harmony*, ex-*Contship Innovator*, ex-*Contship Harmony*, ex-*Conti Harmony*, ex-*Timarchos*). IMO 9137894. Container ship, 2890 teu. Length 210 m,

11,950 t. Cyprus flag. Classification society Germanischer Lloyd. Built in 1997 in Warnemünde (Germany) by Kvaerner Warnow Werft. Owned by Interorient Marine Services (Germany). Detained in 2011 in Port Botany (Australia). Sold as is in Sri Lanka for demolition in India. 510 \$ per ton including bunkers for the voyage.





*Conti Wellington* (ex-CMA CGM Alabama, ex-Indamex Alabama, ex-Conti Wellington, ex-Contship Vision, ex-Conti Wellington). IMO 9128180. Container ship, 2758



teu. Length 193 m, 11,577 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Koje (South Korea) by Samsung. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Sold for demolition in Pakistan.

*Wellington*, a container ship beached in Gadani  
© Shahid

*Da He*. IMO 9043639. Container ship, 3801 teu. Length 275 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Ariake (Japan) by Hitachi. Owned by COSCO (China). Sold for demolition in China.

*Duka* (ex-Duke, ex-Hyundai Duke, ex-APL Duke, ex-Hyundai Duke). IMO 9035993. Container ship, 4469 teu. Length 275 m, 21,975 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Danaos Shipping Co Ltd (Greece). Detained in 2003 in Vancouver (Canada) and in 2011 in Xiamen (China). Laid up in Hong Kong since November 2011, she was finally sold and beached for demolition in India.



*Hyundai Duke* arriving at Busan New Port, South Korea. October 18, 2012 © Lappino

*Golden Voyage* (ex-Kotoku Maru). IMO 9056739. Container ship, 210 teu. Length 91 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Anan (Japan) by Shinhama. Owned by Sinokor Merchant Marine Co Ltd (South Korea). Detained in 2009 in Tokyo and in Sendai-Shiogama, (Japan), in 2011 in Gunsan (South Korea), in 2012 in Onomichi (Japan) and in 2013 in Lianyungang (China). Sold for an unknown destination of demolition.



*Hammonia Caspium* (ex-CMA CGM Beirut, ex-Maersk Portland, ex-Mare Caspium, ex-ANL China, ex-NYK Minera, ex-Mare Caspium). IMO 9110951. Container ship, 2959 teu. Length 196 m, 13,629 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2001 in Port Botany (Australia) and in 2003 in Melbourne (Australia). Sold for demolition in India.



*Khudozhnik N Rerikh*. IMO 8903715. Container ship, 490 teu. Length 149 m, 5,441 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1989



in Varna (Bulgaria) by Georgi Dimitrov. Owned by FESCO (Russia). Detained in 2014 in Ningbo (China). Sold for demolition in Bangladesh.

Sea of Japan, March 2012 © Alexey Solonenko

*King Justus* (ex-Condor I, ex-Condor, ex-TMM Chiapas, ex-Condor, ex-Recife, ex-Condor). IMO 9108374. Container ship, 1129 teu. Length 159 m, 6,810 t. Marshall islands flag. Classification society Germanischer Lloyd. Built in 1995 in Gdynia (Poland) by Gdynia Stocznia. Owned by Columbia Shipmanagement GmbH (Germany). Sold as is in Las Palmas (Canary Islands, Spain) for an unknown destination of demolition.



*Konstantina* (ex-Zim Israel). IMO 8906755. Container ship, 3029 teu. Length 236 m. Maltese flag. Classification society American Bureau of Shipping. Built in 1992 in Kiel (Germany) by Howaldtswerke-DW. Owned by Costamare Shipping Co SA (Greece). Sold for demolition in India. 520 \$ per ton.



*Kota Wirawan* (ex-Norasia Noor). IMO 9000871. Container ship, 1160 teu. Length 184 m, 6,811 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Toyohashi (Japan) by Kanasashi. Owned by Pacific International Lines – PIL (Singapore). Detained in 2009 in Tianjin (China) and in 2014 in Brisbane (Australia). Sold for demolition in India. 513 \$ per ton.



*Long Mu Wan* (ex-MSC New York, ex-Maritim Kiel, ex-MSC New York, ex-Norasia Kiel). IMO 9057484. Container ship, 2780 teu. Length 242 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Kiel (Germany) by Howaldtswerke-DW. Owned by COSCO (China). Sold for demolition in China.



*Long Mu Wan*, the ex *Norasia Kiel* now seen here departing Shanghai Container Terminal © **Andreas Schlatterer**

*Marigold Star* (ex-Golden Cloud, ex-Real, ex-Medbridge, ex-Mactan Bridge, ex-Tunghai, ex-Mae Nam Bridge). IMO 8118700. Container ship, 390 teu. Length 119 m. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Ishinomaki (Japan) by Yamanishi. Owned by Meratus Tongkang Service (Indonesia). Detained in 1999 in Piraeus (Greece), in 2001 and 2002 in Naples (Italy) and in 2003 in Cagliari (Italy). Sold for demolition in Madura (Indonesia) by Bangkalan SY. This yard would have demolished half a dozen ships



*Marigold Star*, April 26, 2014 caught today at Bangkalan scrapyard, Madura (opposite Surabaya) © **Pieter Melissen**

*Matsuko*. IMO 9184196. Container ship, 564 teu. Length 138 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Chofu (Japan) by Kyokuyo. Owned by COSCO Container lines (China). Sold for demolition in Jiangyin, China.

*Messologi (ex-Maersk Messologi, ex-Mayviex Maersk)*. IMO 8819964. Container ship, 4437 teu. Length 294 m, 23,740 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Lindo (Denmark) by Odense Staalskibs. Owned by Danaos Shipping Co Ltd (Greece). Sold for demolition in India. 515 \$ per ton.



*Messologi* anchored at Valencia, Spain on March 2014.  
© Antonio Alcaraz Arbelo

*MOL Loire (ex-APL Ningbo, ex-MOL Loire, ex-La Loire)*. IMO 9110042. Container ship, 4706 teu. Length 300 m, 24,715 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mihara (Japan) by Koyo DY Co. Owned by Mitsui OSK Lines Ltd – MOL (Japan). Sold for demolition in India. 517 \$ per ton.

*MOL Tyne (ex-APL Chiwan, ex-MOL Tyne, ex-Tyne)*. IMO 9087946. Container ship, 4708 teu. Length 299 m, 23,174 t. Panamanian flag. Classification society Nippon Kaiji Kyoka. Built in 1995 in Chiba (Japan) by Mitsui. Owned by Mitsui OSK Lines Ltd – MOL (Japan). Detained in 2012 in Shenzhen (China). Sold for demolition in India. 517 \$ per ton.



*MSC Fuji (ex-Conti Albany, ex-Emirates Spring, ex-ANL Albany, ex-Conti Albany, ex-Contship Optimism, ex-Conti Albany)*. IMO 9128207. Container ship, 2758 teu. Length 192 m, 11,539 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Geoje (South Korea) by Samsung. Owned by NSB Niederelbe Schiffahrtsgesellschaft mbH & Co KG (Germany). Detained in 2010 in Shenzhen (China). Sold for demolition in India.



*MSC Fuji* at Drapetsona Bay, Piraeus, Greece. February 2014  
©Dennis Mortimer

*MSC Hina (ex-Leixoes, ex-MSC Melbourne, ex-Leixoesex-Tikhon Kiselev)*. IMO 8201686. Container ship, 1254 teu. Length 203 m, 10,655 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Warnemünde (Germany) by Warnowwerft ; jumboized in 1989 and lengthened from 174 to 203 m. Owned by Mediterranean Shipping Company – MSC (Switzerland). Detained in 2004 in Kalundborg (Denmark) and in 2012 in Bremerhaven (Germany). Sold for demolition in India. 502 \$ per ton.



*MSC Jade (ex-Hanjin Yokohama)*. IMO 8419726. Container ship, 2668 teu. Length 241 m, 13,784 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Innoshima (Japan) by Hitachi. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2012 in Mundra (India). Sold for demolition in India. 485 \$ per ton.



*MSC Socotra (ex-Procyon I, ex-NYK Procyon)*. IMO 9074004. Container ship, 4812 teu. Length 300 m, 23,831 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kure (Japan) by Ishikawajima-Harima. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2013 in La Spezia (Italy). Sold for demolition in India. 490 \$ per ton.



*Ranee (ex-Ipanema, ex-Norsul Ipanema, ex-Ipanema)*. IMO 9106792. Container ship, 1613 teu. Length 193 m, 8,178 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Onishi (Japan) by Shin Kurushima. Owned by Seachange Maritime (Singapore). Sold for demolition in India.



*Sea Breezer (ex-Sea Breeze, ex-Vento di Ponente, ex-Sea Breeze, ex-CMA CGM Fes, ex-Sea Breeze, ex-Action F, ex-Steamers Prestige)*. IMO 9151888. Container ship, 650 teu. Length 96 m, 4,219 t. Deflagged from Cyprus to St. Kitts and Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1999 in Nanjing (China) by Jinling SY. Sold by her Cyprus owner Nautique Shipping Co to Ocean Shell Shipping LLC, a United Arab Emirates-based shell company just prior to her departure for demolition in India.

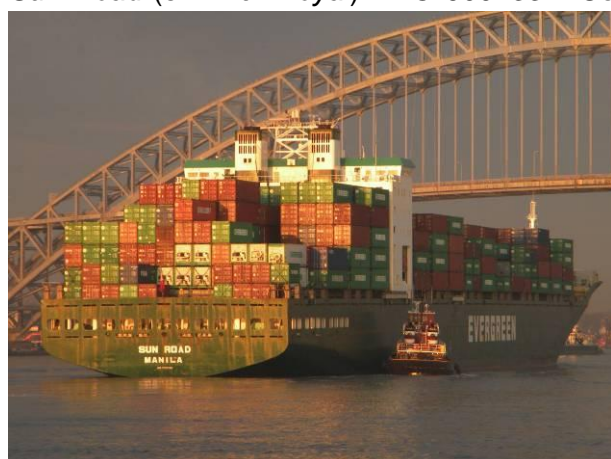


Valletta Grand Harbour, Malta, October 2009 © Anthony Vella

*Shen Tou Wan (ex-Saronikos Bridge, ex-CMA CGM Makassar, ex-Hanjin Felixtowe)*. IMO 8814512. Container ship, 2917 teu. Length 243 m, 12,872 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Koje (South Korea) by Samsung. Owned by COSCO (China). Detained in 2009 in Shenzhen (China). Sold for demolition in China. 4 millions de \$, i.e. 311 \$ per ton.



*Sun Road (ex-Ever Royal)*. IMO 9001332. Container ship, 4229 teu. Length 294 m. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Onomichi (Japan) by Onomichi Zosen. Owned by Sea Quest Ship Management Inc (Philippines). Detained in 2011 in Ningbo (China). Sold for demolition in India.



*Sun Road*, under the Bayonne Bridge, Kill van Kull strait, New Jersey, United States, June 2010 © Joe Becker

*Sunny Amazon (ex-MOL Maas, ex-Maas)*. IMO 9102148. Container ship, 4743 teu. Length 300 m, 24,160 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kure (Japan) by Ishikawajima-Harima. Owned by Mitsui OSK Lines Ltd – MOL (Japan). Sold for demolition in India. 523 \$ per ton.

*Sunny Oasis* (ex-MOL Rhine, ex-Hyundai Dubai, ex-APL Dubai, ex-MOL Rhine, ex-Rhine). IMO 9102150. Container ship, 4743 teu. Length 300 m, 24,104 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Kure (Japan) by Ishikawajima-Harima. Owned by Mitsui OSK Lines Ltd – MOL (Japan). Detained in 2013 in Tianjin (China). Sold for demolition in India. 523 \$ per ton.



*Sunny Oasis* passing Stonecutter's Bridge inbound to Hong Kong July 29 2013. © Bengt-Rune Inberg

*Tai He*. IMO 8705230. Container ship, 2716 teu. Length 236 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Govan (United Kingdom) by Kvaerner Govan. Owned by COSCO (China). Detained in 2004 in Singapore. Sold for demolition in China.



*Takeko*. IMO 9184201. Container ship, 564 teu. Length 138 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Chofu (Japan) by Kyokuyo. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in Jiangyin, China.

*Umeko*. IMO 9184213. Container ship, 564 teu. Length 138 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Chofu (Japan) by Kyokuyo Zosen. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in Jiangyin, China.

*Xian Cang* (ex-Xian Xia Ling). IMO 9050539. Container ship, 964 teu. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Shanghai (China) by Shanghai Shipyard ; ex-bulker converted to container ship in 1999. Owned by China Shipping Container Lines Co (China). Sold for demolition in China.



January 1998. The bulker *Xian Xia Ling* as she edged her way with a cargo of steel for discharge at Ellesmere Port. © Malcolm Cranfield



October 2005. The container ship *Xiang Cang* on the Huangpu River (China) © Carimar / Shipspotting

*Xiang Jin* (ex-Zhen Fen 21). IMO 8884402. Container ship, 1004 teu. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Shanghai (China) by Shanghai Shipyard. Owned by China Shipping Container Lines (China). Sold for demolition in Jiangyin, China.

*Xiang Ping* (ex-Zhen Fen 23). IMO 9073971. Container ship, 956 teu. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1995 in Shanghai (China) by Shanghai Shipyard. Owned by China Shipping Container Lines (China). Sold for demolition in Jiangyin, China.

*Xiang Shui Wan* (ex-Maritim Frankfurt, ex-MSC Boston, ex-Norasia Fribourg). IMO 9057472. Container ship, 2780 teu. Length 242 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Kiel (Germany) by Howaldtswerke-DW. Owned by COSCO (China). Detained in 2012 in Port Botany (Australia). Sold for demolition in China.



At Port Phillip Bay, July 2011 © A Mackinnon

*Xin Ying Wan* (ex-MSC Seine, ex-CMA CGM Seine, ex-Hanjin Hamburg, ex-Hanjin Vancouver). IMO 8814524. Container ship, 2917 teu. Length 243 m, 12,872 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Koje (South Korea) by Samsung. Owned by Hainan PO Shipping (China). Detained in 2005 in Le Havre (France). Sold for demolition in China. 4 millions de \$, i.e. 311 \$ per ton.



*Yan He*. IMO 9118111. Container ship, 969 teu. Length 148 m. Chinese flag. Classification society China Classification Society. Built in 1996 in Guangzhou (China) by Guangzhou Wenchong. Owned by COSCO (China). Sold for demolition in China by Zhoushan Changhong International.

*YM Xiamen* (ex-Kuangming Kaohsiung, ex-Jin Quan). IMO 9121649. Container ship, 338 teu. Length 107 m, 2,150 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1995 in Pusan (South Korea) by Dae Sun. Owned by Yang Ming Marine Transport Corp (Taiwan). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India.

*YM Xiamen* at Jebel Ali, United Arab Emirates  
January 2012 © Viktor



*Zhong Wai Yun Ying Kou* (ex-Northern Fortune, ex-Canmar Trader, ex-Northern Fortune, ex-Zim Ashdod I, ex-OOCL Dragon, ex-CMA Kawasaki ex-Northern Fortune, ex-Zim Ravenna, ex-Northern Fortune, ex-Zim Brisbane, ex-Valencia Senator ex-Northern Fortune, ex-A Abraham). IMO 8302167. Container ship, 1893 teu. Length 202 m, 13,189 t. Chinese flag. Classification society China Classification Society. Built in 1991 in Gdansk (Poland) by Gdanska Lenina. Owned by Sinotrans Sunny Express Co Ltd (China). Detained in 2007 in Brisbane (Australia). Sold for demolition in India.



## Tanker

*Akti A (ex-Auriga)*. IMO 9112064. Tanker. Length 174 m, 10,020 t. Maltese flag. Classification society Det Norske Veritas. Built in 1996 in Khersonskiy SZ (Ukraine) by Khersonskiy SZ. Owned by Ancora Investment (Greece). Sold for demolition in Bangladesh.



*Avaré*. IMO 7358054. Tanker converted to FPSO (Floating Production Storage and Offloading unit) in 1998. Length 175 m, 7,843 t. Deflagged from Brazil to Tanzania for her last voyage as **Vare**. Classification society American Bureau of Shipping. Built in 1975 in Jacuacanga (Brazil) by Verolme do Brasil. Sold to the American EXIM INC just prior to her departure under tow for demolition in India.

*CE Wave (ex-Pacific Wave)*. IMO 9030204. Tanker. Length 242 m, 14,015 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Double hull tanker built in 1992 in Imari (Japan) by Namura. Owned by Marine Trust Ltd (Greece). Sold for demolition in Pakistan. 473 \$ per ton

*CE Wave* at Thessaloniki, Greece, May 2009  
© Giorgos Tsampazis



*Da Qing 72*. IMO 9040003. Tanker. Length 185 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Shanghai (China) by Hudong Shipyard. Owned by China Shipping Tanker (China). Sold for demolition in China.

*Da Qing 74*. IMO 9040625. Tanker. Length 185 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Dalian (China) by Dalian SY Co. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in China.

*Delta 7 (ex-Green Maru n°7, ex-Asuzan Maru n°3)*. IMO 8519277. Bitumen tanker. Length 69 m, 821 t. Thai flag. Classification society Korean Register of Shipping. Built in 1986 in Kochi (Japan) by Kochi shipyard. Owned by Tipco Maritime Co Ltd (Thailand). Detained in 2006 in Singapore. Sold for demolition in Bangladesh.



At Singapore, April 2011 © M G Klingsick

*Ding He*. IMO 9013397. Tanker. Length 228 m, 13,411 t. Chinese flag. Classification society China Classification Society. Built in 1992 in Dalian (China) by Dalian SY Co. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in Jiaojiang, China.

*Eagle Subaru* (ex-*Neptune Subaru*). IMO 9051363. Tanker. Length 247 m, 15,886 t. Singapore flag. Classification society American Bureau of Shipping. Double hull tanker built in 1994 in Mihara (Japan) by Koyo Dock. Owned by Icon Capital (United States). Sold for demolition in Pakistan where she arrives as **Subam**. 475 \$ per ton including an additional payment for bunkers.

Eagle Subaru at Houston, Texas, United States, January 2010  
© Alexander Demin



*Glenn Bataan* (ex-*Flagship Maginoo*, ex-*Nippo Maru* n°83). IMO 8113712. Tanker. Length 90 m, 1,297 t. Belizean flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Glenn Defense Marine (Singapore). Sold for demolition in Bangladesh. 442 \$ per ton.

Anchored at Singapore, November 2011 © John Regan

*Hai An* (ex-*Au Lac 01*, ex-*Samho Commander*, ex-*Petro Aspac*, ex-*Petro Moga*, ex-*Lijiang*, ex-*Kashihara Maru* n°5). IMO 7302328. Tanker. Length 126 m, 3,205 t. Vietnamese flag. Classification society Korean Register of Shipping. Built in 1973 in Imabari (Japan) by Imabari Zosen ; jumboized in 1990 and lengthened from 111 to 125 m. Owned by Seagull Marine Petroleum Corp (Vietnam). Detained in 2001 and 2002 in Hong Kong and in 2008 in Guangzhou (China). Sold for demolition in Bangladesh.



*Hebei Mountain* (ex-*Golden Fountain*). IMO 9082300. Tanker. Length 328 m, 41,660 t. Hong Kong flag. Classification society China Classification Society. Double hull tanker built in 1995 in Ariake (Japan) by Hitachi. Owned by HOSCO – Hebei Ocean Shipping Co Ltd (China). Sold for demolition in Pakistan. 490 \$ per ton.

*Itamonte*. IMO 8920490. Tanker. Length 187 m, 10,146 t. Deflagged from Brazil to St. Kitts and Nevis flag for her last voyage as **Amonte**. Classification society Lloyd's Register of Shipping. Built in 1995 in Rio de Janeiro (Brazil) by EISA-Ilha. Sold by her Brazilian owner Petrobras to Providence Shipping, a Panama-based shell company, just prior to her departure for demolition in India.



*Itamonte* under repairs at Guanabara Bay/Rio de Janeiro. © Edson de Lima Lucas

*Jens Jacobsen* (ex-*Blossom*, ex-*Dilmun Osprey*, ex-*Niseko*, ex-*Rosborg*, ex-*Shoun Olympia*). IMO 8413978. Chemical tanker. Length 113 m, 2,865 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1984 in Hashihama (Japan) by Taihei Kogyo. Sold to Invest Global Group Ltd, a British Virgin Islands-based shell company, and finally beached for demolition in India.



*Kappa* (ex-Sea Lion, ex-Taipan, ex-Laura). IMO 9008718. Tanker. Length 232 m, 15,301 t.

Liberian flag. Classification society Bureau Veritas. Double hull tanker built in 1992 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by FAL ShippingCo Ltd (United Arab Emirates). Detained in 2011 in Bandar Khomeini (Iran). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 490 \$ per ton including sufficient bunkers for the voyage.



At Gadani (Pakistan) © **Shahid**

*Kition* (ex-Irene). IMO 9074561. Tanker. Length 243 m, 14,568 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1994 in Koje (South Korea) by Samsung. Owned by Polyar Tankers AS (Norway). Sold for demolition in Pakistan. 511 \$ per ton.



*Kolin 3* (ex-Alpha Ege, ex-Tugce-T, ex-Daugava). IMO 8406602. Tanker. Length 113 m. Turkish flag. Classification society Bureau Veritas. Built in 1985 in Rauma (Finland) by Rauma-Repola. Owned by Canakkale Liman Isletmesi (Turkey). Sold for demolition in Turkey.



*Mire* (ex-Molda). IMO 9039597. Tanker. Length 231 m, 15,669 t. Liberian flag. Classification society Det Norske Veritas. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Eurotankers Inc (Greece). Detained in 2008 in Houston (Texas, United States). Sold for demolition in Pakistan.



1999, *Molda* at Bergen (Norway)  
© **Bjørn Ottosen**



2014, *Mire* at Gadani © **Shahid**

*Mykonos Warrior* (ex-Olinda, ex-Tribute). IMO 9033971. Tanker. Length 276 m, 24,078 t. Liberian flag. Classification society Bureau Veritas. Double hull tanker built in 1996 in Marghera (Italy) by Fincantieri. Owned by Polembros Shipping Ltd (Greece). Sold for demolition in Pakistan. 502 \$ per ton.



*Mykonos Warrior*, at Singapore, May 2011  
© **Andreas Spörri**



10 juillet 2014, at Gadani © **Shahid**

*New Valor*. IMO 8919271. Tanker. Length 328 m, 39,721 t. Liberian flag. Classification society China Classification Society. Built in 1992 in Ariake (Japan) by Hitachi. Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in Xinhui, China. 338 \$ per ton.

*Olympic Sponsor*. IMO 9060601. Tanker. Length 232 m, 15268 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Oppama (Japan) by Sumitomo. Owned by Olympic Shipping & Management SA (Greece). Sold for demolition in Pakistan. 490 \$ per ton.



*Perla* (ex-*Perka*, ex-*Puma*, ex-*Marina*, ex-*Marina L*, ex-*Probo Britt*). OMI 8405842. Tanker. IMO 183 m, 13,650 t. Liberian flag. Classification society Bureau Veritas. Detained in 2005 in St Croix (United States) and in 2010 in Ashdod (Israel). Ordered in 1984 to the South Korean shipbuilding yard Hyundai in Ulsan by the Norwegian company A/S Bill Brit, she should have been named *Probo Britt*. 2 sisterships, *Probo Biakh* and *Probo Brali*, had already been delivered to the Norwegian shipowner. These combined carriers or OBO (Ore/Bulk/Ore) were presented as “the examples of Norwegian ships of the future” by the Norwegian Shipping Association but the contract for a third ship of the kind was cancelled before delivery.



*Probo Britt* © bobs / Shipnostalgia

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



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

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



*Puma* © Steinar Norheim.



Grounded at Lagos © Atlantic Marine Services

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



© Department of Defence - Australia

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

In February 2014, *Perla* was acquired by Total Marine based in Mumbai (India) and towed for demolition in Alang ; she was beached as *Perin* on April 5. Dismantling operations started only in June. This time, *Perla* killed. On June 28, 5 Indian workers die in an explosion while they were cutting the ship. See «*Perin,ex-Perla, the Damned*», p 1.

*Pratibha Bheema* (ex-*Viking Crux*, ex-*Ishwari*, ex-*Tromso Endeavour*). IMO 9000558. Tanker. Length 274 m, 20,502 t. Indian flag. Classification society Indian Register of Shipping. Double hull tanker built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Pratibha Shipping Co Ltd (India). Sold for demolition in Pakistan where she arrived as *Ema*. 500 \$ per ton.



*Ema*, alias *Pratibha Bheema* of the Indian owner Pratibha Shipping and her rescue boats. © Shahid

*Rose* (ex-*D-Roseline*, ex-*Racer I*, ex-*Stromboli*, ex-*Elba*, ex-*Kapitan Nagonyuk*). IMO 8207006. Tanker. Length 151 m, 6,100 t. Sierra Leone flag. Classification society RINA. Built in 1984 in Split (Croatia) by Brodosplit. Sold to the Indian Prayati Shipping just prior to her departure for demolition in India.



*Ruby (ex-African Ruby)*. IMO 9050278. Tanker. Length 278 m, 23,345 t. Liberian flag. Classification society Bureau Veritas. Built in 1994 in Imari (Japan) by Namura. Owned by Marine Trust Ltd (Greece). Sold for demolition in Pakistan



*Seair Queen (ex-Cesaria, ex-Overseas Primar, ex-Primar, ex-BP Advocate, ex-Onomichi Spirit)*. IMO 8716722. Tanker. Length 182 m, 8,120 t. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1988 in Onomichi (Japan) by Onomichi Zosen. Sold to the Indian Doehle Danautic India Pvt Ltd before leaving for demolition in India.



*Shinyo Splendor (ex-Shinyo Landes, ex-Berge Stavanger)*. IMO 9004530. Tanker. Length 331 m, 41,948 t. Hong Kong flag. Classification society American Bureau of Shipping. Double hull tanker built in 1993 in Tsu (Japan) by NKK. Owned by Univan Ship Management Ltd (China). Sold as is in Singapore for demolition in Pakistan. 485 \$ per ton.



Off Hook of Holland (Netherlands), as *Shinyo Landes*, October 2006

© Pilot Frans



*Shinyo Splendor* at Gadani, 2014

© Shahid

*Universal Peace (ex-Emma Maersk, ex-Ellen Maersk)*. IMO 9002635. Tanker. Length 344 m, 40,970 t. Panamanian flag, St. Kitts and Nevis flag pour for her last voyage as **Peace**. Classification society Korean Register of Shipping. Built in 1995 in Lindo (Denmark) by Odense Staalskibs. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Singapore for demolition in Bangladesh. 474 \$ per ton.



*Valdivia (ex-Parapola)*. IMO 9053115. Tanker. Length 243 m, 16,248 t. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kerch (Ukraine) by Zaliv. Owned by Sociedad Nacional Maritima SA (Chile). Sold as is in Chile for demolition in India. 402 \$ per ton.



*Valdivia* at Talcahuano, Chile, January 24 © Daniel27 /Shipspotting

*Vegas (ex-Vega)*. IMO 8706208. Tanker. Length 186 m, 8,921 t. Liberian flag. Classification society Bureau Veritas. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Delfi SA (Greece). Detained in 2001 in Port Hawkesbury (Canada) and in 2009 in Antwerp (Belgium). Sold for demolition in Pakistan. 505 \$ per ton.



## Chemical tanker

*Andhika Ashura*. IMO 8414180. Chemical tanker. Length 107 m, 2,267 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imabari (Japan) by Higaki Shipbuilding. Owned by Adnyana (Indonesia). Detained in 2006 in Hong Kong (China). Sold for demolition in Bangladesh.



*Andola (ex-Farandol, ex-OSCO Sky)*. IMO 8617017. Chemical tanker. Length 176 m, 9,481 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Pula (Croatia) by Uljanik. Owned by Delfi SA (Greece). Sold for demolition in Pakistan.



At Gadani © **Shahid**

*Baru (ex-Arius, ex-Citius, ex-Carlisle, ex-Loucas, ex-Nordtramp)*. IMO 8413851. Chemical tanker. Length 229 m, 14,910 t. Marshall islands flag. Classification society Det Norske Veritas. Built in 1986 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Klaveness Ship Management AS (Norway). Detained in 2005 in Royal Portbury (United Kingdom). Sold for demolition in China.



*Baru*, departing Gladstone (Australia) for Taiwan, after discharging caustic soda October 2011.  
© **Tropic Maritime Photo**

*Bateel (ex-Taba, ex-Panda)*. IMO 8511536. Chemical tanker. Length 228 m, 16,283 t. Saudi Arabian flag. Classification society Det Norske Veritas. Built in 1987 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Folk Shipping Llc (United Arab Emirates). Sold for demolition in India.



*Countess (ex-Grace Camellia, ex-Steamers Aries, ex-Panam Trinity, ex-Clipper Trinity, ex-Kingsbird, ex-Shoun Kingsbird)*. IMO 8323587. Chemical tanker. Length 113 m, 2,574 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Kochi Jyuko. Owned by Megaports Shipmanagement Pte Ltd (Singapore). Sold for demolition in India.

*Galaxy (ex-Barrington, ex-Australia Sky)*. IMO 8716356. Chemical tanker. Length 181 m, 7,705 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Koje (South Korea) by Samsung. Owned by Glory Ship Management Pte Ltd (Singapore). Detained in 2012 in Xiamen (China) and in 2013 in Ningbo (China). Sold for demolition in India.



*Global Eminence (ex-Blu Chemi, ex-Nanshin, ex-Nanshin MARu)*. IMO 8303965. Chemical tanker. Length 107 m, 2,576 t. Sierra Leone flag. Unknown classification society. Built in 1983 in Hashihama (Japan) by Taihei Kogyo. Owned by Ocean Grow International Shipmanagement (Taiwan). Detained in 2011 in Ulsan (South Korea). Sold for demolition in China. 330 \$ per ton.



*Jin Hai Lian (ex-Jin Hai 1, ex-Hua Yun 3, ex-Feoso Councillor)*. IMO 8322911. Chemical tanker. Length 90 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Nagasaki (Japan) by Hayashikane. Owned by Shanghai Jinhai Shipping & Trading (China). Sold for demolition in China. 480,500 \$

*Palanimalai*. IMO 8512437. Chemical tanker. Length 175 m, 8,861 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Sestao (Spain) by Ast Espanoles (AESAs). Owned by Shipping Corporation of India – SCI (India). Sold as is in Vizag on the Indian East coast for demolition in India. 435 \$ per ton and an additional payment for bunkers.



At Gibraltar, April 2011 © GIBFRAN46

*Theresa March (ex-Hedda, ex-Rachel B)*. IMO 8603729. Chemical tanker. Length 132 m, 4,111 t. Kiribati flag. Classification society International Ship Classification. Built in 1987 in Chofu (Japan) by Kyokuyo. Owned by Raffles Shipmanagement Service (Singapore). Detained in 1999 in Quebec City (Canada), in 2003 and in 2004 in Hamburg (Germany), in 2008 in Houston (United States) and Falmouth (United Kingdom), in 2012 in Shenzhen (China) and Guangzhou (China) and in 2013 in Guangzhou again. Sold for demolition in India. At 720 \$ per ton, including 500 t of stainless steel, she is the most expensive ship of the trimester. *Theresa March* left Singapore on May 13th, called at Penang (Malaysia) on May 21st, then at Chittagong late June. Failed renegotiation? She left Bangladesh. *Theresa Mars* is dithering whether to head towards Bangladesh or India, the latter being used to buy end-of-life ships containing stainless steel.



*Theresa Mars*, outbound from Pasir Gudang, Malaysia November 2011 © Knut Helge Schistad



*Theresa Mars* has been detained worldwide © Robin des Bois

## Gas carrier.

*Benegas* (ex-Northern Lights I, ex-Isle Hope, ex-Iwakuni Maru). IMO 8009387. Gas carrier. Length 110 m, 3,443 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Innoshima (Japan) by Hitachi Zosen. Owned by Benelux Overseas Inc (Greece). She suffered a fire on July 13th, 2006 while offloading 4,200 t of Liquid Petroleum Gas in Aqaba (Jordan). 8 sailors and 4 firemen were hurt in the fire. The ship, declared « total loss » and anchored outside the port had not moved since. In 2003, her shipowner acquired her for 1,25 million \$. Today, the wreck would have been sold for demolition in India for 1,7 million \$, i.e. 495 \$ per ton.



Fire on the *Benegas*, June 13, 2006, Aqaba, Jordan © **Albori4**



February 2008, *Benegas* is still laid up at Aqaba © **Artman**

*Gaz Pioneer* (ex-Alessandro Volta). IMO 8013223. Gas carrier. Length 120 m, 4,107 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Viareggio (Italy) by Benetti. After *Gaz Symphony* demolished early 2014 in Alang (Cf Ship-breaking #35), the Greek shipowner Naftomar Shipping & Trading Co Ltd is selling another gas carrier for scrapping, still in India. 480 \$ per ton. The company fleet holds another 4 ships built in the 80's, *Gaz Fareast*, *Gaz Unity*, *Gaz Palmyra*, *Gaz Fountain*: their days should be numbered.



*Golden Miller* (ex-Fezzano). IMO 9021667. Gas carrier. Length 145 m, 6,848 t. Deflagged from Bahamas to St. Kitts and Nevis for her last voyage as **Golden**. Classification society American Bureau of Shipping. Double bottom ship built in 1993 in La Spezia (Italy) by Ferrar. Owned by Petredec Sam (Monaco). Detained in 2009 in Zeebrugge (Belgium) and in 2011 in Terneuzen (Netherlands). She suffered a fire in Aratu (Brazil) in December 2013 while loading up. Sold for demolition in India.



*Ou Hua 3 Hao* (ex-Ou Hua San Hao, ex-Ning Hua 405, ex-Sanei Maru, ex-Euromariner, ex-Tokei Maru). IMO 8029442. Gas carrier. Length 61 m. Chinese flag. Classification society China Classification Society. Built in 1981 in Mukaishima (Japan) by Sanyo. Owned by Shenzhen Southern China LPG (China). Sold for demolition in Xinhui, China.

*Rheingas*. IMO 9007099. Gas carrier. Length 100 m, 2,494 t. Deflagged from Liberia to Togo for her last voyage as **Ingas**. Classification society Germanischer Lloyd. Built in 1992 in Waterhuizen (Netherlands) by Pattje. Owned by Rheingas Schifffahrts Gesell Mbh (Germany). Sold for demolition in India. 715 \$ per ton.



*Rheingas* in floating dock at Adriatic shipyard, Bijela-Boka Bay, Montenegro, October 2011 © **Godra**

## The clearance sale of the DEIULEMAR fleet

In 2012, The Italian shipowner Deiuemar, from the **Della Gatta**, **Iuliano** and **Lembo** Naples families who established the company in 1969, is on the brink of disaster with more than a billion \$ debts. The mother company Deiuemar Compagnia di Navigazione is declared bankrupt in spring, followed in autumn by Deiuemar Shipping Co which had acquired the property of all ships. Deiuemar ships are seized in ports worldwide.



As soon as February 2013, the bulker **Valeria Della Gatta** (built in 2009), immobilized in Fos-sur-Mer (France), was auctioned and acquired by the Greek Diana Shipping for 20 million \$. The 2 gas tankers of the fleet, **Eleonora Lembo** and **Margherita Iuliano** (built in 2007) followed up in July 2013 : they were acquired by the British Borealis Maritim, 12 million \$ for each unit.

Early 2014, the last block of 12 bulkers came under the hammer in an auction organised by the Torre Annunziata Court. Most of the vessels were presently seized and immobilized in Asian ports such as Labuan, Malaysia. The 12-ship fleet was acquired for 111 million \$ by the Maltese Heron Ventures Ltd, the only bidder for an offer heavily down on the market value with regard to the youngest vessels built in 2006 and 20011.

The ships were renamed and deflagged to Malta. The 3 oldest ones (built in 1987 and 1990) **Giovanni Della Gatta**, **Gina Iuliano** and **Luciana Della Gatta**, renamed **Abyo One**, **Abyo Two** and **Abyo Three**, were subsequently sold for demolition in India, in 445 \$ per ton including 890 t of bunkers for the final voyage of the whole group. Commercial negotiations are carried on during the last voyage. Late June, **Abyo One / Giovanni** announced to be finally heading towards Chittagong in Bangladesh, closer to the Malaysian departing port. In the mean time, a ship renamed **Yo 1** arriving from Malaysia under the St. Kitts and Nevis flag and of the same size as **Giovanni** was beached at the Bangladeshi scrapyards. Where should we expect **Abyo 2** and **Abyo 3**, alias **Gina** and **Luciana** ? Both ships have just been deflagged as well to St. Kitts and Nevis. **Luciana** was beached in Alang on July 25<sup>th</sup>. The other ex Deiuemar ships have resumed sailing.

**Gina Iuliano** (ex-*Excelsior*). IMO 8807026. Bulk carrier. Length 266 m, 16,939 t. Deflagged from Italy to Malta and finally to St. Kitts and Nevis. Immobilized in Labuan (Malaysia), renamed **Abyo Two**. Classification society RINA. Built in 1990 in Ulsan (South Korea) by Hyundai. Detained in 2002 in Hamburg (Germany) and in 2003 in Dunkirk (France).



**Giovanni Della Gatta** (ex-*Anna di Maio*, ex-*Giovanni Della Gatta*). IMO 8506488. Bulk carrier. Length 225 m, 11,025 t. Deflagged from Italy to Malta and finally to St. Kitts and Nevis. Immobilized in Labuan (Malaysia), renamed **Abyo One**. Classification society RINA. Built in 1987 in Castellammare (Italy) by Fincantieri. Detained in 1998 in Valencia (Spain) and in 2004 in Rotterdam (Netherlands). Beached in Chittagong.



**Luciana Della Gatta**. IMO 8807038. Bulk carrier. Length 266 m, 17,008 t. Deflagged from Italy to Malta and finally St. Kitts and Nevis. Immobilized in Labuan (Malaysia), renamed **Abyo Three**. Classification society RINA. Built in 1990 in Ulsan (South Korea) by Hyundai. Detained in 2003 in Newcastle (Australia) and in 2005 in Hay Point (Australia). Beached for demolition in Alang.



© Michael Neidig  
*Gina Iuliano*, August 1999, Antwerp (Belgium)



© Lorraine Morrill  
*Giovanni Della Gatta*, April 2012, Norfolk (United States)

On July 14<sup>th</sup>, 2014, a court in Rome condemned seven members from the three families to prison sentences ranging from 8 to 17 years. The convicts all appealed.

◆◆◆ – DEIULEMAR END ◆◆◆



## Bulk carrier

*Aashman* (ex-Royal Crystal, ex-Amfitrionas, ex-Kurushima Sea, ex-Manila Feliz, ex-Happy Eager, ex-Indah Fuji, ex-Sun Island). IMO 8323719. Bulk carrier. Length 160 m, 5,076 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Nepa Projects & Investments (Hong Kong, China). Detained in 2013 in Kandla (India). Sold for demolition in India. 505 \$ per ton including 400 t of bunkers.



*Aboud G* (ex-Ali, ex-Southway, ex-Midway, ex-Eastern Lily). IMO 7821635. Bulk carrier. Length 146 m. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Onishi (Japan) by Kurushima. Owned by Yass Marine Co Ltd (Lebanon). Detained in 2000 in Bilbao (Spain) and in 2003 in Newport (United Kingdom). Sold for demolition in Turkey.



September 2009 © Levteris Prelorentzos

*Abris* (ex-Sea Master I, ex-Sea Master, ex-Sun Master). IMO 8416176. Bulk carrier. Length 160 m, 5,468 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1985 in Saiki (Japan) by Usuki Tekkosho. Owned by Atlantic Shipping Co Ltd (Russia). Detained in 2001 in Kwinana (Australia), in 2005 in Iquique (Chile), in 2006 in Adelaide (Australia), in 2007 in Quangninh (Vietnam), in 2010 in Gwangyang (South Korea) and in 2012 in Nanjing (China). Sold for demolition in India.



*ACJ Pride* (ex-Vinashin-5, ex-Vinashin Summer, ex-Evelyn, ex-Handy Dragon, ex-H Dragon, ex-Pacific Trust, ex-Ahmet Bey, ex-Nego Breeze, ex-Ocean Breeze). IMO 8301644. Bulk carrier. Length 153 m, 5,213 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kochi (Japan) by Shin Yamamoto. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 2007 in Lisbon (Portugal), in 2008 in Punta Arenas (Chile) and in 2011 in Bushire (Iran). Sold for demolition in India. 482 \$ per ton.



*Adi I* (ex-Clipper Sun, ex-Aquamarina, ex-Elizaveta, ex-Melea, ex-Cabo Mele Secondo, ex-Cabo Mele, ex-Edith, ex-Lake Barrine). IMO 7623100. Bulk carrier. Length 148 m, 5,800 t. Togolese flag. Classification society International Register of Shipping. Built in 1978 in Hiroshima (Japan) by Mitsubishi. Owned by Sigma Grains Ltd (Lebanon). Detained in 1998 and twice in 2001 in Brindisi (Italy), in 2004 in Lisbon (Portugal), in 2008 in Piraeus (Greece), in 2009 in Novorossiysk (Russia) and in 2012 in Mersin (Turkey) and Damietta (Egypt). Sold for demolition in India. 490 \$ per ton.



Storm in the Indian ocean, June 2006 © Misha

© Misha  
MarineTraffic.com

*An Ping 2*. IMO 8720797. Bulk carrier. Length 195 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in Jiangyin, China.

*Andhika Aradhani* (ex-Assimina, ex-Shikra, ex-Sea Wind, ex-Olmeca, ex-ATN trader, ex-Sanko Robin). IMO 8307765. Bulk carrier. Length 185 m, 7,620 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Oshima (Japan) by Oshima SB. Owned by Andhika Lines (Indonesia). Detained in 2005 in Dordrecht (Netherlands), in 2010 in Tianjin (China) and in 2012 in Guangzhou (China). Sold for demolition in India.



Built in 1984 in Oshima (Japan) by Oshima SB. Owned by Andhika Lines (Indonesia). Detained in 2005 in Dordrecht (Netherlands), in 2010 in Tianjin (China) and in 2012 in Guangzhou (China). Sold for demolition in India.

As *Olmeca* at Otago Harbour Ravensbourne Fertilizer Works, Dunedin, (New Zealand) April 1996 © Wayne A Court

*Armia Krajowa*. IMO 8813946. Bulk carrier. Length 228 m, 13,575 t. Vanuatu flag. Classification society Polish Register of Shipping. Built in 1991 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by POLSTEAM- Polska Zegluga Morsk (Poland). Sold for demolition in India. 480 \$ per ton including 280 t of bunkers.



*Ba Da Ling*. IMO 8601305. Bulk carrier. Length 164 m. Chinese flag. Unknown classification society. Built in 1985 in Shanghai (China) by Jiangnan Shipyard. Sold for demolition by her Chinese owner China Shipping Development as part of the company's restructuring plan: one ship broken up, one ship built, one subvention. Sold en bloc with 2 other bulkers *Zhen Fen 9* and *Zhen Fen 10*. She arrived at Jiangyin ship-breaking yard in April.



*Bao Wang*. IMO 8917998. Bulk carrier. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.

*Cape Warrior* (ex-China Act). IMO 9106601. Bulk carrier. Length 270 m, 18,885 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding corp. Owned by Courage Maritime Technical Service (Taiwan). Detained in 2008 in Newcastle (Australia) and in 2011 in Tees (United Kingdom). Sold for demolition in Pakistan. 467 \$ per ton including bunkers for the voyage.



*Chang You* (ex-Gulf Wind). IMO 8130722. Bulk carrier. Length 185 m, 8,904 t. Panamanian flag. Classification society RINA. Built in 1983 in Oshima (Japan) by Oshima SB. Owned by Zheng Yang Shipping Ltd (China). Sold for demolition in Bangladesh.

At sea, July 2010 © Panagiotis Theodoropoulos



*Chiphop* (ex-*Daio Copihue*). IMO 9128829. Woodchip carrier. Length 200 m, 9,259 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Kyokuto Shipping Co Ltd (Japan). Detained in 2001 in Zhanjiang (China). Sold for demolition in India. 505 \$ per ton.



*Daio Copihue* loading wood chips at Corral Port (Chile), January 2010; next Port: Kinuura, Japan.  
© Cristian Page

*CSL Shannon* (ex-*Trones*). IMO 8422163. Bulk carrier. Length 122 m. Maltese flag. Classification society Det Norske Veritas. Built in 1986 in Ulsteinvik (Norway) by Kleven. Owned by CSL Europe Ltd (United Kingdom). Detained in 2000 in Rotterdam (Netherlands), in 2002 in Bremen (Germany), in 2003 in Trieste (Italy) and in 2004 in Venice (Italy). Sold for demolition in Turkey.



*CSL Shannon* at Brake, Germany, on May 2013 © Claus Schaefer

*CSL Trailblazer* (ex-*Gold Bond Trailblazer*, ex- *Gold Bond Conveyor*, ex- *Colon Brown*). IMO 7708857. Bulk carrier. Length 178 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Sasebo (Japan) by Sasebo H.I.. Owned by CSL Americas (United States). Sold for demolition in China by Civet Guandong.

*CSL Trailblazer* westbound from Stockton passing Martinez Clifornia, United States, October 30, 2011 © Stan56





*Da Fu Star* (ex-*Star Flower*, ex-*Shinsei Maru*). IMO 8603262. Bulk carrier. Length 230 m, 12,216 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1987 in Imari (Japan) by Namura. Owned by Jiuzhou Shipping Ltd (China). Detained in 2003 in Newcastle (Australia) and in 2011 in Vostochny (Russia). Sold for demolition in Bangladesh. 470 \$ per ton.



*Da Fu Star* loading coal at Adang Bay October 2013.  
© Nasution

*Deldad* (ex-*Amplify*, ex-*Diplomat*, ex-*Iran Mufateh*). IMO 8309701. Bulk carrier. Length 190 m, 9,346 t. Deflagged from Iran to Comoros for her last voyage as **Stavros**. Classification society Germanischer Lloyd. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Detained in 1998 in Gdansk (Poland). The Iranian *Deldad* has always been used to renamings and deflaggings in order to bypass the US embargo; Bolivia, Malta, Hong Kong, Cyprus, Barbados, Isle of Man were then the favourite passports of her shipowner, the national company Iran Shipping Lines. In August 2012, the US Congress passed a bill to penalize any country that helps Iran evade sanctions by reflagging its vessels. IRISL switched to other flags of convenience such as Moldova, Sierra Leone or Tanzania. Sold by her Iranian owner Iran Shipping Lines to DTA Ship Trading, a United Arab Emirates-based company, just prior to her departure for demolition in India.



*Dong Qing Hai* (ex-*Sea Ilex*, ex-*Mosdale*, ex-*Sumava*). IMO 8807208. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by COSCO (China). Sold for demolition in China.

*Erk* (ex-*Darin Naree*, ex-*Handy River*, ex-*Australian River*, ex-*Trinity Sea*, ex-*Korean Morning*, ex-*Trident*). IMO 8313386. Bulk carrier. Length 174 m, 6,720 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Tadotsu (Japan) by Hashihama Zosen. Owned by IS Shipping (Turkey). Detained in 2013 in Rio Grande (Brazil). Sold for demolition in India. 490 \$ per ton.



At San Pedro (Argentina), February 2011 © marinero



*European* (ex-*European I*, ex-*Ramnes*, ex-*General Peralta*, ex-*Saint James*, ex-*Ramnes*). IMO 7382706. Bulk carrier. Length 104 m. St. Vincent and Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1975 in Haugesund (Norway) by Lothe. Owned by Astrea Maritime Ltd (Bulgaria). Detained in 2001 in Lisbon (Portugal), in 2004 in Bari (Italy), in 2006 in Koper (Slovenia) and in 2007 in Gaeta (Italy). Sold for demolition in Turkey.



*First Kasih* (ex-*Eleni AR*). IMO 9071727. Bulk carrier. Length 216 m, 13,630 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1994 in Nikolayev (Ukraine) by Okean. Owned by Kasih Lintas Nusantara PT (Indonesia). Detained in 2003 in Kobe (Japan), in 2008 in Nantong (China) and in 2009 in Ho Chi Minh City (Vietnam). Sold for demolition in Bangladesh. 446 \$ per ton.



*Fisher D* (ex-*Capetan Michalis*, ex-*Vasiliki*). IMO 8018027. Bulk carrier. Length 181 m, 6,197 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by Al Fadel Shipping Co Sarl (Lebanon). Detained



in 2005 in Tees and in Birkenhead (United Kingdom) and in 2013 in Kandla (India). Sold for demolition in India. 3,1 M i.e. 500 \$ per ton.



*Fisher D*, at Koh Si Chang (Thailand), August 2011.  
© Geir Vinnes

*Florida II* (ex-*Elikon*, ex-*Bailey*). IMO 8001799. Bulk carrier. Length 176 m, 6,514 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Shimonoseki (Japan) by Mitsubishi. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 1999 in Antwerp (Belgium), in 2003 in Duluth (United States) and in 2013 in Bandar Khomeini (Iran). Sold for demolition in India. 457 \$ per ton.



*Florida II*, in Singapur, October 2013 © Martin Klingsick

*Full Comfort*. IMO 9065390. Bulk carrier. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO (China). Sold for demolition in Xinhui, China.



*Full Comfort*, at Hamburg (Germany), April 2005 © Arki Wagner

*Full Rich*. IMO 9074066. Bulk carrier. Length 185 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oshima (Japan) by Oshima Shipbuilding. Owned by COSCO Shipping Co Ltd (China). Detained in 2008 in Immingham (United Kingdom) and in 2012 in Rotterdam (Netherlands). Sold for demolition in Jiangyin, China.



*Full Wealth*. IMO 9074054. Bulk carrier. Length 185 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oshima (Japan) by Oshima SB. Owned by COSCO (China). Sold for demolition in China.

*Gina Iuliano (ex-Excelsior)*. IMO 8807026. See « The clearance sale of the Deiulemar fleet», introduction of the capter «Bulk carrier»

*Giovanni Della Gatta (ex-Anna di Maio, ex-Giovanni Della Gatta)*. IMO 8506488. See « The clearance sale of the Deiulemar fleet», introduction of the capter «Bulk carrier»

*Glorious (ex-Lion, ex-Sanmar Pioneer, ex-Rubin U, ex-Amor Amor)*. IMO 8501048. Bulk carrier. Length 183 m, 7,017 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Mizushima (Japan) by Sanoyas Corp. Owned by Jia Mao Maritime Co Ltd (China). Detained in 2003 in Royal Portbury (United Kingdom). Sold for demolition in Bangladesh. 490 \$ per ton.



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

*Great Concord*. IMO 9206695. Bulk carrier. Length 164 m. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1999 in Shanghai (China) by Shanghai Shipyard. Owned by Sinotrans Ship Management Ltd (China). Detained in 2006 in Port Hedland (Australia) and in 2011 in Townsville (Australia). Sold for demolition in Jiangyin, China.



*Great Harmony*. IMO 9206724. Bulk carrier. Length 160 m. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1999 in Shanghai (China) by Shanghai SY. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2012 in Izmit (Turkey). Sold for demolition in Jiangyin, China.



*Gulf Pearl II (ex-Onyx I, ex-Bulk Pacific, ex-Otrada, ex-Roman Karmen, ex-Maritime Victor)*. IMO 8009519. Bulk carrier. Length 187 m, 8,484 t. Panamanian flag. Classification society RINA. Built in 1981 in Osaka (Japan) by Osaka Zosenho. Owned by Total Marine India Pvt Ltd (India). Detained in 2007 in Genoa (Italy) and in 2009 in Southampton (United Kingdom). Sold for demolition in Pakistan.



Gadani (Pakistan), April 2014 © Shahid



*Hai Xi (ex-Guo Yuan 2 , ex-Prosperous Zhejiang, ex-Mastrogiorgis B, ex-Irene Oldendorff, ex-Barbosi)*. IMO 9015589. Bulk carrier. Length 238 m, 13,500 t. Chinese flag. Classification society China Classification Society. Built in 1991 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Fujian Guohang Ocean Shipping (China). Detained in 2000 in Incheon (South Korea), in 2005 in Newcastle (Australia) and in 2006 in Mormugao (India). Sold for demolition in China.



*Hanjin Dampier*. IMO 8811144. Bulk carrier. Length 309 m, 25,812 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in Pakistan where she was beached as **Nikoletta**.

2007 *Hanjin Dampier* at Port Hedland (Australia)  
© Tropic Maritime Photos

2014, *Nikoletta* at Gadani (Pakistan) © Shahid →



*Hebei Tengfei* (ex-*Hebei Dragon*, ex-*Shun Kim*, ex-*Mineral Australis*). IMO 8901846. Bulk carrier. Length 269 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by HOSCO – Hebei Ocean Shipping Co Ltd (China). Sold for demolition in China.

*Irini* (ex-*Quinn J*, ex-*Tai Ping Hai*). IMO 8318336. Bulk carrier. Length 190 m, 8,488 t. Panamanian flag. Classification society RINA. Built in 1987 in Shanghai (China) by Hudong Shipyard. Owned by Valiant Shipping SA (Greece). Detained in 2002 in Tauranga (New Zealand, in 2012 in Lianyungang (China), in 2013 in Ho Chi Minh City and in 2014 in Kandla (India). Sold for demolition in India. 495 \$ per ton.



*Isa Active* (ex-*Ataraxia*, ex-*Sansun Ataraxia*, ex-*Arishima*, ex-*Arishima Maru*). IMO

8114924. Bulk carrier. Length 153 m, 5,277 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Kochi (Japan) by Shin Yamamoto. Owned by Isa Lines Pt (Indonesia). Detained in 2006 in Singapore and in 2010 in Shenzhen (China). Sold for demolition in Bangladesh. 455 \$ per ton.



*Isa Actibe*, south of Borneo, September 2013  
© Isra Gaus

*Ji Sheng* (ex-*He Fu Star*, ex-*China Steel Innovator*). IMO 8128729. Ore carrier. Length 293 m, 23,226 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Qingdao Winning International Ships (China). Sold for demolition in Bangladesh. 490 \$ per ton including 350 t of bunkers

*Jin Hai Yuan* (ex-*John P*, ex-*Ionnis AP*, ex-*Balsa*, ex-*Wani Bird*, ex-*Bolnes*, ex-*Lord Byron*) IMO 7928055. Bulk carrier. Length 175 m, 6,485 t. Deflagged from Hong Kong to Tuvalu for her last voyage as **Jina**. Classification society Lloyd's Register of Shipping. Built in 1981 in Govan (United Kingdom) by Govan SB. Owned by Fujian Shipping Co (China). Detained in 1998 in Kopervik (Norway) and in 2006 in Bandar Abbas (Iran). Announced in Bangladesh, she was finally beached for demolition in India. 356 \$ per ton including 100 t of bunkers.



*Joyous Land*. IMO 9047104. Bulk carrier. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

*Joyous World*. IMO 9050266. Bulk carrier. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Marugame (Japan) by Imabari Zosen. Owned by COSCO (China). Sold for demolition in China.

*Kate (ex-Pan Voyager, ex-Trudy)*. IMO 8309737. Bulk carrier. Length 180 m, 6,864 t. Barbados flag. Classification society Korean Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai HI. Owned by G Bulk Corp (Greece). Sold for demolition in Bangladesh.



*Kate* at Veracruz, Mexico, July 2013 © Viktor

*Leen H (ex-Abdulrahman, ex-Iron Castle, ex-Koro, ex-Finnstone, ex-Kedzierzyn)*. IMO 7029421. Ore carrier. Length 109 m, 2,283 t. Togolese flag. Classification society Intertek Maritime Bureau. Built in 1970 in Gdansk (Poland) by Gdanska Lenina. Owned by Hamadah Shipping Co Ltd (Syria). Detained in 1999 in Viana do Castelo (Portugal), in 2003 in Elefsis (Greece) and in 2005 in Funchal (Portugal) and Odessa (Ukraine). Sold for demolition in Mumbai, India .



*Limestone II (ex-KCL Bardu, ex-Bardu, ex-Swan Cliffex-Bardu)*. IMO 7610464. Bulk carrier. Length 177 m, 10,509 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1979 in Gdynia (Poland) by Komuny Paryskie. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2006 in Bilbao (Spain) and in 2012 in Adabiya (Egypt). Sold for demolition in India. 510 \$ per ton.



*Luciana Della Gatta*. IMO 8807038. See « The clearance sale of the Deiuemar fleet», introduction of the capter «Bulk carrier»

*Magdalene (ex-Coppet, ex-Pulang Lupa)*. IMO 8718134. Bulk carrier. Length 270 m, 18,433 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Johann M K Blumenthal GmbH & Co (Germany). Detained in 2000 and 2007 in Newcastle (Australia), in 2008 in Dampier and Gladstone (Australia) and in 2011 in Rizhao (China). Sold for demolition in Bangladesh. 490 \$ per ton.



*Magdalene*, at Singapore, November 2008 © Andrew Mackinnon



*Maori Maiden* (ex-Tronador, ex-Western Idalion, ex-Western Inca, ex-Explorer, ex-Explorer III). IMO 8312746. Bulk carrier. Length 183 m, 7,243 t. Filippino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 467 \$ per ton.

*Marillion* (ex-World Trader I, ex-Pisces Trader, ex-Bareli, ex-Yasinovataya, ex-Oinoussian Unity). IMO 8412156. Bulk carrier. Length 184 m. Panamanian flag. Classification society RINA. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Naftilos Shipmanagement SA (Greece). Detained in 2004 in Rotterdam (Netherlands) and in 2011 in Vishakhapatnam (India). Sold for demolition in Jiangyin, China.



*Mass Glory*. IMO 9046916. Bulk carrier. Length 225 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Numakuma (Japan) by Tsuneishi. Owned by COSCO (China). Detained in 2008 in Ghent (Belgium). Sold for demolition in China.



*Nelson* (ex-Australian Granel, ex-Australian Grain). IMO 8009416. Bulk carrier. Length 164 m, 5,691 t. St. Vincent and Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1981 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Transit Denizcilik (Turkey). Detained in 2006 in Foynes (Ireland) and in 2013 in Beirut (Lebanon). Sold for demolition in Turkey.



*Ocean Rich* (ex-Glory I, ex-Glory, ex-Patroclus, ex-Tulip Confidence, ex-Patroclus, ex-Dragon Prosperity, ex-Ocean Diana). IMO 8123078. Bulk carrier. Length 153 m, 5,210 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Hakata (Japan) by Watanabe Zosen. Owned by Hengfa Shipping Inc (China). Detained in 2005 in Zhangjiagang (China). Sold for demolition in India. 462 \$ per ton.



*Phyllis N* (ex-Grand Explorer, ex-Neon, ex-Argo Elektra, ex-Alexita, ex-Argo Elektra). IMO 8800274. Ore carrier. Length 328 m, 40,539 t. Liberian flag. Classification society Det Norske Veritas. Built in 1990 in Geoje (South Korea) by Daewoo Shipbuilding; ex single hull Very Large Crude Carrier converted to bulk carrier. Owned by Neu Seeschiffahrt GmbH (Germany). Detained in 2014 in Ningbo (China). Sold for demolition in India.



*Power Star* (ex-African Azalea). IMO 7800368. Bulk carrier. Length 135 m. Moldovan flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Shimoda (Japan) by Shimoda DY Co. Owned by Star Shipping Co Inc (United States). Détenu twice in 2014 in Aqaba (Jordan). Sold for demolition in India.



*Praphatepparat* (ex-Junior Star, ex-Silver Star, ex-Sirius I, ex-Lunita, ex-Cypress Point, ex-Palawan Sampaguita, ex-Diamond Camellia, ex-New Camellia, ex-Sanko Camellia). IMO 8307351. Bulk carrier. Length 189 m, 7,778 t. Thai flag. Unknown classification society. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Advance Marine Corp Ltd (Thailand). Detained in 2006 in Bunbury (Australia), in 2008 in Novorossiysk (Russia) and in 2012 in Zoushan (China). Sold for demolition in Turkey. 336 \$ per ton.



2001, the worrying state of *Lunita*, future *Praphatepparat* © Lakhtikov Dmitriy

*Repulse Bay* (ex-Rover, ex-Evdokia Luck, ex-Repulse Bay, ex-Alpine Stream). IMO 7506596. Bulk carrier. Length 107 m, 2,122 t. Tanzanian flag. Unknown classification society. Built in 1977 in Imabari (Japan) by Nishi Zosen. Detained in 1998 in Villagarcia de Arosa (Spain), in 1999 in Alicante (Spain), in 2000 in Viana do Castelo (Spain), in 2001 in Cartagena (Spain), in 2003 in Aveiro (Portugal), in 2006 in Nantes (France), in 2008 in Pamos (Spain), in 2012 in Novorossiysk (Russia) and in 2013 in Safaqa (Egypt). Sold for demolition in India.



*Rizhao Express* (ex-Hokuetsu Ace). IMO 8808070. Woodchip carrier. Length 198 m, 9,075 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Mihara (Japan) by Koyo DY Co. Owned by Nova Shipping & Logistics Pte Ltd (Singapore). Detained in 2001 in Bunbury (Australia) and in 2004 in Niigata (Japan). Sold for demolition in Bangladesh.



*Rockaway Belle* (ex-Miami Maiden, ex-Doris Shield, ex-New Crystal, ex-Western Crystal, ex-New Crystal, ex-Sanko Crysral). IMO 8309347. Bulk carrier. Length 181 m, 7,905 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imari (Japan) by Namura. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 3,7 millions i.e. 471 \$ per ton including 275 t of bunkers.

*San Teodoro* (ex-Aarmouth, ex-Yarmouth, ex-Federal Oslo, ex-Paolo Pittaluga). IMO 8316584. Bulk carrier. Length 183 m, 7,134 t. Barbados flag. Classification society Bureau Veritas. Built in 1985 in Saiki (Japan) by Usuki Tekkosho. Owned by G Bulk Corp (Greece). Detained in 2006 in Naples (Italy). Sold for demolition in India. 492 per ton.



*Sea Gloria* (ex-Sea Glory I). IMO 9057032. Bulk carrier. Length 280 m. Panamanian flag. Classification society China Classification Society. Built in 1994 in Sasebo (Japan) by Sasebo H.I.. Owned by COSCO (China). Detained in 2014 in Newcastle (Australia). Sold for demolition in China.



Anchored off Cherry Point British Columbia (Canada) © Richard Yaremko

*Shun Ru* (ex-Shun An, ex-Shun Tai, ex-Cypria, ex-ex- Spring Swift, ex-Sanko Swift, ex-Sanko Raven). IMO 8307571. Bulk carrier. Length 183 m, 7,475 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Chengyi International Ship Management Co Ltd (Hong Kong, China). Detained in 2004 in Valparaiso (Chile) and in 2013 in Zhanjiang (China). Sold for demolition in Bangladesh. 482 \$ per ton including 460 t of bunkers.



*Sifnos Mare* (ex-Spar Jade, ex-Federal Aalesund, ex-Fiona Mary). IMO 8319550. Bulk carrier. Length 180 m, 6,320 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Sasebo (Japan) by Sasebo HI. Owned by Sifnos Navigation SA (Greece). Detained in 1999 in St Catherines (Canada) and in 2012 in Singapore. Sold for demolition in India.



*Spirit of Brazil* (ex-Yarrow, ex-Alexandraki, ex-Irrawady, ex-Raijin MARu). IMO 8515740. Bulk carrier. Length 225 m, 9,529 t. Marshall islands flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Onishi (Japan) by Kurushima. Owned by Kristen Marine SA (Greece). Sold for demolition in Pakistan. 482 \$ per ton.



At Travemünde (Germany), February 2012  
© Arno Brüggmann

*Swift Split* (ex-Navision Laker, ex-Piyi D, ex-Jaising, ex-Samrat Rucaka, ex-Baronia, ex-Tizoc, ex-Baronia). IMO 8105260. Bulk carrier. Length 197 m, 7,992 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Dalian (China) by Dalian Shipyard. Owned by Swift Split (Croatia). Detained in 2000 in Rotterdam (Netherlands), in 2002 in Gibraltar (United Kingdom), in 2004 in Castellon de la Plana (Spain), in 2005 in Santander (Spain), in 2006 in Tilbury (United Kingdom), in 2008 in Houston (United States) and in 2009 in Fancheng (China). Sold for an unknown destination of demolition.



The *Swift Split* is one of these ships in a precarious state abandoned in African ports by unscrupulous or bankrupt shipowners. More than 4 years ago, Robin des Bois alerted on her fate. 18 Croatian, Ukrainian and Burmese sailors had been detained on board off Gabon since June. The *Swift Split* suffered an engine failure off Owendo. She was bound to deliver a cargo of cement to Cameroon for a Chinese shipper. Some of the Croatian sailors had been repatriated in the summertime and the ship finally reached Douala in December 2010. The other crewmembers remained abandoned on board; a Ukrainian sailor died in September 2011. The ship is put up for sale, without success. In December 2013, she is proposed for again: the advertising describes her as “needing dry dock work to become fully operational, without up to date certificates but however reported in good condition”. The attractive price of 3,3 million \$ may be reduced down to 2,7 million for a quick sale.

As a matter of fact, the sale is an emergency. The *Swift Split* is taking on water, is listing and has to be towed and lightered in April 2014.

She would have been sold for a to date unspecified destination of demolition. A Western African country?

See [Ship-breaking # 21, p 3](#) November 2010

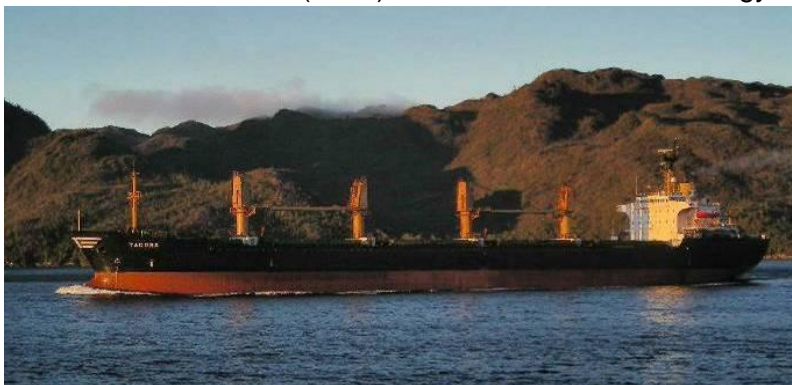


February 2014 distressed in Douala  
© Javier Velasco Escobar



After lightering, April 2014, Douala, Cameroon  
© Captain Johan..

*Tacora* (ex-*Tacora II*, ex-*Tacora*, ex-*Enterprise*, ex-*Enterprise I*). IMO 8312760. Bulk carrier. Length 183 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Ultrana Naviera Ltda (Chile). Sold for demolition in Jiangyin, China.



*Tacora*, Canal Darwin (Chile), September 2012 © Ruben Vega

*Trans Ocean Progress* (ex-*Solon*, ex-*Argolikos*, ex-*Kelvin Endeavour*, ex-*Angelic Hope*). IMO 8400983. Bulk carrier. Length 186 m, 8,669 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Sasebo (Japan) by Sasebo HI. Owned by Trans Ocean Shipmanagement (Bangladesh). Detained in 2001 in Corpus Christi (United States), in 2008 in Gdansk (Poland) and in 2011 in Rio Grande RS (Brazil). Sold for demolition in India. 490 \$ per ton.



*Tuo Fu 3* (ex-*Sun River*, ex-*Yang He*). IMO 9013414. Bulk carrier. Length 228 m, 15,877 t. Panamanian flag. Classification society RINA. Built in 1993 in Dalian (China) by Dalian SY Co. Owned by Tuo Fu Shipping Management Ltd (China). Detained in 2011 in Zoushan (China). Sold for demolition in Bangladesh. 491 \$ per ton including 750 t of bunkers.



*Uco XX* (ex-*Kimitetsu Maru*). IMO 7112759. Bulk carrier. Length 136 m. Bahraini flag. Classification society Bureau Veritas. Built in 1971 in Toyama (Japan) by Nipponkai. Owned by Uco Marine Contracting Wll (Bahrain). Sold for demolition in India.

*Uni-Brothers* (ex-*Atlantic Cozumel*, ex-*Alam Sempurna*, ex-*Saint Laurent*). IMO 8312071. Bulk carrier. Length 178 m, 6,388 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Unimar Shipping (Egypt). Detained in 2011 in Tees (United Kingdom). Sold for demolition in India. 477 \$ per ton.



*Xin Dong Guan 2* (ex-*Corato*, ex-*Meridian Sky*). IMO 8711100. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Dongguan Haichang Shpg Co Ltd (China). Detained in 2005 in Hay Point (Australia). Sold for demolition in China.



*Yang Quan* (ex-*Alfa Perla*, ex-*Hermes II*, ex-*Velimahi*, ex-*Nopal Cherry*, ex-*Pacific Lover*, ex-*Atropos Island*) IMO 7620988. Bulk carrier. Length 146 m, 4,333 t. Deflagged from Panama to Tanzania for her last voyage. Classification society China Corporation Register of Shipping. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Owned by Yang Chun Ocean Shipping (China). Detained in 1998 in Szczecin (Poland), in 2002 in Pyeongtaek (South Korea), in 2004 in Incheon (South Korea) and Koper (Slovenia), in 2005 in Singapore and in Guangzhou (China), in 2007 in Yangzhou (China), in Zhangjiagang (China) and Singapore and in 2008 in Lianyungang (China) and Xiamen (China). Bronze medallist on the podium of substabdard ships with 11 detentions. Beached for demolition in Bangladesh.



The detentions of *Yang Quan* © Robin des Bois

*Yu Jie* (ex-*Spirit of Rio*, ex-*Yuba*, ex-*Taisetsusan*, ex-*Taisei Maru*). IMO 8604383. Bulk carrier. Length 230 m, 10,876 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Chiba (Japan) by Mitsui. Owned by Ocean Sentinels Shipmanagement Pte Ltd (Singapore). Detained in 2001 in Port Hedland (Australia) and in 2011 in Rotterdam (Netherlands). Sold for demolition in India. 502 \$ per ton including 400 t of bunkers.



*Zhen Fen 10*. IMO 8407682. Bulk carrier. Length 164 m. Chinese flag. Unknown classification society. Built in 1985 in Shanghai (China) by Shanghai SY. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.



*Zhen Fen 9*. IMO 8400749. Bulk carrier. Length 164 m. Chinese flag. Unknown classification society. Built in 1985 in Shanghai (China) by Shanghai SY. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.



## Car carrier

*Global Spirit* (ex-*Tochigi*, ex-*Tochigi Maru*). IMO 8517279. Car carrier. Length 190 m, 13,298 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Innoshima (Japan) by Hitachi. Owned by Nissan Motor Car Carrier Co Ltd (Japan). Detained in 2006 in Tyne (United Kingdom) and in 2009 in Gunsan (South Korea). Sold for demolition in India. 512 \$ per ton. After her immobilization in Antwerp (Belgium), her destination is left unspecified. See also "*Global Spirit*", the scapegoat of 2014", p 7



*Global Spirit* at Drapetsona Bay, Piraeus (Greece), November 25, 2013 © Dennis Mortimer

*Golden Arrow* (ex-*Blue Express*, ex-*Shuri 2*, ex-*Hidaka 2*, ex-*Hokuto n°2*). IMO 8705307. Car carrier. Length 137 m, 4,355 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Imabari (Japan) by Imabari Zosen. Owned by RCL Shipmanagement Pte Ltd (Singapore). Detained in 2010 in Guangzhou (China). Sold for demolition in India.



*Golden Arrow*, at anchor outside Laem Chabang (Thailand) January 25, 2014 © Benny N

*Morning Cedar* (ex-*Carmen*). IMO 8016548. Car carrier. Length 200 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Malmö (Sweden) by Kockums. Owned by EUKOR Car Carriers Ltd (South Korea). Sold for demolition in Jiangyin, China.



## Ferry

*Adriatica Queen* (ex-*Vana Tallinn*, ex-*Thor Heyerdahl*, ex-*Nord Estonia*, ex-*Dana Regina*). IMO 7329522. Ferry. Length 154 m. Panamanian flag. Classification society Bureau Veritas. Built in 1974 in Aalborg (Denmark) by Aalborg Vaerft as *Dana Regina* for the major Danish shipping company DFDS. She was initially operated on the Esbjerg-Harwich line, then from 1983 on, on the Copenhagen-Oslo line.



July 2<sup>nd</sup>, 1974, *Dana Regina*, first visit to London (United Kingdom) © Ron Hutchings / Derek Sands

Acquired in 1990 by the Swedish shipping company Nordström & Thulin, she became the *Nord Estonia* on the Stockholm-Tallinn line. In 1993, she was chartered to the Norwegian Larvik Line as *Thor Heyerdahl* and operated between Larvik and Frederikshavn. Acquired in 1994 by the Estonian Tallink and renamed *Vana Tallinn*, she was affected to different services for the group: Tallinn-Helsinki, Paldiski-Kapellskär or Riga-Stockholm. In 2011, after 37 years of sailing in the Nordic seas, she left for the Mediterranean to be operating during the summers of 2011 and 2012 as the Panamanian *Adriatica Queen* by her new owner Allferries on an « Albanian Ferries » service linking Bari to Durres, in Albania. Detained in 2012 in Bari (Italy). Decommissioned in Durres in August 2012. Delivered for demolition in Aliaga (Turkey) on April 22<sup>nd</sup>, 2014.



*Vana Tallinn* arriving Helsinki (Finland), March 2007  
© Jukka Koskimies



*Adriatica Queen*, at Adriatic Shipyard in Bijela, (Montenegro), July 2012 © Godra

*St. Peter the Apostle* (ex-*Hankyu n°32*). IMO 7518408. Ferry. Length 151 m, 6,738 t. Deflagged from Philippines to Comoros for her last voyage as *Peter*. Classification society American Bureau of Shipping. Built in 1976 à Kure (Japan) by Kanda. Former Hankyu Ferry ship acquired in 1996 by Negros Navigation Company (domestic Filipino lines). Negros was incorporated to 2GO (with Chinese capital) in 2012. *Peter* was beached for demolition in Bangladesh on May 3<sup>rd</sup>, 2014.

Off Verde Island (Philippines), May 2012  
© Fanged Boy 8 Flickr



*Translandia* (ex-*Transparaden*, ex-*Rosebay*, ex-*Eurocruiser*, ex-*Eurostar*, ex-*Rosebay*, ex-*Transgermania*). IMO 7429229. Ferry. Length 135 m. Comorian flag. Classification society Bureau Veritas. Built in 1976 in Neuenfelde (Germany) by Sietas. This ferry



was essentially designed for cargo but was also adapted at certain periods of the year to carry about a hundred passengers; she has been sailing all of her career in the Baltic Sea and in the North Sea. Built as the German *Transgermania* for Poseidon Schifffahrts which was specialized in services to Finland.

*Transgermania* departing King George Dock, in Hull (United Kingdom), October 1991 © Patrick Hill

From 1993 on, renamed *Rosebay* under Cyprus flag, she was chartered to different shipowners among which Stena (1994-1996), Sally (1997-1998 as *Eurostar*, then *Eurocruiser* on the Ostend-Ramsgate service), then Stena again (1998-2011). In 2001, she became the Finnish *Transparaden* for Engship and was operated mainly in the Gulf of Bothnia between Sweden and Finland. Sold in 2004 to another Finnish shipping company, Eckerö Line, and renamed *Translandia*, she was serviced on the Helsinki-Tallinn line. Decommissioned in January 2013 and sold in March 2013 to Salem Al Makrani, Dubai-based. Detained in 2001 in Umea (Sweden). Sold for demolition in India and beached in Alang on May 29<sup>th</sup>, 2014. 480 \$ per ton.



*Rosebay*, August 1998 off Hook of Holland (Netherlands)  
© Andreas Spörri



*Transparaden*, Gulf of Bothnia  
© Capt. Jan Melchers



*Translandia* at Tallinn (Estonia), July 2010 © Sven Tammverk

## Passenger ship

*Golden Prince* (ex-*Minoan Prince*, ex-*Prince*, ex-*Apollon*, ex-*Sun Flower 7*, ex-*Wakashio Maru*). IMO 7323449. Passenger ship. Length 125 m. Greek flag. Unknown classification society inconnue. Built in 1973 à Saiki (Japon) by Usuki Tekkosho. Originally, this ship was the Japanese ferry *Wakashio Maru*, then in 1979 *Sun Flower 7*. She was acquired in 1991 by Epirotiki Lines, a Greek cruise ship company and was refitted in 1982 as a *Apollon* for short time cruises, mainly between Heraklion (Crete) and Santorin.



*Wakashio Maru*  
© Ken Murayama / Simplon postcards



*Sun Flower 7*, Kansai Kisen post card © Simplon postcards



*Apollon*, Epirotiki post card © Simplon postcards

This was also later her main activity for her other Greek shipowners: Minoan Cruises in 1995 as *Minoan Prince*, then Golden Princess Cruises in 2002 as *Golden Prince* and Sea Fighter Naftiliaki Etaira in 2005 (with the same name). *Golden Prince* was decommissioned in Heraklion in 2011. She was delivered for demolition in Aliaga on April 14<sup>th</sup>, 2014.



August 1st, 2008, on a cruise to Santorin  
© Sebastiaan Toufekoulas



December 6th, 2013, laid up at Heraklio  
© Bert Pellegrom

*Princess Daphne* (ex-*Ocean Monarch*, ex-*Ocean Odyssey*, ex-*Switzerland*, ex-*Daphne*, ex-*Akrotiri Express*, ex-*Port Sydney*). IMO 5282627. Passenger ship. Length 162 m, 13,664 t. Deflagged from Madeira



(Portugal) to St.Kitts and Nevis for her last voyage as *Daphne*. Classification society Bureau Veritas. Built in 1955 in Wallsend (United Kingdom) by Swan, Hunter & W.Richardson. This cruise ship was originally the British cargo ship *Port Sydney* of Port Line (14,000 tonnes deadweight), designed to be operated on the Great Britain/ Australia / New Zealand service. She had an important reefing capacity to carry frozen meat on the return voyage to England and for this reason could reach a high speed for the time (17 knots). She could also accommodate up to 12 passengers.



February 1968, cargo times, *Port Sydney* entering Otago Port (New Zealand) © Chris Howell



1995, as the cruise ship *Princess Daphne*  
© Carlo Martinelli



She was acquired in 1972 by the Greek shipowner John Carras who had her renamed *Akrotiri Express* and intended to have her converted to ferry. Finally, she was refitted as a cruise ship at the Chalkis Shipyard and is back on service in 1975 as *Daphne*. In 1979, she was chartered to the Italian Costa Crociere; Costa acquired the ship later on in 1984. In 1990, Costa transferred the *Daphne* to a subsidiary company, Prestige Cruises, and deflagged her to Liberia. In 1996, *Daphne* became the Liberian *Switzerland* for the Swiss company Leisure Cruises.



2000, *Switzerland*, Liberian flag © Clive Harvey



In 2002, acquired by Majestic International Cruises, she was renamed *Ocean Monarch* flying the Portuguese flag (Madeira). She was then chartered by different shipping operators, such as the British Page & Moy. In 2004, she was chartered by the Greek Government as part of the tsunami relief efforts and used as a hospital ship in Sri Lanka.

2004, *Ocean Monarch*, Madeira flag © John Mavin

She was sold in 2008 to the Portuguese company Classic International Cruises, established by the Greek shipowner George Potamianos, and became the *Princess Daphne*, chartered as previously by different vintage tour operators. Detained in 2009 in Stockholm (Sweden). In September 2012, while she was touring for the German Ambiente Kreuzfahrten, she was seized in Souda (Crete) due to the bankrupt of Classic International, some time after the death of George Potamianos. CIC had at the time a whole fleet of "charming cruise ships", the *Athena*, ex *Stockholm* built in 1948, the *Princess Danae* built in 1955, the *Funchal* built in 1961 and the *Arion* built in 1965. *Princess Daphne* remained property of George Potamianos' sons but was never back to service. She was eventually sold for demolition and beached in Alang on June 14th, 2014 as *Daphne*.



*Princess Daphne*, St. Petersburg (Russia), July 2010  
© Bogdan Kocemba



April 2013, the chained princess in Souda (Crete)  
© Shipfriends.gr

The sistership of *Princess Daphne*, *Princess Danae*, originally the cargo ship *Port Melbourne*, was acquired by the new Portuguese shipping company Portuscale and renamed *Lisboa*, but refitting works carried out in Lisbon happened to be far more important than expected and have been interrupted. See also aussi [Princess Danae and Athena, two ships under early retirement at Marseille](#).

## The END : *Lyubov Orlova*



© Russian Cinema

Lyubov Petrovna Orlova,  
1902-1975



© nedcruise.info

MV *Lyubov Orlova*,  
1976-2013

The *Lyubov Orlova* sank in the North Atlantic. All the tabloid headlines on the ship stating that she is silently approaching the English shores with Allied rats' troops on board ready to disembark on the beaches and climb the cliffs are nonsense. The rats of the *Lyubov Orlova* drowned.

Towing operations of vessels at the end of their life towards a ship-breaking yard are a critical phase which is often inadequately prepared or completely overlooked. Canada is the best example of what not to do.

In January 2012, the training ship *Emsstrom* (1), under tow of *Christos XXII* from Germany to the Turkish ship breaking yards, sank near the coast of England.

In January 2012, the *Fas Provence* under tow of *West* and *Izmir Bull* from the coast of Africa to the Turkish ship breaking yards when she sank in the Mediterranean Sea south of the archipelago of Malta, after encountering gale force wind.

In September 2011, the *Canadian Miner* (2) was in convoy with the *Hellas* from Canada to the Turkish ship breaking yards when her towline broke. She went adrift and ran aground on Scatarie Island in Nova Scotia. (cf. Ship-breaking # [26](#), [27](#) and [29](#)).

In June 2011, the *Wisdom* (3), in convoy with *Seabulk Plover* from Sri Lanka to the Alang ship breaking yards, breaks her tow, drifts away, and ran aground on a beach north of Mumbai. She was freed and towed to Alang 3 weeks later.

In October 2010, the *Attalya*, towed for demolition from Namibia, escapes and drifts off South Africa; recovered after the mobilization of aerial and marine forces of the South African Navy, she would be beached in Pakistan in March 2011.



© Royal Navy



© Canadian Coast Guard



© Seandsilva/Shipspotting

Specific guidelines of the IMO (International Maritime Organization) date from 1988. They recommend that the tug's master takes into account of the severe weather conditions and utilize the towing arrangements accordingly. To prevent the convoy from being exposed to sea conditions beyond its

design basis, the places of refuge along the route should be recorded. The length of the tows must be long enough to alleviate collisions and reduce efforts needed for the tug and the tow. In the North Atlantic, the minimum length is 650 m. The pulling capacity, the self-sufficiency of the tug must correspond to the length of the journey, the characteristics of the waters crossed, and the size, type and condition of the towed ship. The captain, officers, and the crew obviously need have all the licenses, certificates and documentation for all commercial vessels. It is important that crew must have towing experience for a transoceanic towage.

The IMO guidelines also apply to the tow. It must be equipped with navigation lights, remain watertight throughout the voyage, and obtain a load line certificate specifying in particular freeboard measurements adapted to the geographic area where she would be sailing.

The convoy shall remain in port as long as the tug, the tow and the towing arrangements do not comply with the IMO guidelines.

The saga of *Lyubov Orlova*, the tow, and *Charlene Hunt*, the tug, is diametrically contrary to the IMO guidelines and common sense.



Preparations  
© The Independent



January 23, 2013, the depart from St. John's © Mark Hiscock

The *Lyubov Orlova* was not entirely watertight. There has been minimal maintenance for 30 months. She suffered a fire in summer 2012. She did not have a classification society at the time of her departure. The *Lyubov Orlova* was not equipped with an anchor that was likely functional during bad weather, another non-compliance with the IMO guidelines. The length of the main towline was 325 m, half of the length for the North Atlantic recommended by the specialized organization GL Noble Denton. The diameter of 3,8 cm was insufficient for the deadweight of the *Lyubov Orlova* (4160 t), predictable sea conditions and the additional burden of freezing spray on the deck and superstructure of the former cruise ship. Part of the towing arrangements was cobbled together from used parts salvaged from the *Lyubov Orlova*. On both the tow and tug, there was nothing prepared for replacement or repairment in case the towline broke.



The *Lyubov Orlova* drifting towards the Hibernia offshore platform © Coast Guard

The tug *Charlene Hunt* was in a deplorable physical and documental state. During her towing attempt between Canada, north of the Atlantic Ocean, and Santo Domingo in the south, she held an expired certificate issued by the U.S. Coast Guard as a coastal tug and a provisional Bolivian certificate of registration. The Bolivian government inspector had demanded 9 major corrective actions before issuing a final certificate. The registration process in Bolivia was suspended at the request of the ship-owner. The *Charlene Hunt* had been inactive for 2 years. The towing winch was too small to wrap a towline of the minimum recommended length and diameter. Indeed the Canadian owner of *Lyubov Orlova* claims that restoration costs were too high and delays too long, so in October 2012, he chose to tow the former cruise ship to the demolition site. With the help of a family member who apparently had a financial interest in the shipyards of Santo Domingo and the advice of an operational manager, he had chartered the *Charlene Hunt* bareboat. The objective of the trio was to travel to Santo Domingo and demolish both ships to make a hypothetical profit from the scrapping. None of them had any experience in towing.



*Charlene Hunt* in trouble, January 26, 2013 © Brad Durnford

November 27 in Halifax, Nova Scotia, Canada, the port control of the *Charlene Hunt* found 9 deficiencies, most of which put the safety of the crew in danger. Transport Canada, the supervisory authority, required that corrective action be taken before the departure of the tug. It was 8 weeks before the *Lyubov Orlova* disaster.

On November 30, the U.S. Coast Guard conducted a flag State inspection of the *Charlene Hunt*. The coastal guard inspector issued a temporary load line certificate exemption until December 10, 2012 or upon her arrival in St. John's harbor, where the *Charlene Hunt* was to meet with the *Lyubov Orlova*. The U.S. Coast guard inspector considered that the tug's hull integrity would sufficiently allowed it to finish its journey towards St. John's. After the visit of U.S. experts, Transport Canada authorized the departure of the *Charlene Hunt* to St. John's and instructed the master to notify the Transport Canada office in St John's upon his arrival.

The crew and the assistance of *Charlene Hunt* during the failed towage of the *Lyubov Orlova* were:

- The relief master - the previous captain had evaded and had only towed in inland waters – had little knowledge of the North Atlantic. He had never sailed beyond New York, and he was ignorant of the icy spray and winter sea swell in the North Atlantic.
- The chief engineer was certified as an ordinary seaman and wiper, the lowest hierarchical level in the engine room.
- The shore manager in charge of the ISM (International Safety Management, the international system of ship security management established by IMO) had some experience in commercial shipping on the Great Lakes.
- The business partner responsible for the interface with the alleged demolition ship-breaking yard had no marine experience.

The *Charlene Hunt*, the towing gear, and the *Lyubov Orlova* have all not been controlled before the start of the journey from St John's to Santo Domingo. Transport Canada has issued specific guidelines for tugs and crewed barges transporting oil but they do not apply to other types of towing and are therefore subject to non-binding IMO guidelines.

However, after the sinking of the *Canadian Miner* due to break of the towline that connected her to the tug *Hellas*, a committee under Transport Canada had begun to draft a doctrine on the inspection of tug and tows from Canadian waters bound for international destinations.

Under this doctrine, Transport Canada would assess all towing operations in the direction of the high seas to ensure compliance with the law established in 2011 on shipping from Canada. Section 111 requires that masters cease any operation that might pose an undue risk for the marine safety according to the inspectors' opinion and section 189 allows Canadian authorities to define the route and speed and impose the terms of the towage if an identified pollutant is at risk to be released in the sea. At the time of the *Lyubov Orlova / Charlene Hunt* case, only the Quebec region had integrated the principles of the doctrine in its standards for inspecting ships. It was from Quebec that the convoy *Canadian Miner / Hellas* departed for Turkey.

Since the *Lyubov Orlova's* disappearance somewhere in the North Atlantic, the Canadian Atlantic region has also included this new scheme in its vessel inspection standards and guidelines but to this day it has not yet been formalized, which leaves the door open to new scandals like the *Canadian Miner* and *Lyubov Orlova*.

Returning to Saint John's on January 27, 2013, the *Charlene Hunt* was inspected by Transport Canada. 42 deficiencies were reported. The most significant was the absence of the master's, officers' and crew certification. The other 41 deficiencies were technical and showed that the *Charlene Hunt* headed off on a delicate towing operation in an advanced dilapidated state.

The tug was detained for 4 months in the Canadian port. In June 2013, the tug was towed to American territorial waters. Today, still "in service" according to the Equasis database, she has no flag or known classification society and does not sail.



*Lyubov Orlova*, the Ghost Ship from nedcruise.info/ Paul Kerrien © Robin des Bois

The Halifax search and rescue coordination centre recorded the last signal from the emergency beacon on the *Lyubov Orlova* on March 8, 2013. The solitary wreck was 700 nautical miles (1,850 km) from St. John's, her departing port.

**Sources: IMO, Transport Safety Board of Canada (marine investigation report M13N0001) ,  
Ship-breaking # 26, 27, 29, 31, 32.**

**Sources :**

*American Bureau of Shipping ; Asia Week; Black Sea Memorandum of Understanding; Bureau Veritas; Business Standard; Chittagong Port Authority (the); Det Norske Veritas; Dictionnaire of Naval American Fighting Ships; Economic Times of India (the); Equasis; European Maritime Safety Agency; G Captain; Germanischer Lloyd; Global Marketing Systems; Helder Line; Hindu (the); IHS Maritime; Indian Ocean Memorandum of Understanding; Indian Republic (the); Informare; International Maritime Organisation (IMO); Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Marin (le) ; Marine Traffic ; Maritime Bulletin ; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Mumbai Mirror (the); Nation (the); Navsource; Nippon Kaiji Kyokai; Optima Shipbrokers; Ouest-France ; Préfecture Maritime de l'Atlantique ; Reuters ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping; Sale-Ships.com; Ship & Bunker; Shipspotting; SOFEC, Sud-Ouest; Terra Daily; Times of India (the); Tokyo Memorandum of Understanding; Tradewind; Transport Safety Board of Canada ; Ukrainian News Agency; United States Coast Guard; US MARAD; Vallejo Times Herald (the); Vessel Tracker; Voce del Popolo (la).*

**Editors and artistic directors:** Christine Bossard and Jacky Bonnemains

**Documentation and illustrations:** Christine Bossard with Charlotte Nithart,  
and Jacky Bonnemains

**Translation :** Xinyi Zhang, Emily Courtin, Miriam Potter, Christine Bossard, and  
Jacky Bonnemains

**Director of publication:** Jacky Bonnemains.

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