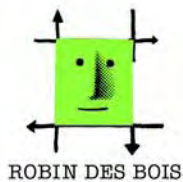


# Ship-Breaking 2014

Bulletins of information and analysis on ship demolition, # 31 to 34  
From January 1<sup>st</sup> to December 31<sup>st</sup> 2014



Robin des Bois  
February 2015

# Ship-Breaking

Bulletin of information and analysis on ship demolition

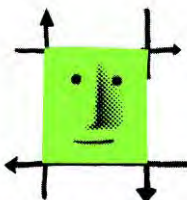
2013

## Content

|   |            |
|---|------------|
| <b># 35 from January 1<sup>st</sup> to April 30<sup>th</sup></b> .....  | <b>3</b>   |
| <i>Cosette</i> . Sensational ! The Past reappears in the Caribbean!; <i>Iceland</i> ; <i>Baltic Ace</i> is rising back to the surface; Remove the <i>Rena</i> ; What has happened to them? ( <i>Noble Star</i> , <i>Felicidad</i> , <i>Clemenceau</i> , <i>Luno</i> ) ; A 13 km long and 176,000 boxes capacity container ship left for demolition in Asia!; Make way for the very big ones<br>The END : <i>Cunard Countess</i> , she has had all sorts of experiences)   |            |
| <b># 36 from May 1<sup>st</sup> to July 31<sup>st</sup></b> .....   | <b>65</b>  |
| <i>Perin the Damned</i> ; <i>Luno</i> ; Military and auxiliary vessels: United States NDRF- <i>Vikrant</i> - <i>Jeanne d’Arc-Colbert</i> ; What has happened to them ? ( <i>Kanticha</i> , <i>Humarskipid</i> , <i>Anke Angela-Hugo Chavez</i> ) ; <i>Global Spirit</i> , the scapegoat of 2014; The funeral flags; <i>Forza Concordia</i> ; Global assessment April 1 <sup>st</sup> - June 30 <sup>th</sup> ; <i>Noora II</i> , ex- <i>Penhir</i> ; The clearance sale of the <i>Deiulemar</i> fleet;<br>The END : <i>Lyubov Orlova</i> )  |            |
| <b># 37 from August 1<sup>st</sup> to October 31<sup>st</sup></b> .....   | <b>134</b> |
| (An unbreakable ship to be broken up; What has happened to them? - The genetically modified ships ; Towards the end of US toxic reefs; Military and auxiliary vessels (NDRF, aircraft carriers <i>Saratoga</i> and <i>Constellation</i> , <i>NDD Rio de Janeiro</i> ); Assessment, Pakistan in the lead; Freon risk; <i>Hassan 1</i> , Wanted notice;<br>The END : the true and the fake end of <i>Guadalupe Victoria II</i> )  |            |
| <b># 38 from November 1<sup>st</sup> to December 31<sup>st</sup></b> .....  | <b>198</b> |
| <i>Khudozhnik Tsyganov</i> , for worse and for better; Overview 2014 : 969 – Great Lakes – St. Laurent Seaway; Letters to the editor ( <i>Hassan 1</i> , <i>Aqua Challenger-Front Viewer</i> ; The Forsaken ones ( <i>Captain Tsarev</i> , <i>Marginella</i> , <i>Zorturk</i> , <i>Kenza</i> ); Military and auxiliary vessels ( <i>Platte</i> , <i>Vikrant</i> , <i>BNS Ali Bakr ex-Lynx</i> , <i>HMS Liverpool-Manchester</i> ); Overview 4 <sup>th</sup> trimester 2014, less vessels, more metal; From livestock traffic to human trafficking; <i>Taiko</i> , a humanitarian ship to be broken up;<br>The END : they scuttled the ex- <i>Zanoobia</i> ) |            |
| <b>Global Statement 2014</b> .....  | <b>199</b> |

# # 35

from January 1<sup>st</sup> to March 31<sup>st</sup> 2014



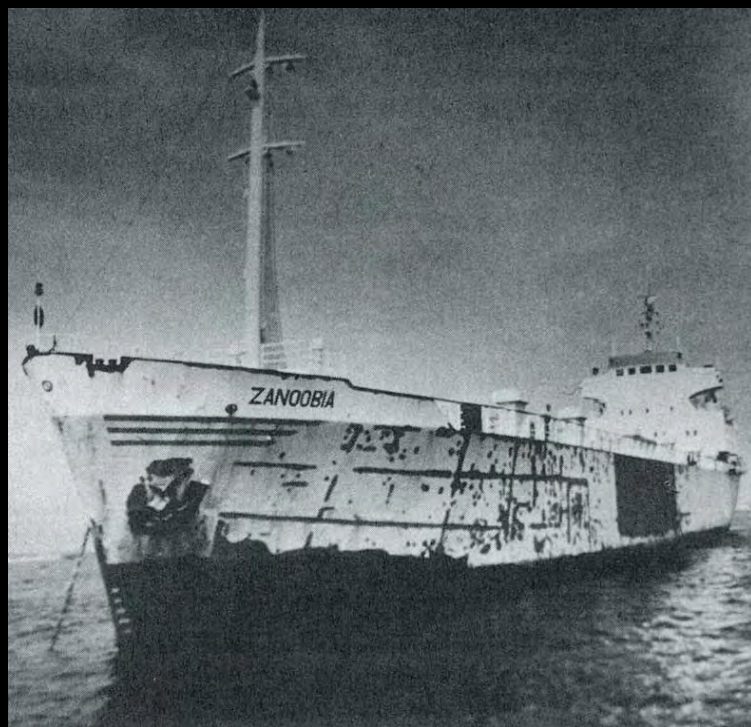
ROBIN DES BOIS

# Ship-Breaking

## Content

|   |    |  |    |   |    |
|---|----|--|----|---|----|
| Sensational ! the Past reappears in the Caribbean!                                  | 1  | The END: <i>Cunard Countess</i> , she has had all sorts of experiences | 60 | Gas tanker  | 42 |
| Islang  | 3  | Cattle carrier   | 10 | Bulk carrier  | 44 |
| <i>Baltic Ace</i> is rising back to the surface                                     | 6  | Heavy load carrier   | 10 | Cement carrier  | 51 |
| Remove the <i>Rena</i>  | 6  | Container ship   | 12 | Ro Ro   | 52 |
| What has happened to them?  | 7  | General cargo  | 24 | Car carrier   | 53 |
| A 13 km long and 176.000 boxes capacity container ship left for demolition in Asia! | 9  | Reefer   | 35 | Miscellaneous : tug, offshore supply vessel, dredger, training ship | 54 |
| Make way for the very big ones  | 11 | Oil tanker   | 36 | Ferry-passenger ship  | 55 |
|   |    | Chemical tanker  | 41 | <b>Sources</b>  | 62 |

## Sensational ! the Past reappears in the Caribbean !



Zanoobia © Editions CETIM



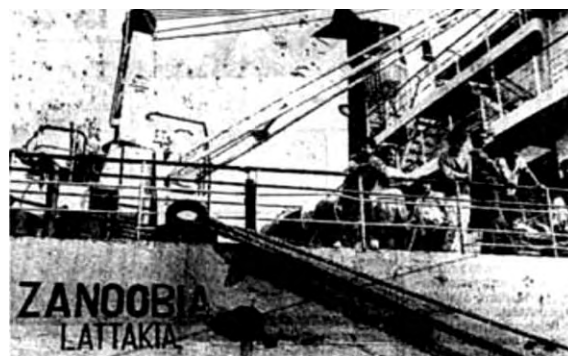
Cosette © Robin des Bois

*Cosette* (ex-*Phoenix Spirit*, ex-*Widad*, ex-*Stanmore*, ex-*Zanoobia*, ex-*Kusi*, ex-*Freightline One*, ex-*Translink*, ex-*Madouri*, ex-*Moundra*, ex-*Salome*). OMI 6617025. Ro Ro. Built in 1966 in Papenburg (Germany) by JL Meyer ; jumboized in 1969 and lengthened from 88 to 95 m.

The **Zanoobia** is in Fort-de-France, in Martinique. The mythic cargo ship is awaiting demolition or sea dumping. She has been at berth there since the end of January 2010. She is known today as **Cosette**. Her last owner was established in Florida, United States. On the point of transporting humanitarian material to Haiti after the earthquake January 12, 2010, the *Cosette* was detained in Fort-de-France for security and financial reasons. The 17 Romanian and south American sailors were not paid for many months, the *Cosette* was not complying with a number of safety rules – between 1999 and 2009, she had been detained 11 times in the American ports of Boston, New York, Miami and Woods Hole. Furthermore, she was under the scope of 2 conservatory seizures for unpaid towage and bunkers bills.

The ex-*Zanoobia* originated the Basel Convention on the transboundary movements of hazardous waste signed March 22, 1989. The *Zanoobia* with her 10,000 toxic barrels revealed the globalization of waste. This historic cargo of 2,100 tons from the European and Swiss chemical industry had left the Italian port of Marina di Carrara aboard the *Lynx* in January 1987. Initially, Djibouti refused it to be unloaded in its port. The *Lynx* headed then towards Venezuela where the waste was surreptitiously unloaded April 18 in Puerto-Cabello. A child playing in the wasteland full of barrels was found dead. Caracas required the departure of the “merchandise” in calling responsibility of Italy and the European Union. The Italian broker, Jelly Wax, owner of the cargo, had then chartered the *Makiri*. Leaving from Puerto-Cabello September 24, the *Makiri* unloaded the barrels in Tartous, Syria, by the end of the year 1987, after having been turned down again in Cagliari, Sardinia. The Syrian authorities had not been informed about toxicity of the waste and ordered its departure.

Then, the Syrian ship-owner of the *Zanoobia* accepted to regain control of the affair. The barrels were loaded on the *Zanoobia* bound for Thessaloniki in Greece mid-March 1988. The wastes were denied unloading again. The *Zanoobia* was then doomed to 2 months of wandering in the Mediterranean. A part of the Syrian and Lebanese crew was victim of diverse sickness, migraines, conjunctivitis, eczema and bronchitis. The sailors were intoxicated by the dust and fumes of the dented barrels. In the end, the *Zanoobia* came back to her departure point, the port of Marina di Carrara. The Italian government prohibited her access. After 33 days of waiting and surveyed solitude by the coastguards, the *Zanoobia* was finally accepted in Genoa at the end of May 1988. The waste had made a world tour in 450 days. They were unloaded, inspected, analyzed and treated. The Italian government unlocked to this effect the equivalent of 4.8 million €. Hell ended for the crew. Public opinion, Environmental NGOs mobilized against the Third-World and the Africa trash of rich countries. The European Parliament was outraged. Less than one year afterwards, The Basel Convention was signed and entered into force.



The ex-*Zanoobia* launched in 1966 is de facto abandoned in Fort-de-France.

**Robin des Bois asked the French government to order on-site demolition and make every effort to preserve the workers and the environment.**

This would at last be the renunciation to scuttling, equivalent to waste dumping and the beginning of a ship-dismantling industry in ultramarine territories. It would offer a proximity solution to the recycling of the fishing ships, pleasure boats, the Caribbean Fleet of the French Navy and the merchant vessels damaged by the cyclones and discarded like the *Lady Grace II*. The “Grenelle of the Sea”, environmental roundtable on sea issues, had committed itself to develop it.



← *Lady Grace II* ↓



© DR Robin des Bois

Fort-de-France : *Cosette* ex-*Zanoobia*, and left, in the background, *Lady Grace II* © Ickstrk / Shipspotting

## Iceland

Faxaflói Bay is home to the Icelandic capital Reykjavik, whale watching and the [Imagine Peace](#) light tower in honor of John Lennon. That's the bright side.



© [Le Blog de Ginette](#)

1 Iceland Guest – 2 [Imagine Peace.com](#)

On the dark side, Faxaflói Bay harbors aquatic ship scrapping sites devoted to a fleet of factory ships and fish carriers, abandoned or damaged, on which illegal fishing activities had often been suspected.

Just like in the Indian sub-continent and on Alang beach, demolition activities are carried out without any protection of the environment, the grounds and waters of the Bay. Once all valuable metal has been recovered, all sorts of waste including asbestos are discarded to the mercy of the winds and tides

*Obsha*. IMO 8325676. Factory ship. Length 62 m, 1,800 tons. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Stralsund (East Germany) by Volkswert VEB. One of the 126 factory ships of the *Orlynok* type built by the East German shipbuilding yard for the USSR fishing fleet. These stern trawlers for pelagic or deep sea fishing had a 12.9 knots maximum speed, were run by a 33 to 42 member crew and were equipped with a fish processing plant, refrigerated cargo spaces and fish oil tanks.



Hafnarfjörður © DS-Lands / Google Earth



September 2013 © Magnus Jonsson

Abandoned along the quayside of Hafnarfjörður south of Reykjavik since 2007, the *Obsha* was beached on an embanked patch opening onto the Bay. Scrapping on site has left behind a real dump.



February 2014, the scattered remains of the *Obsha* DR – Robin des Bois

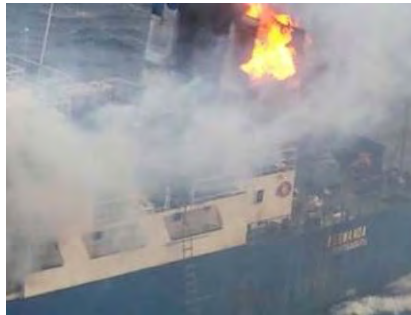
Her sister ship, the *Orlik*, should be next. After suffering repeated fires during summer 2013, she is in Hafnarfjörður pending demolition.



© Hilmar Snorrason

*Fernanda* (ex-Olympian Duchess, ex-Star Tulip, ex-Star Finlandia, ex-Kiribati, ex-Primero Reefer, ex *El Primero*). IMO 7806025. Ro Ro. Length 75 m. Dominican flag. Classification society Bureau Veritas. Built in 1981 in Huelva (Spain) by Huelva Astilleros. Owned by Norfos Shipping Ltd (Estonia). Detained in 1998 in Cuxhaven (Germany) and in 2006 in Brest (France).

After suffering a fire in the engine room on October 30, 2013 south of Iceland, the *Fernanda* was towed to Hafnarfjörður. The 11 crew members were safely evacuated but the smoldering fire forced the tugboats to take the ship away from the port and finish extinguishing the flames out at sea. The *Fernanda*, irretrievably destined to demolition, was later towed and beached in Keflavik, south of the bay.



On fire, October 2013 © Icelandic Coast Guard



February 2014 © DR – Robin des Bois

Destruction has just been started. The *Fernanda* wreck is cut apart with shears. Removing asbestos or sorting toxic or non-toxic waste are ideas unknown to Icelandic wrecking crews. Ashes and other residue from the fire are mixed in with gravel and metal scraps.



Destruction, March 2014 © DR – Robin des Bois



### Coming soon

*Humarskipid* (ex-*Arnes*, ex-*Baldur*). OMI 6609846. Length 33 m. Built in 1966 in Kopavogur (Iceland) by Stalskipasmidjan. After a career as a ferry boat, the ex-*Arnes* renamed *Humarskipid* (the lobster-ship) was a famous sea-food restaurant anchored in the Old Port of Reykjavik. A careful look at the menu does not show any proof of whale meat served onboard. It is true that her owner is also an organizer of whale watching tours. Summer 2011, the *Humarskipid* reaching the end of her lease and the end of the road was exiled to Akranes, north of Reykjavik. It is unknown on which beach will take place the demolition.



© Gunnar H Jonsson



© Skessuhorn



© Emil Pall

The old Icelandic whalers of the *Hvalur* series are potential candidates for this archaic Icelandic demolition. If they could only, along with the other Icelandic ships or ships abandoned in Iceland, be sent to organized yards. The *Sulan*, the *Oskar* and the *Adalvik*, 3 fishing vessels built in Iceland and flying the Iceland flag were demolished in Ghent in Belgium. In the same way, cargo ships that suffered accidents or fires were towed to the Grenaa ship-breaking yards in Denmark from Norway or the Kiel Canal. In the future, Iceland, that has founded its prosperity on fishing and of which more than half of exports concern sea food products, Iceland on the Arctic's threshold, will need autonomous structures to do away with dignity with ships reaching the end of their life.

The *Hvalur 9* built in 1952, Iceland flag, in service, stationed in Reykjavik. © Þorbjörn Víglundsson



## **Baltic Ace is rising back to the surface**

11 crew members perished when the car carrier *Baltic Ace* capsized, after being rammed into by the container ship *Corvus J* off the coast of Rotterdam. The *Baltic Ace* sank in minutes. Operations to pump the car carrier's bunker fuel oil were "temporarily" put to a halt at the beginning of 2013 because of weather conditions, but were never resumed and an oil pollution coming from the wreck was noticed in June 2013. In July, the Israeli ship owner Ray Car Carriers declared to the Dutch government that he has waived all its rights to the ship, leaving it also with the burden and costs of rescue operations. How elegant!

After particularly deep though given to the dangers for navigation arising from the presence of a wreck sunk in the middle of the North Sea 35 meters deep, authorities in Holland in charge of the affair have just awarded the contract for removal of the ship and her cargo composed of 1417 cars. It was high time. The *Baltic Ace* tragedy happened December 5, 2012, over 15 months ago, and the car carrier's state has had time to be degraded. The Royal Boskalis and Mammoet Salvage from Holland hope to begin operations current 2014 and finish them before the end of 2015. 10 years ago, another car carrier, the *Tricolor* was removed in 15 months and operations ended 22 months after she sank, period over which would occasionally occur oil spills and beached car pieces.

The chosen technique to remove the *Baltic Ace* is the same as the one used for the *Tricolor*: she will be sliced, loaded onto barges by floating cranes and disposed off on land. The *Tricolor* slices had been recycled in the Belgian yard Galloo. (Cf. press release « [Baltic Ace collision, risks of oil spill in the North Sea](#) », December 6<sup>th</sup> 2012).



December 2012, the wreck of the *Baltic Ace*  
© Mammoet Salvage - screenshot by Robin des Bois



August 2003, a slice of the *Tricolor* in  
Zeebrugge © Robin des Bois

## **Remove the Rena**

In New Zealand also, two and a half years after the container ship sunk on the Astrolabe reef, operations are dragging on. Among some of the 1368 containers on board, some that were stuck in the ship's bottom were not retrieved. They are letting go residue that winds carry to beaches, notably plastic pellets.



The sunken ship © APN / New Zealand Herald



Residues on the Papamoa beach, March, 22  
2014 © [Remove the Rena - Facebook page](#)

This waste, a real disaster for the ocean and seashores worldwide, ends up in sea birds' stomachs. The wreck is not entirely removed: the bow has been only "reduced" and cut. She lies only a meter deep during low tide. So the *Rena*'s forepart is now invisible but remains dangerous and requires delimitation of an exclusion zone for navigation or other nautical activities. The ship owner and his insurer are playing dangerously with stagnation. Covering up the *Rena* and her cargo will briefly mask the environmental



consequences of the shipwreck. Populations, some of who live off fishing from the sea, are not fooled. They fear that the accommodation block at the stern section of the ship will progressively degrade; it could potentially collapse causing debris to be brought massively to shore. In order to calm pressure arising from public opinion, decision was made to cut up and remove the “castle”, of which a first section of 350 tons has just arrived in Tauranga.

After this token of good will, the ship owner and insurer have no intention of giving in and are attempting to persuade local authorities to let the remaining parts rest as they are now at the bottom of the sea. They already have the enthusiastic support of a local underwater-diving club that sees with the *Rena*'s wreck a new play ground. The paradox comes from that the owner and insurer put forward the safety of the professional divers' moving around the wreck as an argument to definitively abandon the *Rena*. Local associations have just launched a counter attack publishing on March 20 a petition addressed to the New-Zealand Government demanding the entire ship to be removed and that the reef be restored.



March 14<sup>th</sup> 2014 © Sun Live



© Remove the Rena –Facebook page  
(click [here](#) to sign the petition)

**Background:** on October 5<sup>th</sup> 2011, the *Rena* hurrying to reach Tauranga on the North Coast hit the Astrolabe Reef and grounded; she was carrying 1,368 containers and 1,700 t of bunker fuel oil. The ship hull cracked, the fuel oil along with the cargoes escaped from the containers spilled the shoreline and Motiti Island, thousands of seabirds were oiled. The *Rena* broke in two and sank in January 2012. The master and the second officer were later sentenced to jail for seven months following charges of operating a vessel in a manner likely to cause danger, discharging a contaminant, and altering ship documents. The ship owner was fined 300.000 \$ and agreed to pay an additional 27 million \$ in compensation to the State. The total cost to the Government of New Zealand is around 47 \$ to date.

## What has happened to them?

**Noble Star.** This ex cargo supply ship of the US Navy left the United States without precision on her final destination ([Shipbreaking # 34](#), p 27). She would not benefit from the dismantling conditions applicable to the certified shipyards in the United States. Her mysterious voyage ended up on an Indian beach where she will be demolished.



© Peter Westdijk

**Felicidad.** The chemical tanker was stranded in Buenos Aires and her destination of demolition was unknown. ([Shipbreaking # 33](#), p 18). At this time in South America, there is no ship-breaking yards operated with the best standards of security for the workers and for the environment. The *Felicidad* was sold to a Bahamas-based shell company, deflagged to St. Kitts & Nevis and finally beached March 8<sup>th</sup> in Bangladesh as *Felici*.

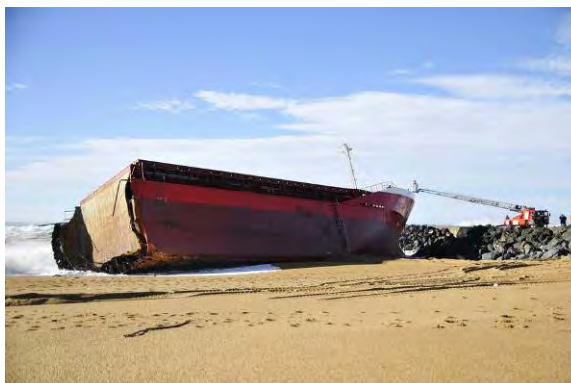


© Maxi Alonso

**Clemenceau.** The 7 defendants in the affair of the dismantlement contract of ex Clemenceau (Cf. [Ship-breaking # 34](#)) have been found guilty. 3 of them were sentenced to prison, in particular, the manager of Technopure, the society in charge of the asbestos removal (30 months) and Briac Belivert (1 year), the manager of SDIC that had obtained from the French State the dismantlement contract of ex-aircraft carrier.

**Luno** It is dangerous to let a ship spotted for its mechanical deficiencies enter a port when there are no means of rescue and adapted towing available in very bad sea conditions.

The *Luno* struck a seawall and broke into 20 parts. The demolition is in progress. The administrative framework of the scrapyards is insufficient. On the beaches of Anglet and of Biarritz, the debris of *Luno* and her residues of exploitation will keep arriving for many years. The priority is to get the landscape and the beaches rid of all the visible waste before the tourist season.



*Luno*, before the cutting © Anglet.fr

The example of *TK Bremen* also demolished on the spot of her grounding in Brittany shows that, many months and years after the official end of operations, the risks and the macro waste reclaim the memory and the responsibility of the representatives and the scrapyards managers. (Cf. « [Luno, the TK Bremen the other way round](#) »)



1 Demolition of the *TK Bremen* January 2012



2



3 A resurgence, January 2014

1 Philip Plisson – 2 Robin des Bois – 3 Le Télégramme

## A 13 km long and 176,000 boxes capacity container ship sent to demolition in Asia!

For the first time since Ship-Breaking was launched in 2006, container ships are at the top of the list. The 55 units demolished represent 24% of the number of ships, 40% of the amount of metal and a total capacity of 176,000 boxes.

### category

- 1 : container ships, 55 (24%)
- 2 : general cargo, 54 (23%).
- 3 : tankers, 45 (19%)
- 4 : bulk carriers, 42 (18%)

### recycled metal

- 1 : container ships, 886.000 t (40%)
- 2 : tankers, 566.000 t (25%)
- 3 : bulk carriers, 437.000 t (20%)
- 4 : general cargo, 158.000 t (7%).

**231** ships have left world-fleets over the 3 first months of the year. Demolition of the whole number will enable to recycle over **2 million tons** of metal. **87** (38%) were built in Europe, **63** (27%) belonged to European owners, **213** (93%) have landed in Asia.

The rhythm at which ships are being sent to demolition is slowing (**18** ships per week as opposed to **22** on average over the year 2013).

Prices proposed by ship breakers are crumbling in China, down to 320 \$ per ton, but are on a slight rise in Bangladesh and especially in India where we are close to 500\$.

Camouflaging and avoiding constraining regulations are continuing practices. 40 ships have changed names and made their last voyage anonymously under a hearse flag: Saint-Kitts-and-Nevis, Comoros, Tuvalu, Togo, Tanzania and Dominica.

#### recycled metal

- 1 India, 890.000 t (44%)
- 2 Bangladesh, 414.000 t (21%)
- 3 China, 311.000 t (16%)
- 4 Pakistan, 235.000 t (12%)
- 5 Turkey, 92.000 t (5%)

#### ships

- 1 India, **85** (37%)
- 2 Bangladesh, **49** (21%)
- 3 China, **36** (16%)
- 4 Turkey, **26** (11%)
- 5 Pakistan, 19 (8%)

India, favorite destination for container ships, is benefiting from their rush and holds top of the list with 85 ships (37%) ahead of Bangladesh and China. India also gets back first place with regards to the amount of recycled metal.

#### Demolition after bars

**43** (19%) 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 always priority for departure: at least **121** (52%) were subject to prior detentions(s) in world ports with an average of 85% for general cargo carriers, 67% for bulk carriers, 62% for Ro-Ros and 57% for chemical tankers.

The gold medal for sub-standard ships goes out to the *An Yang He*, under Cambodian flag belonging to a Chinese owner, with 10 detentions (p 25); followed by a half dozen ships under Cambodia, Thailand, St. Kitts and Nevis, Moldova or Sierra Leone flags detained 8 times: the general cargo carriers *Faith*, *Little Dona*, *Semar*, *Sun Crystal*, the bulk carrier *Safarini* and the gas carrier *New Season*. The Indonesian *Batang Anai* built in Belgium under the name *Ahlers Bridge* has had 15 different identities in 30 years.



*Batang Anai* © NmJ/Shipspotting



*Ahlers Bridge* © Belgian Navy.be

#### Years and meters

Ages of the ships taken out of service range between **13 years old** for the Iranian container ship *Sana* sent to Bangladesh and **65 years old** for the Norwegian ex passenger and cargo ship *Soroy* that became the school-ship *RTS Sindbad Bitic* beached in Pakistan. The average is **28 years**. **40 years** for passenger ships, **23** for tankers and **21** for container ships. 88 ships are less than 150m long, 70 measure between 150 and 199 m and 73 more than 200 m. The biggest ship is the tanker *New Vitality*, 330 m, demolished in China.

The veteran *Soroy* © Arild Steinsland / Simplon postcards  
(See also the training ship *RTS Sindbad Bitic* p 55 )





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



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



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



Ship and crew detained in a port for deficiencies.



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

### Cattle carrier

*Proud* (ex-Trust, ex-Hajja Hind, ex-Astra 1, ex-Astra, ex-Al Naser, ex-Nordstern). IMO 6523353. Cattle carrier. Length 72 m, 850 t. Tanzanian flag. Classification society Inclamar. Built in 1965 in Schacht-Audorf (Germany) by Krogerwerft; general cargo carrier converted in 1983 to cattle carrier. Owned by Uni-marine Management Co (Lebanon). Detained in 2001 and in 2003 in Novorossiysk (Russia) and in 2013 in Ashdod (Israel). Sold for demolition in Turkey.



In [Ship-Breaking # 34](#), Robin des Bois was hoping for the demolition of another cattle carrier owned by a Lebanese company, the grim *Abou Karim IV* which is actually still sailing from port to port in the Mediterranean and was expected in Aqaba (Jordan).



1966 *Nordstern* passing Rendsburg/Kiel-Canal westbound © Hans-Wilhelm Delfs



*Proud* in Ploce, Croatia © Helen Krmic  
Special effects by Robin des Bois

### Heavy load carrier

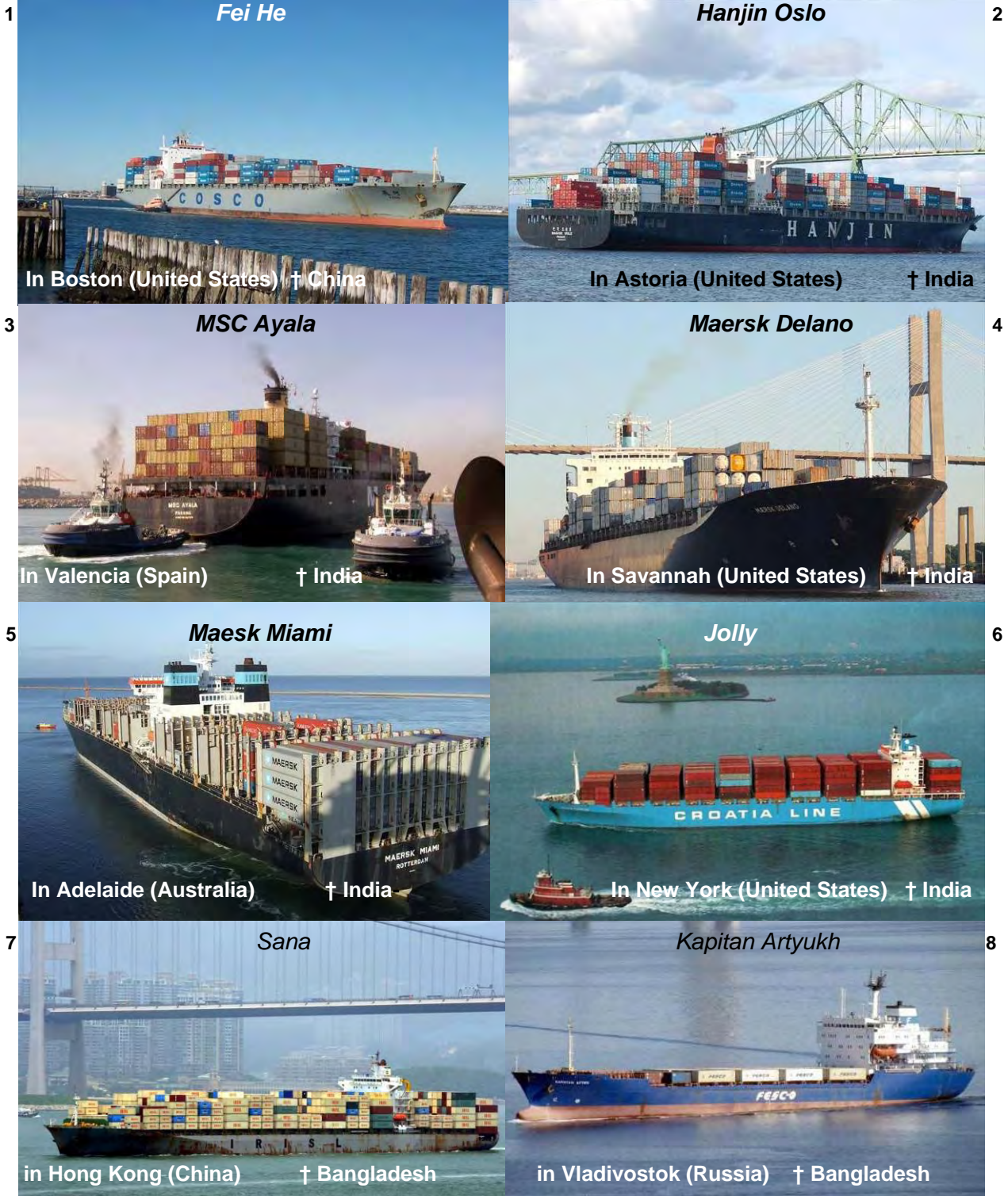
*Daniella* (ex-Stellaprima). IMO 8718873. Heavy load carrier. Length 98 m. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Kahn Scheepvaart BV (Netherlands). Sold for demolition in Turkey.



*Daniella*, arriving at Nassau, Bahamas on March 2012  
© Wil Weijsters

# Make way for the very big ones

Container ships become disposable. Their time of use progressively approximates to that of a car. The Iranian *Sana* was just 13 years old. The 19,000 boxes arrive and push the 5,000 towards the small inglorious exit. The 8,000 container ships have to only behave, that the *MOL Comfort* did not succeed to do. How many balloons in the sky, bottles of champagne, conquering and moving speeches had been launched at the christening of the 55 container ships gone to the demolition between January 1<sup>st</sup> and March 31<sup>st</sup> 2014? And do the godmothers, famous wives or nieces of ship-owners or ministers know that their godchildren of the sea secretly sail to be demolished unnoticed, mainly young, but nevertheless asbestos bearing to Alang, Chittagong and Gadani?



Photos :  
 1 Paul Spillane – 2 Beth E Parrish – 3 Marc Piché – 4 Rich English – 5 PG/MarineTraffic – 6 MarineTraffic – 7 Ivan Meshkov – 8 Tsarik Ruslan

## Container ship

*Sardonyx* (ex-MOL Vision, ex-MSC Maryland, ex-APL Sardonyx, ex-NOL Sardonyx, ex-Neptune Sardonyx). IMO 9077458. Container ship, 4388 teu. Length 294 m, 21,438 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1995 in Koje (South Korea) by Samsung. Owned by Unitized Ocean Transport Ltd (Greece). Detained in 2013 in Shenzhen (China). Sold as is in Singapore for demolition in India where she was beached as **Don**. 475 \$ per ton including 550 t of bunkers.



APL Sardonyx in Balboa, Panama Canal, October 2011 © Gordon Dalzell

*Aqua Luna* (ex-Cape Horn I, ex-APL Quito, ex-MOL Brasilia, ex-Cala Porlamar, ex-Cape Horn I, ex-Otway, ex-Maersk Davao, ex-Cape Horn I, ex-Eagle Star, ex-Cape Horn I, ex-Maersk La Paz, ex-Cape Horn, ex-TSI Galland, ex-Cape Horn). IMO 9004229. Container ship, 923 teu. Length 147 m, 4,950 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Wismar (Germany) by Mathias Thesen Werke. Owned by Zelmar Denizcilik Ticaret Ltd (Turkey). Detained in 2012 in Mersin (Turkey). Sold for demolition in India. 480 \$ per ton.



*Asia Star* (ex-Delmas Charcot, ex-Indamex New York, ex-Jolly Avorio, ex-San Antonio). IMO 9046241. Container ship, 1504 teu. Length 167 m, 7,076 t. Maltese flag. Classification society Det Norske Veritas. Built in 1994 in Emden (Germany) by Thyssen Nordseewerke. Owned by Zim Integrated Shipping Services Ltd (Israel). Sold for demolition in India. 504 \$ per ton.



*Athens Trader* (ex-Belem 2, ex-MSC Belem, ex-Trade Harvest). IMO 9070175. Container ship, 2227 teu. Length 196 m, 10,317 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Lomar Deutschland GmbH (Germany). Detained in 2001 in Naples (Italy). Sold as is in Jebel Ali for demolition in India. 495 \$ per ton including 120 t of bunkers.



*Buxsailor* (ex-Marfret Caraibes, ex-Buxsailor, ex-City of New York, ex-Buxsailor, ex-CSAV Salerno, ex-Libra Houston, ex-CMBT Amboseli, ex-Contship Atlantic). IMO 9070022. Container ship, 1599 teu. Length 163 m, 7,030 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeckwerft. Owned by NSB Niederelbe SchiffahrtsgesellschaftmbH & Co KG (Germany). Detained in 2001 in Genoa (Italy) and in Gioia Tauro (Italy). Sold for demolition in India.



In Cuxhaven (Germany), October 2009  
© Helmut Soltau

*Carola E* (ex-Ym Mersin, ex-Indiapendent Trader, ex-Carola E, ex-Carolina, ex-America, ex-Carolina). IMO 8908715. Container ship, 1452 teu. Length 150 m, 6,079 t. Deflagged from Germany to St. Kitts & Nevis for her last voyage as **Carol**. Classification society Germanischer Lloyd. Built in 1991 in Rostock (Germany) by Neptun-Warnowwerft. Detained in 2014 in Bandar Abbas (Iran). Sold by her German owner to Baltanas Shipping, a St. Kitts & Nevis-based shell company, deflagged and renamed prior to her departure for demolition in India.



*Fei He*. IMO 9060182. Container ship, 3764 teu. Length 275 m, 19,000 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Kiel (Germany) by Howaldtswerke-DW. On January 29th 2014, the *Fei He* collided with the chemical tanker *Lime Galaxy* off Jurong Island in Singapore. The ship sustained damage to some of its ballast water tanks and bunker tanks which resulted in an oil spill. The Chinese owner COSCO considers the *Fei He* to be too badly damaged and sell her for demolition to a Chinese ship-breaking yard for about 6,5 millions \$, i.e. 360 \$ per ton.



*Filippa C* (ex-Filippa, ex-Delmas Kenya, ex-Nordcliff, ex-New Achiever, ex-Nordcliff, ex-TUI Pacific, ex-Nordcliff, ex-Lanka Asitha, ex-Nordcliff). IMO 9004188. Container ship, 1158 teu. Length 157 m, 6,663 t. Panamanian flag. Classification society RINA. Built in 1991 in Wismar (Germany) by Mathias Thesen Werft. Owned by Seahorse Shipping & Engineering Co Ltd (Turkey). Detained in 2001 in Singapore, in 2008 in Dunkirk (France) and in 2012 in Odessa (Ukraine). Sold for demolition in India. 445 \$ per ton.



*Filippa C*, just being renamed in Malmö (Sweden), August 2010 © Tom Jones

*Finisterre* (ex-Cap Finisterre). IMO 8710986. Container ship, 2023 teu. Length 200 m, 13,341 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1991 in Lübeck-Siems (Germany) by Flender Werft. Owned by XT Management Ltd (Israel). Detained in 2013 in Cochin (India). Sold for demolition in India. 504 \$ per ton.



**The South Korean Hanjin gets rid of 15 container ships with a capacity of 5302 and 4024 teu assigned to its transpacific service. Except for the *Hanjin Irene* and *Hanjin Marseilles* aged 20 and 21 years old, they were built between 1996 and 1998. All were expected for demolition in India after having performed a last Far-East/ Indian Ocean service but the *Hanjin Beijing* headed to Gadani instead: this is the first container ship of this size welcomed by the Pakistani yards. The Korean ship-owner will take delivery from March on of container ships with a capacity of 10,000 teu that will be redeployed in replacement of these “mini” ships.**



*Hanjin Beijing*. IMO 9115731. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Expected to be demolished in India, *Hanjin Beijing* left Busan (South Korea) early March, called at Mumbai (India) on March 20<sup>th</sup> and was finally beached for demolition in Gadani (Pakistan) on March 25<sup>th</sup>. 470 \$ per ton.

*Hanjin Beijing* entering Busan (South Korea), May 2011 © Lappino



*Hanjin Berlin*. IMO 9115743. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 \$ per ton.

*Hanjin Irene*. IMO 9021693. Container ship, 4024 teu. Length 290 m, 18,888 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1994 in Busan (South Korea) by Hanjin Co. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2002 in Savannah (United States). Sold for demolition in India. 486 \$ per ton.



Berthed at Llovera dock, TCV Terminal, Valencia (Spain), November 2012

© Manuel Hernandez Lafuente

*Hanjin London*. IMO 9111383. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). *Hanjin London* carried on an ultimate voyage, calling successively at Qingdao (China), Kaohsiung (Taiwan), Singapore, Mumbai (India) and up to Karachi (Pakistan); then she left early April and is now heading towards India and Alang, her final destination. 470 \$ per ton.

*Hanjin Los Angeles*. IMO 9128130. Container ship, 4024 teu. Length 290 m, 23,760 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.

*Hanjin Los Angeles* in Hong Kong on April 2008

© Ivan Meshkov



*Hanjin Marseilles*. IMO 9015541. Container ship, 4024 teu. Length 290 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Busan (South Korea) by Hanjin Heavy Industries Co Ltd. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.



*Hanjin Marseilles* under the Bayonne Bridge (New Jersey, United States), April 2011 © Joe Becker



*Hanjin Nagoya*. IMO 9155028. Container ship, 4024 teu. Length 290 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin Heavy Industries Co Ltd. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.



The sulfurous *Hanjin Nagoya* arriving at Hamburg (Germany), December 2008 © Jens Boldt

*Hanjin Oslo*. IMO 9161778. Container ship, 5302 teu. Length 279 m, 23,792 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.

*Hanjin Paris*. IMO 9128128. Container ship, 5302 teu. Length 279 m, 25,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 \$ per ton.



The sleek and majestic Korean flagged *Hanjin Paris* outbound from Vancouver harbour, sails under the Lions Gate Bridge. September 2006 © Neil England

*Hanjin Rome*. IMO 9161766. Container ship, 5302. Length 279 m, 23,794 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.



*Hanjin Rome* inbound to Vancouver harbour june 19 2010 © Robert Etchell



*Hanjin San Francisco*. IMO 9131058. Container ship, 4024 teu. Length 290 m, 18,800 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.

Panama Canal, February 2012  
© Pete Roberts

*Hanjin Shanghai*. IMO 9088251. Container ship, 4024 teu. Length 290 m, 18,831 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 460 \$ per ton.

*Hanjin Valencia*. IMO 9142485. Container ship, 4024 teu. Length 290 m, 22,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1998 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 470 \$ per ton.

In Savannah (Georgia, United States), February 2014  
© David Brown



*Hanjin Washington*. IMO 9111395. Container ship, 5302 teu. Length 279 m, 25,450 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1996 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India. 465 \$ per ton.



In Portland (Oregon, United States), September 2011 © TBH MarineTraffic

*Hanjin Wilmington*. IMO 9142473. Container ship, 4024 teu. Length 290 m. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Busan (South Korea) by Hanjin HI Co. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in India.

*Jervis Bay* (ex-*MSC Almeria*, ex-*Jervis Bay*). IMO 9005534. Container ship, 4230 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie Kg (Germany). Sold for demolition in India and beached as **Kyam**.



In Oakland (United States), February 2010 © Kell



In Salalah (Oman), May 2011 © Ryan de Bruijn

*Jolly* (ex-*Kota Setia*, ex-*Jolly*, ex-*Jolly Topazio*, ex-*Jolly Oro*, ex-*Croatia Express*). IMO 8907943. Container ship, 2098 teu. Length 178 m, 11,197 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1993 in Pula (Croatia) by Uljanik. Owned by Eurobulk Ltd (Greece). Sold for demolition in India. 500 \$ per ton including a spare propeller.



*Kapitan Artyukh*. IMO 8521036. Container ship, 490 teu. Length 149 m, 5,358 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov. Owned by FESCO (Russia). Sold for demolition in Bangladesh.



*Kapitan Lyashenko*. IMO 8617976. Container ship, 490 teu. Length 149 m, 5,428 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by FESCO (Russia). Sold for demolition in Bangladesh.



In Golden Horn Bay, Vladivostok (Russia), February 2009  
© MarineTraffic

*Kota Wijaya*. IMO 9000869. Container ship, 1160 teu. Length 184 m, 6,815 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Toyohashi (Japan) by Kanasashi. Owned by Pacific International Lines (Singapore). Sold for demolition in India. 525 \$ per ton including 350 t of bunkers.

In Singapore, April 2011  
© Hajo Schaefer





The Danish Maersk regularly puts forward its reputation of a ship-owner responsible until the demolition of its ships and partnering with the "best" Chinese shipyards. This policy does not apply to vessels chartered or operated by the World No. 1 for container shipping. *Maersk Dalton*, *Darlington*, *Dauphin*, *Delano*, *Delmont* and *Miami* belonging to the German financial company ER Schiffahrt GmbH & Co. KG have therefore all been renamed before being beached in Alang Bay. The image is saved.

*Maersk Dalton* (ex-*MSC Dalton*, ex-*Maersk Dalton*, ex-*Repulse Bay*). IMO 9005546. Container ship, 4230 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2012 and 2013 in Tianjin (China). Sold for demolition and beached in Bangladesh as **Leuc**. 452 \$ per ton.



*Maersk Darlington* (ex-*MISC Darlington*, ex-*Maersk Darlington*, ex-*Newport Bay*). IMO 9005558. Container ship, 4230 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Renamed **Mekol** prior to her departure for demolition in India. 485 \$ per ton.



June 2013, passing Geoje Island (South Korea) and the Busan bridge © V Tonic

*Maersk Dauphin* (ex-*MSC Malaysia*, ex-*Maersk Dauphin*, ex-*Providence Bay*, ex-*Shenzen Bay*). IMO 9080613. Container ship, 4230 teu. Length 292 m, 19,094 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 1999 in Hambourg (Germany). Sold and renamed **Otse** prior to her departure for demolition in India. 470 \$ per ton.



*Maersk Delano* (ex-*MSC Salerno*, ex-*Shenzen Bay*). IMO 9079547. Container ship, 4230 teu. Length 292 m, 19,268 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Chita (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sold and renamed **Repton** prior to her departure for demolition in India. 470 \$ per ton.



Çanakkale, fort and Dardanelles Strait (Turkey), August 2013 © Ozcan K

*Maersk Delmont* (ex-*Colombo Bay*, ex-*Tor Bay*). IMO 9103037. Container ship, 4230 teu. Length 292 m, 19,278 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Chita (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2011 in Tianjin (China). Sold and renamed **Sezze** prior to her departure for demolition in Bangladesh. 470 \$ per ton.



Under the Victorian skies (British Columbia, Canada), February 2006 © Patrick Lawson



*Maersk Miami* (ex-*Nedlloyd Hong Kong*). IMO 9001253. Container ship, 4181 teu. Length 279 m, 23,859 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie Kg (Germany). Beached for demolition in India as **Hemol**. 450 \$ per ton.



*Maersk Trapani* (ex-*Thorkil Maersk*, ex-CMA CGM *Hispaniola*, ex-*Marienburg*, ex-*Thorkil Maersk*). IMO 8820224. Container ship, 1316 teu. Length 161 m, 7,817 t. Liberian flag. Classification society RINA. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Technomar Shipping Greece). Sold and shortened to **Trapani** prior to her departure for demolition in Turkey. 377 \$ per ton.



*Maersk Trapani*. Northbound in the Bosphorus, June 2011 © Wil Weijster

After the *Nedlloyd Hong Kong*, *Honshu*, *Oceania* and *Africa* (see [Ship-Breaking # 34](#)), this is the end of the hatchcoverless container ship (ex-Hapag Lloyd) also operated these last years by Maersk. This type of revolutionary container ship allowed the loading time to be shortened and avoided the loss at sea of containers but is now outdated as well as their capacity of 3604 evp. They were officially property of ER Schiffahrt GmbH & Cie Kg and have been all renamed. The image is saved.

*Nedlloyd America*. IMO 8915677. Container ship, 3604 teu. Length 266 m, 20,447 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie Kg (Germany). Renamed **Ekali** prior to her departure for demolition in India 450 \$ per ton.



*Nedlloyd America*, Pusan (South Korea), July 2007 © Ivan Meshkov



*Nedlloyd Asia*. IMO 8915665. Container ship, 3604 teu. Length 266 m, 20,447 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2007 in Shenzhen (China). Renamed **Cashel** and beached for demolition in Bangladesh. 452 \$ per ton.



*Nedlloyd Europa*. IMO 8915691. Container ship, 3604 teu. Length 266 m, 19,783 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Kobe (Japan) by Mitsubishi. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Renamed **Dabat** prior to her departure for demolition in India. 470 \$ per ton.



*Marathonas (ex-MSC Marathon, ex-Maersk Marathon, ex-Mc Kinney Maersk)*. IMO 8819940. 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 Stalskibs. Owned by Danaos Shipping (Greece). Sistership of *Mytilini* (cf below) also sold for demolition in India. Sold for demolition in India. 493 \$ per ton including a spare bronze propeller and bow thrusters.



*MSC Marathon*. May 2009 at Savannah, (Georgia, United States) © foggy / Shipspotting

*MSC Ayala (ex-Alen, ex-Oasis Altair, ex-Ligwa, ex-Great Rizal, ex-Oasis Altair)*. IMO 8413033. Container ship, 2073 teu. Length 215 m, 12,492 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by Mediterranean Shipping Co - MSC (Switzerland). Detained in 2001 and 2003 in Hong Kong, in 2004 in Shanghai (China), in 2009 in Valencia (Spain) and in 2010 in Mumbai (India). Sold for demolition in India.



*MSC Tanzania (ex-Pudong Senator)*. IMO 9141261. Container ship, 4688 teu. Length 294 m, 18,646 t. Deflagged from Germany to Liberia for her last voyage as **Pudong**. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2013 in Melbourne (Australia). Sold for demolition in India. 477 \$ per ton.



At Conley Container Terminal, South Boston (United States), July 2010. © Jack Clifford

*Munster* (ex-*MSC Caribbean*, ex-*Ulanga*, ex-*Munster*). IMO 9131802. Container ship, 910 teu. Length 139 m, 4,961 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1996 in Neuenfelde (Germany) by JJ Sietas. Owned by Concord Shipping GmbH & Co KG (Germany). Sold for demolition in Bangladesh.



Singapore, March 2013 © **mgklingsick**

*Mytilini* (ex-*Maersk Mytilini*, ex-*Madison Maersk*). IMO 8819952. 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 Stalskibs. Owned by Danaos Shipping (Greece). Detained in 2005 in Algeciras (Spain). Sistership of *Marathonas* (cf above) also sold for demolition in India. 495 \$ per ton.



In Cape Town (South Africa), July 2013 © **Ian Shiffman**

*Northern Delight* (ex-*P&O Nedlloyd Rumba*, ex-*Kairo*, ex-*Northern Delight*, ex-*Zim Chicago II*, ex-*Kota Sejati*, ex-*Northern Delight*, ex-*P&O Nedlloyd Dubai*, ex-*Dubai Bay*, ex-*Nedlloyd Sao Paulo*, ex-*Northern Delight*). IMO 9082374. Container ship, 1717 teu. Length 174 m, 7,729 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by NSB Niederelbe SchiffahrtsgesellschaftmbH & Co KG (Germany). Sold for demolition in India. 492 \$ per ton.

*Pu He*. IMO 8705242. Container ship, 2716 teu. Length 236 m, 15,937 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Govan (United Kingdom) by Kvaerner Govan. Owned by COSCO (China). Sold for demolition in China. 342 \$ per ton.



*Pu He*, March 2010 © **Michael Schindler**



*River Elegance*. IMO 9072147. Container ship, 3802 teu. Length 276 m. Panamanian flag. Classification society China Classification Society. Built in 1994 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Detained in 2004 in Osaka (Japan). Sold for demolition in Xinhui, China.



*River Elegance*. In Barcelona (Spain), December 2007 ©. Angel Luis Godar Moreira

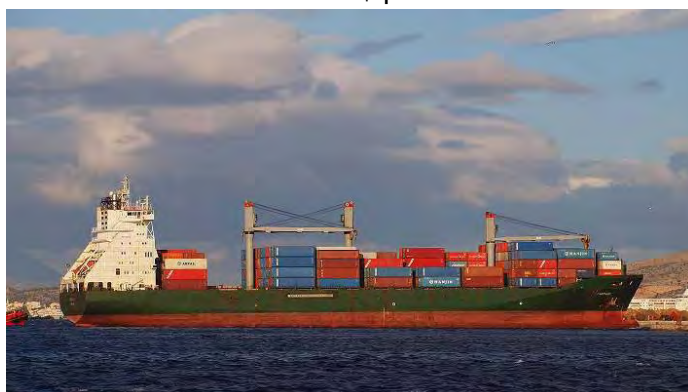
*Romy Believer* (ex-*Believer*, ex-*Sven Oltman*, ex-*Emily Borchard*, ex-*Gracechurch Planet*, ex-*Sven Oltman*). IMO 9031454. Container ship, 510 teu. Length 117 m, 2,760 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Neuenfelde (Germany) by JJ Sietas. Owned by Myklebusthaug Management AS (Norway). Detained in 2012 in Port Said (Egypt). Sold for demolition in Turkey.



*Romy Believer*. At Drapetsona, Piraeus, Greece. November 2013 © Dennis Mortimer

*Sana* (ex-*Gabriela*, ex-*Rosemary*, ex-*Dandelion*, ex-*New State*, ex-*Iran Tehran*). IMO 9209336. Container ship, 3280 teu. Length 240 m, 14,788 t. Iranian flag. Classification society Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Rahbaran Omid Darya Ship Management Co (Iran). Sold for demolition in Bangladesh. 457 \$ per ton.

*Santiago* (ex-*CCNI Vancouver*, ex-*Togo Star*, ex-*Santiago*, ex-*CCNI Chiloe*, ex-*Maersk Kuritiba*, ex-*CCNI Chiloe*). IMO 9080998. Container ship, 2000 teu. Length 174 m, 10,033 t. Deflagged from Marshall Islands to St. Kitts & Nevis for her last voyage as **Santi**. Classification society Germanischer Lloyd. Built in 1996 in Flensburg (Germany) by Flensburger. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold as is in Alexandria (Egypt) for demolition in India. 402 \$ per ton.



*Santiago* at Perama, Piraeus, (Greece) November 2013 © Dennis Mortimer



*Selatan Mulia* (ex-Sea Merchant, ex-Sino Ocean, ex-Sinofa, ex-Nigeria Express). IMO 8218512. Container ship, 480 teu. Length 132 m, 3,915 t. Indonesia flag. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Shanghai (China) by Zhonghua Shipyard. Owned by Pacific International Lines (Singapore). Detained in 2000 and in 2013 in Singapore. Sold for demolition in Bangladesh.



*Selatan Mulia* in Singapore, June 2012, © Vitaliy Kharchenko

*Song He*. IMO 8514590. Container ship, 1668 teu. Length 199 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Bremerhaven (Germany) by Seebeckwerft. Owned by Panasia Shipping (China). Sold for demolition in China.



*Yang Pu Wan* (ex- Han Jiang He). IMO 8321826. Container ship, 422 teu. Length 126 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Chofu (Japan) by Kyokuyo. Owned by PO Shipping Co Ltd (China). Sold for demolition in China.



*Yuan He*. IMO 9067568. Container ship, 4215 teu. Length 275 m, 19,890 t. Chinese flag. Classification society China Classification Society. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by COSCO (China). Sold for demolition in China.



*Yuan He* in the Panama Canal, October 2004 © Marius Esman

*Zhong He*. IMO 9067556. Container ship, 4215 teu. Length 275 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by COSCO (China). Sold for demolition in China by Civet Guangdong.



At Port Phillip Heads, (Australia), June 2012 © Lester Hunt

## General cargo

*Abdul B* (ex-Diya, ex-Forest Rover, ex-Krasnogorsk, ex-Angela Green, ex-Krasnogorsk, ex-Westafcarrier). IMO 7920259. General cargo. Length 95 m, 2,422 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Shimizu (Japan) by Miho. Owned by Bayazid Shipping Co (Lebanon). Detained in 2004 in Brindisi (Italy) and in 2008 in La Spezia (Italy). Sold for demolition in Turkey.



In the Bosphorus (Turkey), August 2012 © Zafer Deniz Akcabal

*Abdul Prince* (ex-Kapitan Mochalov). IMO 7362445. General cargo. Length 151 m, 5,526 t. Tanzanian flag. Classification society Venezuelan Register of Shipping. Built in 1974 in Gdansk (Poland) by Gdanska Lenina. Owned by IMS Hellenic Co (Greece). Detained in 2001 in Loviisa (Finland), in 2008 in Antwerp (Belgium) and in 2013 in Alanya (Turkey). In January 2014, the *Abdul Prince* was renamed *Sea Shark* then *Meral Queen* and was finally beached for demolition in India on March 20<sup>th</sup>.



*Ahmad H* (ex-Amro F, ex-Urgench, ex-Josephine, ex-Inma). IMO 7713278. General cargo. Length 104 m. Deflagged from Panama to Togo for her last voyage as **Med Mermaid**. Classification society Isthmus Bureau of Shipping. Built in 1979 in Gijon (Spain) by Duro Felguera. Detained in 2000 in Trieste and in Venice (Italy), in 2001 in Leghorn (Italy), in 2005 in Venice again, in 2009 in Novorossiysk (Russia), in 2012 in Alexandria (Egypt) and in 2013 in Antalya (Turkey). Sold by her Romanian owner Arados Shipping to Energy Marine Services SA, a Panama-based shell company, prior to be beached for demolition in Turkey.



*Al Hadi* (ex-Lattakia Queen, ex-Moon Bright, ex-Waldhorn, ex-Flower Bay, ex-Flower Boy). IMO 6929193. General cargo. Length 103 m. Comoros flag. Classification society Phoenix Register of Shipping. Built in 1969 in Rostock (Germany) by Neptun VEB. Owned by ADCO SAL (Lebanon). Detained in 1999 in Thessaloniki (Greece) and in 2008 in Larnaca (Cyprus). Sold for demolition in Turkey.



In Odessa (Ukraine), January 2010 © Marine Traffic

*Al Majed H (ex-Hiba B, ex-Eridanus, ex-Malin Sea, ex-Marijke, ex-Marijke Smits)*. IMO 7319694. General cargo. Length 84 m, 1,481 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1973 in Slikkerveer (Netherlands) by De Groot & Van Vliet. Owned by Majeed Al Bazony Shipping LLC (United Arab Emirates). Detained in 1997 in Hull (United Kingdom), in 1999 in Kavala (Greece), in 2001 in A Coruña (Spain), in 2006 in Baltchik (Bulgaria), in 2009 in Constanta (Romania) and in 2012 in Bandar Khomeini (Iran). Sold for demolition in India.



*Altarek IV (ex-Wani Point, ex-Guardpoint, ex-Lys-Point ex-Guardpoint, ex-Lys-Point)*. IMO 7708405. General cargo. Length 88 m. Moldovan flag. Classification society Det Norske Veritas. Built in 1979 in Singapore by Sing Koon Seng; jumboized in 1987 and lengthened from 70 to 88 m. Owned by Safety Management (Romania). Detained in 2011 in Porto Torres (Italy) and in 2013 in Kopervik (Norway). Sold for demolition in Turkey.



*An Yang He (ex-Liao Yuan 3, ex-Sheng Jia 8)*. IMO 9092109. General cargo. Length 71 m. Cambodian flag. Classification society Union Bureau of Shipping. Built in 1986 in Fujian (China) by Fujian Shipyard. Owned by Dalian Shun An maritime Agency (China). Detained in 2008 in Qingdao (China), in 2010 in Incheon (South Korea), in 2011 in Taicang (China), in 2012 in Tokyo and in Kobe (Japan), in 2013 in Kagoshima (Japan), in Pohang (South Korea), in Wakayama (Japan) and in Ningbo (China) and in 2014 in Lianyungang (China). Sold for demolition in Jiangyin, China.



The detentions of the *An Yang He* © Robin des Bois

*Anke Angela (ex-Claudia-Isabell)*. IMO 8417546. General cargo. Length 82 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1984 in Wewelsfleth (Germany) by Hugo Peters. Detained in 2001 in Hamina (Finland), in 2002 in Szczecin (Poland) and in 2012 in Rostock (Germany). On January 11th 2012, the ship ran aground in Kalmar Strait with her 6 crewmen; the Swedish Coast Guard suspected the two senior officers to be drunk at the time of the incident. The *Anke Angela* was towed to Kalmar and then resumed sailing. A few months later, she was found laid up in Krautsand (Germany). In September 2013, she was sold by her German owner to the Miami-based DMH International. She was deflagged from Gibraltar to Panama and renamed **Hugo Chavez Frias**. However, she only left Germany to be towed for demolition in Grenaa (Denmark). She arrived at Fornaes Shipbreaking yard on March 14<sup>th</sup>.



*Anke Angela*, still laid up at Krautsand with name painted over at the bow. November 3<sup>rd</sup>, 2013 © Cornelia Klier



but with her new name *Hugo Chavez Frias* at the stern. October 18, 2013 © Erpel

*Archangelgracht*. IMO 8811948. General cargo. Length 130 m, 3,816 t. Deflagged from the Netherlands to Tuvalu for her last voyage as **Chan**. Classification society Lloyd's Register of Shipping. Built in 1990 in Harlingen (Netherlands) by Tille. Detained in 2013 in Xiamen (China). Sold and towed for demolition in Bangladesh.



*Asrar-A-Mostafa (ex-Al Muztuba, ex-Univazs, ex-Sea Voice, ex-Mei Yuan, ex-Cavle, ex-Cidade de Itapecuru, ex-Mirosal)*. IMO 7516436. General cargo. Length 108 m, 2,205 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1978 in Niteroi (Brazil) by EBIN. Owned by AK Ship Management & Services (Bangladesh). Detained in 2005 in Mumbai (India) and in 2007 in Chennai (India). Sold for demolition in Bangladesh.



*Bangkhonthi (ex-Camphor)*. IMO 7352830. General cargo. Length 114 m, 2,388 t. Thai flag. Unknown classification society. Built in 1974 in Hashihama (Japan) by Kurushima. Owned by Phulsawat Navy Co Ltd (Thailand). Detained in 2010 in Lumut (Malaysia). Sold for demolition in Bangladesh.



*Banglar Maya*. IMO 7913282. General cargo. Length 154 m, 5,700 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1980 in Shimonoseki (Japan) by Mitsubishi. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 1998 in Leith (United Kingdom), in 2011 in Lianyungang (China) and in 2012 twice in Rizhao (China). Sold for demolition in Bangladesh.



Port of Santos, in São Paulo (Brazil), January 2006  
Photo by Rogério Cordeiro

*Batang Anai (ex-2 Go 1, ex-Oel Wisdom, ex-Orient Wisdom, ex-Segara Makmur, ex-Cambodia Star, ex-Orham Bride, ex-Lhose, ex-Tiger Ocean, ex-Ahlers Bridge, ex-Judith Borchard, ex-Cam Azobe, ex-Norasias Adria, ex-Buyo, ex-Ahlers Bridge)*. IMO 8120648. General cargo. Length 114 m, 3,228 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Hemiksem (Belgium) by St Pieter. Owned by Humpuss Intermoda PT (Indonesia). Detained in 2001 in Singapore. Sold for demolition in Bangladesh. The most versatile identity of the trimester with 15 names: See photos on page 9.



*Bio Sun (ex-Fri Sun, ex-Fensfjord, ex-Deo Volente, ex-Elbstrand)*. IMO 8003876. General cargo. Length 82 m. St. Kitts & Nevis flag. Classification society Germanischer Lloyd. Built in 1980 in Wewelsfleth (Germany) by Hugo Peters. Owned by West-Trans Bulk AS (Norway). Detained in 2001 in Koge (Denmark) and in 2003 in Oslo (Norway). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking.



*Demetra (ex-Red Cat, ex-Afiya, ex-Safiya, ex-Irmgard, ex-Sider Gulf, ex-Tyro, ex-Argut)*. IMO 8814342. General cargo. Length 116 m, 778 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Singapore by Jurong Shipyard; jumboized in 1997 and lengthened from 95 to 116 m. Owned by Siriac International Ltd (United Kingdom). Detained in 2004 in Gdansk (Poland), in 2006 in Houston (United States), in 2007 in Geraldton (Australia), in 2012 in Pasajes (Spain) and Bremen (Germany) and in 2013 in Cagliari (Italy). Sold for demolition in Turkey.



*Don Max* (ex-Ocean Star, ex-Onego Tracer, ex-Ocean Star, ex-P&O Nedlloyd



Panama, ex-Beliz Urkmez, ex-Seaboard Commerce, ex-Beliz Urkmez, ex-Zim Venezuela II, ex-Beliz Urkmez, ex-Kont Ileyac). IMO 9043158. General cargo. Length 131 m, 3,746 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1997 in Tulcea (Romania) by Tulcea SN. Owned by Tech Project LLC (Ukraine). Detained in 2008 in Bilbao (Spain) and in 2013 in Odessa (Ukraine). Sold for demolition in India. 472 \$ per ton.



*Don Max* berthed on passenger terminal, November 2011 Odessa, Ukraine © Vovashap

*Erefli Star* (ex-Radonezh, ex-Volgo-Balt 22). IMO 6927640. General cargo. Length 114 m, 1,106 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1966 in Astrakhan (Russia) by Astrakhan Kirova. Owned by DAF Co Ltd (Russia). Detained in 2007 in Nikolayev (Ukraine) and in 2012 in Gemlik (Turkey) and Kdz Eregli (Turkey). Sold for demolition in Turkey.



*Esguifinsa* (ex-Afra, ex-Atlantic Clipper, exBBC Clipper, ex-Capitaine Magellan, ex-Delmas Montjoly, ex-Atlantic Clipper, ex-Smolyan). IMO 8915873. General cargo. Length 122 m, 4,565 t.



Domenican flag. Classification society Inclamar. Built in 1991 in Varna (Bulgaria) by Varna Shipyard. Owned by C Trans Maritime Services SI (Spain). Detained in 2006 and 2008 in Antwerp (Belgium), in 2009 in Salerno (Italy) and in 2010 in Setubal (Portugal). Kept waiting for orders for several weeks in Las Palmas (Canarias, Spain) and finally sold and beached for demolition in India.



In Setubal (Portugal), March 2013 © JJ Faria Nunes

*Faith* (ex-Kuk San, ex-Kety II, ex-Matadi Bridge, ex-Tagama, ex-Deppe America, ex-Tagama, ex-Woermann, Wahehe, ex-Wahehe). IMO 8225436.



General cargo. Length 158 m, 7,135 t. Cambodian flag. Classification society Overseas Marine Certification Services. Built in 1982 in Warnemünde (Germany) by Warnowwerft. Owned by Hong Chuan International Logistics Co (Taiwan). Detained in 2000 in Lisbon (Portugal), in 2002 twice in Antwerp (Belgium), in 2005 in San Antonio (Chile), in 2011 in Yantai (China), in 2012 in Nanjing (China), in 2013 in Tangshan (China) and in 2014 in Bandar Khomeini (Iran). Sold for demolition in India. 445 \$ per ton.



*Matadi Bridge* future *Faith*, June 2001, Antwerp (Belgium) © Minthi and her detentions © Robin des Bois

*Flestina 3 (ex-Sobchino, ex-Pur)*. IMO 7706720. General cargo. Length 82 m, 941 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Rosslau (Germany) by Elbewerften. Owned by DAF Co Ltd (Russia). Detained in 1998 in Vanersborg (Sweden). Sold for demolition in Turkey.



*Fyodor Popov*. IMO 7421112. General cargo. Length 123 m, 2,140 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Nijni-Novgorod (Russia) by Navashinskiy Oka. Owned by Vega Co Ltd (Russia). Sold for demolition in China.

*Gazelle Coast (ex-Fret Aquitaine, ex-Cygne, ex-Arklow Rose, ex-Faroe Trader)*. IMO 8314548. General cargo. Length 102 m. Papua New-Guinea flag. Classification society Germanischer Lloyd. Built in 1984 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Consort Express Lines Pty Ltd (Papua New-Guinea). Sold for demolition in Jiangyin, China.



*Gulf South (ex-Salrix, ex-Kylemore, ex-Borsum, ex-Bregenz, ex-Bornholm, ex-Neukloster)*. IMO 7530858. General cargo. Length 96 m. Deflagged from St. Kitts & Nevis to Togo for her last voyage. Classification society International Register of Shipping. Built in 1977 in Hikoshima (Japan) by Kyokuyo. Owned by Pasifik Lojistik Grubu (Turkey). Sold for demolition in Turkey.



January 2006 ©: Jochen Laskowsky

*Inca Maiden (ex-Mohawk Princess, ex-Mayon Splendor, ex-Southern Star)*. IMO 8520575. General cargo. Length 170 m, 7,786 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 472 \$ per ton.



*Inca Maiden* seen from Sugar Loaf mountain leaving Rio de Janeiro (Brazil), August 2012 ©. Edson de Lima Lucas

*King Hero (ex-Sumiyoshi, ex-Sunfalcon, ex-Sumiyoshi, ex-Sumiyoshi Maru)*. IMO 8208397. General cargo. Length 159 m, 7,116 t. St. Vincent & 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 2002 in Himeji and in Osaka (Japan), in 2005 in Rotterdam Netherlands and in 2006 in Sunderland (United Kingdom). Sold for demolition in India. 455 \$ per ton.



*Kinship Bangar* (ex-Al 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 Christensen. 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).



*Kota Berani* (ex-Cape Hastings, ex-Tula, ex-Kew Bridge, ex-Jolly Ambra, ex-Kew Bridge, ex-Seaboard Houston, ex-Lykes Striker, ex-Kew Bridge, ex-Zim Houston, ex-Kew Bridge, ex-Seal Reunion, ex-Kapitan N Petrosyan). IMO 9015694. General cargo. Length 155 m, 7,177 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1994 in Warnemünde (Germany) by Kvaerner Warnowwerft. Owned by Pacific International Lines (Singapore). Detained in 2011 in Tianjin (China). Sold for demolition in Bangladesh.



*Letfallah V* (ex-Altona, ex-Mekong Valiance, ex-Altona, ex-Nedlloyd Lotus, ex-Altona, ex-Manchester Trader, ex-Karyastein, ex-Altona). IMO 8003929. General cargo. Length 113 m, 3,148 t. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Neuenfelde (Germany) by Sietas. Owned by Letfallhv Shipping & Trading (United Arab Emirates). Detained in 2010 in Koper (Slovenia). Sold for demolition in India.



*Letfallah V*, in Rijeka (Croatia), January 2011 © Dragec

*Little Dona* (ex-Solna, ex-Risto, ex-Cristobal, ex-Belozersk, ex-Nizhnegorodskiy Komsomolets). IMO 7130086. General cargo. Length 114 m. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1971 in Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Pasabahce Denizcilik Turizm (Turkey). Detained in 2001 in La Spezia (Italy), in 2002 in Naples (Italy), in 2004 in Koper (Slovenia), in 2008 in Novorossiysk (Russia), in 2009 in Rostov (Russia), in 2011 in Mersin (Turkey) and in 2013 in Poti (Georgia) and Kdz Eregli (Turkey). Sold for demolition in Turkey.



The detentions of the *Little Dona* © Robin des Bois

*LTI Integrity* (ex-Aboudi V, ex-Tugela, ex-John Wulff, ex-Tugela, ex-Guatemala, ex-Ridge, ex-Kalakara, ex-John Wulff, ex-Maersk Jakarta, ex-Maersk Pinto, ex-John Wulff, ex-Ville du Nadir, ex-John Wulff). IMO 8405921. General cargo, in l'origine Container ship, 754 teu. Length 133 m, 4,387 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1985 in Neuenfelde (Germany) by Sietas. Owned by LTI Denizcilik Nakliyat (Turkey). Detained in 2014 in Bandar Khomeini (Iran). Sold for demolition in India. 460 \$ per ton.



*Melissa* (ex-Begonia, ex-Kharto Vision, ex-Clarissa, ex-Frisian Skipper, ex-Stavklint, ex-Cornelis van der Schoot). IMO 7637498. General cargo. Length 82 m, 1,920 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Harlingen (Netherlands) by Harlingen S&R. Owned by DSL Shipping (Cyprus). Detained in 1998 in Kaliningrad (Russia), in 2000 in Fushiki and in Ishinomaki (Japan), in 2001 in Kushiro and in Niigata (Japan) and in 2002 in Kobe and in Kawasaki (Japan). Sold for demolition in China.



*Million T* (ex-*Million Trader*). IMO 8921494. General cargo. Length 98 m. Panamanian flag. Classification society China Classification Society. Built in 1990 in Hashihama (Japan) by Shin Kurushima. Owned by Tianjin International Marine Shipping Co (China). Detained in 2008 in Chiba (Japan). Sold for demolition in Jiangyin, China.



*Million T* in Koh Si Chang Transshipment Area (Thailand), June 05, 2011 © Geir Vinnes

*Ming Jie* (ex-*Best Lucky*, ex-*Bao Xing Shan*, ex-*Gaya Dua*, ex-*Napili*). IMO 8224054. General cargo. Length 109 m, 2,027 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Busan (South Korea) by Daedong. Owned by Jui Zong Ship Management Co (Taiwan). Detained in 2013 in Nanjing (China) and in 2014 in Fuzhou (China). Sold for demolition in China. 300 \$ per ton.



*Moniuszko*. IMO 8513730. General cargo. Length 159 m, 7,445 t. Maltese flag. Classification society Polish Register of Shippin. Built in 1989 in Shanghai (China) by Jiangnan Shipyard. Owned by POLBROK (Poland). Detained in 2008 in Houston (United States) and in 2013 in Antwerp (Belgium). Sold for demolition in India.



*Moniuszko* off Terneuzen Netherlands on September 2013 © Jörn Prestien



*Nordvik*. IMO 7704837. General cargo. Length 88 m. Faroe Islands flag. Classification society RINA. Built in 1978 in Fossa (Norway) by Fosen MV ; jumboized in 1983 and lengthened from 77 to 88 m. Owned by Norresundby Shipping A/S (Denmark). Sold for demolition in Grenaa (Denmark).



Poland, June 2013 © Smadzi



*Orange Breeze* (ex-*Chelyabinsk*, ex-*Pantelis A Lemos*). IMO 8311003. General cargo. Length 177 m, 8,126 t. St. Kitts & Nevis flag. Classification society Russian Maritime



Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias-Thesen. Owned by Orange Marine Co Ltd (Russia). Detained in 2004 in Sorel (Canada). Sold for demolition in India. 483 \$ per ton.



*Orange Breeze* February 2013 near Vladivostok, Russia.  
© Vitali

*Oranus* (ex-*Maria C*, ex-*Gulf Pride*, ex-*Interocean 1*, ex-*Calugareni*). IMO 8503826. General cargo. Length 131 m, 3,278 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1985 in Braila (Romania) by Braila Santierul Navale. Owned by Zahra Maritime Services Co (Syrie). Detained in 2006 in Mumbai (India), in 2007 in Salerno (Italy) and in 2009 in Kavala (Greece) and Varna (Bulgaria). Sold for demolition in India.



*Oranus* At Tartous anchorage area (Syria), September 2009  
© Mahmoud Shd

*Pamela Stream* (ex-*Horai*). IMO 8301448. General cargo. Length 93 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1983 in Kinoo (Japan) by Kishimoto Zosen. Owned by Pamela Corp (South Korea). Detained in 2000 in Bangkok (Thailand), in 2003 in Oita (Japan), in 2004 in Maizuru (Japan), in 2008 in Vladivostok (Russia), in 2009 in Yantai (China) and in 2014 in Vladivostok again. Sold for demolition in Jiangyin, China.



*Pamela Stream*, December 2011 © Bushmakin

*Pe Gae Bong* (ex-*Be Gae Bong*). IMO 8328616. General cargo. Length 131 m. North Korean flag. Classification society Korea Classification Society. Built in 1980 in Huichon (North Korea) by Chongjin SY. Owned by Sohae Sonbak Co Ltd (North Korea). Detained in 2013 in Tangshan (China) and in 2014 in Changshu (China). Sold for demolition in Jiangyin, China.



*Perseus K* (ex-Cyclopus, ex-Atlantic K, ex-Oscar Sirius, ex-Teleorman). IMO 7436636. General cargo. Length 131 m, 3,600 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Galati (Romania) by Galati SN. Owned by IM Marine Services Ltd (United Kingdom). Detained in 2001 in Leghorn (Italy), in 2003 in Lisbon (Portugal) and Monfalcone (Italy) and in 2011 in Alexandria (Egypt). Sold for demolition in Turkey.



*Perseus K* passing northbound through the Bosphorus with Sultanahamet Camii (Blue Mosque) as her backdrop. July 2011. © Don Fraser



*Pioner Korsakova* (ex-Black Pearl, ex-Riga Merchant, ex-Pioner Uzbekistana). OMI 7831886. General cargo. 130 m. long, 3,937 t. Russian Flag. Classification Society Maritime Register of Shipping. Built in 1980 in Vyborg (Russia) by Vyborgskiy SZ. Owner Sakhalin Shipping Co SASCO (Russia). Detained in 1999 in Leghorn (Italy), in 2000 in Fredrikstad (Norway), in 2004 in Rotterdam (Netherlands) and in 2005 in Brest (France). At the time, she was called *Black Pearl*, property of the Italian B Navi and sailed under the Maltese flag and the RINA classification. She was specialized in deficiencies, detentions in European ports and the loss of wood cargoes: in October 2004 she had to get rid of part of her construction wood cargo to reduce her list; in November 2005, on her way from Finland to Algeria, she suffered an engine failure off Brittany and nearly capsized. She went adrift and lost 2000 m<sup>3</sup> of wood. She was rescued and towed to Brest by the *Abeille Bourbon* and was then detained for 25 days. The Maritime Affairs inspector had found the *Black Pearl* "in deplorable state", in terms of both security of the vessel and life conditions of the crew - torn and rotten mattresses, out of use showers and spoiled food : a shame for the European Merchant navy. In May 2006, the *Black Pearl* had been sold to Russian Sakhalin Shipping Co (SASCO) and exported to the Russian Far East that she had no longer left. In 2013, she finally beached for demolition in Bangladesh.



November 2005, the Arctic forest off Brittany © Marine Nationale

*Safina V* (ex-New Horizon, ex-Vinashin Express 1, ex-Looiersgracht). IMO 8611104. General cargo. Length 113 m, 3,660 t. Panamanian flag. Classification society Vietnam Register of Shipping. Built in 1987 in Shimizu (Japan) by Miho. Owned by Marine Fleet Management Ltd (Pakistan). Detained in 2011 in Dalian (China). Sold for demolition in India.



*Sandra II* (ex-Professor I.I.Krakovskiy). IMO 7640756. General cargo. Length 114 m, 1,271 t. St. Kitts & Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Sandra Shipping Co Ltd (Russia). Detained in 2012 in Molfetta (Italy). Sold for demolition in Turkey.



*Sea Breeze J* (ex-*BL Saida*, ex-*Perastex-god Father*, ex-*Nisiotisa*, ex-*AiS Giorgis*, ex-*Mini Link*). IMO 7035872. General cargo. Length 65 m, 859 t. St. Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1971 in Akitsu (Japan) by Taihei Kogyo. Owned by Gulf Development Marine (United Arab Emirates). Detained in 2004 in New Orleans (United States), in 2006 twice in Constanta (Romania) and in 2007 in Limassol (Cyprus). Sold for demolition in Pakistan.



*Sea Wind I* (ex-*Sea Wind*, ex-*Mini Lift*). IMO 7009201. General cargo. Length 65 m, 699 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1970 in Muroran (Japan) by Hakodate Dock. Owned by Gulf Development Marine (United Arab Emirates). Detained in 2006 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.



*Semar* (ex-*Iole*, ex-*Eleni A*, ex-*Elpida I*, ex-*Auseva*, ex-*Alpaca*). IMO 7713216. General cargo. Length 71 m. Moldovan flag. Unknown classification society. Built in 1978 in Zumaya (Spain) by Balenciaga. Owned by Ugland Denizcilik (Turkey). Detained in 2006 in Alicante (Spain) and Valletta (Malta), in 2007 in Las Palmas (Spain), in 2008 in Sochi (Russia), in 2009 in Eleusis (Greece) and Hulva (Spain), in 2011 in Mersin (Turkey) and in 2012 in Iskenderun (Turkey). Sold for demolition in Turkey.



The detentions of the *Semar* © Robin des Bois

*Shoreham* (ex-*Sea Eagle*, ex-*Hope*, ex-*Shoreham*, ex-*Ballygarvey*). IMO 8104280. General cargo. Length 77 m. Cook Islands flag. Unknown classification society. Built in 1982 in Goole (United Kingdom) by Goole SB. Detained in 2006 in Amsterdam (Netherlands) and in 2011 in Dublin (Ireland). Laid up in Santander (Spain) following the financial difficulties of her owner Dudman Group Ltd (United Kingdom). The shipowner has abandoned several ships and their Russian and Ukrainian crews in European ports this year and sold *Cementina* and *Thames* for demolition in Ghent (Cf. [Ship-Breaking # 33](#)). The *Shoreham* would be demolished in Santander.



Loading Rock at Porthoustock quarry (Cornwall, United Kingdom), February 2011 © **Barrie Clark**

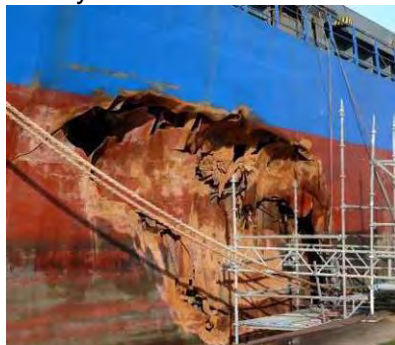
*Siderfly* (ex-*Borgfeld*, ex-*Eemsea*, ex-*Borgfeld*). IMO 8412405. General cargo. Length 100 m, 1,456 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Elsfleth (Germany) by Elsflether Werft; jumboized in 1990 and lengthened from 89 to 100 m. Owned by Eestinova OU (Estonia). Detained in 1999 in Setubal (Portugal), in 2002 in Genoa and in Pescara (Italy) and in 2005 in Nantes (France). On October 28th 2013, *Siderfly* collided with the gas tanker *Coral Ivory*



in the Kiel Canal. The ship is badly damaged, refloated but is eventually towed for demolition in Denmark. She arrived in Grenaa in February 2014.




On the Kiel Canal, after the collision, October 30<sup>th</sup> 2013 © Nils Junge





At Brunsbüttel, November 10<sup>th</sup> 2013 © Michael Brakhage



On February 6<sup>th</sup> 2014 at Fornaes Shipbreaking. ©Bendt Nielsen




*Solid Bay* (ex-Cargobay, ex-Royal Star). IMO 7703508. General cargo. Length 94 m, 1,845 t. Deflagged from Philippines to Tuvalu for her last voyage as **Solid B**. Classification society  International Ship Classification. Built in 1980 in Ulsan (South Korea) by Donghae SB Co. Sold by Filipino Owner Solid Shipping Lines Corp to the Indian Doehle Danautic prior to her departure for demolition in Bangladesh.


*Sun Crystal* (ex-Cenpeak Pioneer, ex-Marine Nagasaki). IMO 8304127. General cargo. Length 83 m. Sierra Leone flag.  Unknown classification society.  Built in 1983 in Nomi (Japan) by Nakatani. Owned by Royal Armadas International Co (China). Detained in 2000 in Busan (South Korea) and Fushiki (Japan), in 2001 in Vladivostok (Russia) and twice in Busan again, in 2003 in Nakaminato (Japan), in 2007 in Fukuoka (Japan) and in 2008 in Pyeongtaek (South Korea). Sold for demolition in China.




The detentions of the *Sun Crystal* © Robin des Bois

*Tekhnolog Konyukhov* (ex-Rabenau). IMO 7942350. General cargo. Length 130 m, 3,905 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). Sold for demolition in Turkey.

*Tenedos* (ex-Hermod, ex-Gutshof, ex-Hermod, ex-Herm J). IMO 8002743. General cargo. Length 96 m. Panamanian flag. Classification society  Overseas Marine Certification Services. Built in 1980 in Emden (Germany) by Cassens. Owned by Tenedos Shipping Sa (Turkey). Detained in 2008 in Salerno (Italy), in 2009 in Marseille (France), in 2010 in Constanta (Romania) and in 2011 and 2012 in Izmit (Turkey). Sold for demolition in Turkey.  

*Win Ever* (ex-Dhika Per, ex-Andhika Permata). IMO 8221375. General cargo. Length 98 m, 2,304 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Imabari (Japan) by Higaki. Owned by Rich Forth Investments (China). Detained in 2005 in Tokyo (Japan) and in 2006 in Shanghai (China). Sold for demolition in Bangladesh. 

*Yong Xiang* (ex-Lucky Trader, ex-Ocean Mariner, ex-Marist, ex-New Spirit, ex-Clipper Spirit). IMO 8510099. General cargo. Length 100 m, 2,367 t. Panamanian flag. Classification society  Nippon Kaiji Kyokai. Built in 1986 in Kochi (Japan) by Kochi Jyuko. Owned by Fortune Sea International Ship Management Co Ltd (China). Detained in 2005 in Hong Kong, in 2010 in Incheon and in Pyeongtaek (South Korea) and in 2014 in Qinhuangdao (China). Sold for demolition in Bangladesh.

## Reefer.

*Alimar I* (ex-*Sea Buffalo*, ex-*Panagis K*, ex-*Green Arctic*, ex-*Stenstraum*, ex-*San Carlos*, ex-*Stenstraum*, ex-*Kilstraum*). IMO 7812763. Reefer. Length 90 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Rissa (Norway) by Fosen MV. Detained in 2007 in Monopoli (Italy). Sold for demolition in India.



*Baltic Mariner* (ex-*Swan Stream*, ex-*Pocantico*, ex-*Isla Pongal*, ex-*Pocantico*). IMO 7710903. Reefer. Length 151 m, 5,776 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in



Tamise (Belgium) by Boelwerf. Owned by Ost-West-Handel und Schifffahrt GmbH (Germany). Detained in 2004 in Gdansk (Poland) and in 2005 in Sheerness (United Kingdom). Sold for demolition in India.



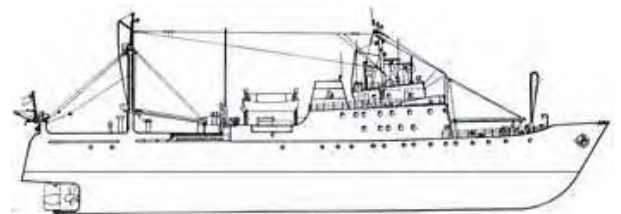
The ex banana carrier *Pocantico*, future *Baltic Mariner*, passing Hoek van Holland on 16th April 1984  
© Malcolm Cranfield

*Baltic Novel* (ex-*Karina*, ex-*Rona Reefer*, ex-*Sun Spirit*, ex-*Queen*, ex-*Chiquita Queen*, ex-*Inanna*, ex-*Lana*). IMO 7800588. Reefer. Length 155 m, 6,725 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Owned by Ost-West-Handel und Schifffahrt GmbH (Germany). Detained in 1999 in Genoa (Italy) and in 2000 in Antwerp (Belgium). Sold for an unknown destination of demolition, probably India like the *Baltic Mariner* of the same owner; she left Russia, her destination at the moment is Gibraltar.



## Factory ship.

2 *Atlantik II* class factory ships of the ex Soviet fishing fleet left for demolition in China. From 1966 to 1968, 50 *Atlantik I* type ships then from 1968 to 1971 121 *Atlantik II* type ships were built by the East-German shipbuilding yards, most of them in Stralsund but, from 1974 to 1976, 24 of them in Wismar. Equipped for the fishing, processing and storage of pelagic and deep sea fish. They could accommodate 80 sailors.



© soviet-trawler.narod.ru



*Klimovo*. IMO 7348487. Factory ship. Length 82 m, 2,188 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Wismar (Germany) by Mathias-Thesen. Sold for demolition in China.



*Klimovo* berthed at Petropavlovsk-Kamchatsky, Russia March 2012  
© Vladimir Kononov



*Kremen*. IMO 7348607. Factory ship. Length 82 m, 2,188 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Wismar (Germany) by Mathias-Thesen. Owned by Nakhodka Active Marine Fishery Base (Russia). Sold for demolition in China.



*Kremen*, January 2013 © Chris Howell

## Tanker

*Afnan* (ex-*Nabah 1*, ex-*Rama 3*, ex-*Zinko Maru*). IMO 7921576. Tanker. Length 78 m, 1,351 t. Comoros flag. Unknown classification society. Built in 1980 in Hakata (Japan) by Murakami Hide. Owned by Al Khaleej Bitumen Co Llc (United Arab Emirates). Detained in 2000 in Singapore, in 2006 and 2009 in Bushire and Bandar Abbas (Iran) and in 2011 in Bandar Abbas again. Sold for demolition in Pakistan.



*Badraini* (ex-*Progress*, ex-*Nihva*). IMO 8821905. Tanker. Length 247 m, 19,850 t. Deflagged from Indonesia to Saint-Vincent-et-Grenadines for her last voyage as *Raini*. Classification society Det Norske Veritas. Built in 1991 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by PT Berlian Laju Tanker (Indonesia). Sold and towed for demolition in Bangladesh. 440 \$ per ton.



*Da Qing 439*. IMO 9205794. Tanker. Length 180 m. Chinese flag. Classification society China Classification Society. Single hull tanker built in 1999 in Huludao (China) by Liaoning Bohai. Owned by Nanjing Yangyang Chemical (China). Sold for demolition in China.

At Ningbo (China), April 2005 © Gradimir Radev



*Eagle Otome* (ex-*Neptune Otome*). IMO 9051351. Tanker. Length 247 m, 15,646 t. Singapore flag. Classification society American Bureau of Shipping. Double hull tanker built in 1994 in Mihara (Japan) by Koyo DY Co. Owned by AET Shipmanagement (Singapore). Sold as is in Malaysia for demolition in Pakistan. 474 \$ per ton.

*Fair Spirit* (ex-*Kyushu Spirit*). IMO 8913148. Tanker. Length 233 m, 15,672 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Nagasaki (Japan) by Mitsubishi. Owned by Fairdeal Group (Greece). Detained in India in 2011. Sold for demolition in Pakistan.



*Fair Spirit* offshore Fujairah (United Arab Emirates), February 2010 © Gerry Hill

*Genmar Minotaur* (ex-*White Fang*, ex-*Stephanie*). IMO 9083316. Tanker. Length 243 m, 14,658 t. Liberian flag. Classification society Det Norske Veritas. Double hull tanker built in 1995 in Koje (South Korea) by Samsung. Owned by General Maritime Corp (United States). Sold as is in Singapore for an unknown destination of demolition. 460 \$ per ton including 750 t of bunkers.

*Genmar Minotaur* leaving Cayo Arcas (Mexico), 2004 © Tomasello Letterio





*Georgia* (ex-*Athlos*, ex-*World Prophet*). IMO 8007248. Tanker. Length 170 m, 7,335 t. Deflagged from Panama to St. Kitts & Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1986 in Skaramanga (Greece) by Hellenic Shipyard. Owned by Delta Al Muhitat Shipping (United Arab Emirates). Detained in 2009 in Bushire (Iran). Sold as is in Bandar Abbas for an unknown destination of demolition. 370 \$ per ton.



*Georgia*, May 2013 © PILOT2019 / MarineTraffic

*Itaituba*. IMO 8920505. Tanker. Length 186 m, 9,920 t. Brazilian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Rio de Janeiro (Brazil) by EISA-Ilha. Owned by Petrobras (Brazil). Sold as is in Brazil for an unknown destination of demolition. 350 \$ per ton including 100 t of bunkers.



Berthed in Fortaleza (Brazil), January 2010 © Cap. Luz

*Kima* (ex-*Overseas Keymar*, ex-*Keymar*, ex-*Takamine*). IMO 9058828. Tanker. Length 242 m, 14,000 t. Panamanian flag. Classification society Korean Register of Shipping. Double hull tanker built in 1993 in Imari (Japan) by Namura. Owned by Syncro Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 485 \$ per ton.



Sailing from Sydney Harbour (Australia), July 2011 © Mick Prendergast

*Lucala* (ex-*Ngol Lucala*, ex-*Jag Arpan*, ex-*Lucy*). IMO 8319902. Tanker. Length 230 m, 12,843 t. Deflagged from the Netherlands Antilles to Comoros for her last voyage under her original name **Lucy**. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Detained in 2001 in Los Angeles (United States) and in 2003 in Ghent (Belgium). Sold to Product Plus International Ltd, a British Virgin Islands-based shell company, prior to her departure for demolition in India.

*Lucala* at Luanda (Angola) March 2011 © foggy



*Lueji (ex-NGOL Lueji, ex-Jag Anjali, ex-Suzanne)*. IMO 8319914. Tanker. Length 230 m, 12,823 t. Deflagged from the Netherlands Antilles to Comoros for her last voyage as **Blue 1**. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Detained in 2003 in Daesan (South Korea). Sold in Ullib Shipping Inc, a St. Kitts & Nevis-based shell company, prior to her departure for demolition in Pakistan.



*New Venture*. IMO 9006617. Tanker. Length 328 m, 33,348 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Ariake (Japan) by Hitachi. Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China. 404 \$ per ton.

*New Vitality*. IMO 9014470. Tanker. Length 330 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Sasebo (Japan) by Sasebo HI ; converted from single hull to double hull in 2008 by Yiu Lian Dockyards (Shekou) Limited (China). Owned by Associated Maritime Co (Hong Kong, China). Sold for demolition in China.



*New Vitality* at Yosu (South Korea), October 2007  
© Valeriy Balalaev

*Ocean Apex (ex-Iron Gippsland)*. IMO 8715479. Tanker. Length 233 m, 13,810 t. Deflagged from Singapore to St. Kitts & Nevis for her last voyage as **Apex**. Classification society Lloyd's Register of Shipping. Built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by Ocean Tankers (Singapore). Sold for demolition in Bangladesh.

*Ocean Dolphin*. IMO 9126883. Tanker. Length 120 m, 2,826 t. Deflagged from Singapore to Domenica for her last voyage as **Ocean**. Classification society Nippon Kaiji Kyokai. Double hull tanker built in 1995 in Singapore by President Marine. Owned by Ocean Tankers Ltd (Singapore). Sold for demolition in Bangladesh. 451 \$ per ton.

*Overseas Beryl (ex-Beryl)*. IMO 9043043. Tanker. Length 245 m, 17,096 t. Marshall Islands flag. Classification society American Bureau of Shipping. Double hull tanker built in 1994 in Ulsan (South Korea) by Hyundai. Owned by OSG Ship Management (United States). Sold as is in Singapore for demolition in Pakistan. 456 \$ per ton including sufficient bunkers for the voyage



*Overseas Beryl*, outbound from Corpus Cristi.(Texas, United States), March 2009. © Knut Helge Schistad

*Phubai Amara 2 (ex-Thaioil 12, ex-Tigani, ex-Seafalcon)*. IMO 9002142. Tanker. Length 247 m, 15,178 t. Thai flag. Classification society Bureau Veritas. Built in 1991 in Mihara (Japan) by Koyo DY Co. Owned by Thaioil Marine Co Ltd (Thailand). Sold for demolition in Pakistan.



*Ping Chuan*. IMO 9086887. Tanker. Length 143 m, 3,881 t. Chinese flag. Société de classification China Classification Society. Built in 1995 in Wismar (Germany) by Mathias Thesen. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in China.



*Ping Chuan* at Hongai anchorage, Halong Bay (Vietnam),. September 2003 © Binh

*Poti*. IMO 8421183. Tanker. Length 218 m, 14,409 t. St. Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Rio de Janeiro (Brazil) by EISA-Ilha. On January 1st 2014, the tanker *Poti* flying the Argentinian flag and owned by an Argentinian subsidiary of the Brazilian Petrobras was sold, deflagged to St. Kitts & Nevis and renamed **Popidio**. On February 4th, her official status in the Equasis database became "to be broken up" and her final destination was India. On February 21<sup>st</sup>, she suffered an engine failure 100 miles off the South African coasts and went adrift. She was assisted by the tug *Smit Amandla Marine*, resumed sailing towards Mauritius and is now waiting off Port Louis, the shelter for distressed ships. Soon to be beached for demolition on an Indian Ocean beach ? (Cf. the case of [Hansa Brandenburg](#)).



Arriving in Santos (Brazil), February 2008, with the three tugs *Smit Tora*, *Smit Tupi*, *Smit Tuxa*  
© Bruno Pricoli

*Southernpec 3* (ex-*Agios Nikolaos III*, ex-*Unity Lake*, ex-*Agios Nikolaos*, ex-*Sawako*, ex-*Channel Commander*). IMO 8903246. Tanker. Length 328 m, 33,129 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Ariake (Japan) by Hitachi ; converted in 2009 to Floating Storage Unit (FSU). Owned by Southernpec Shipping Ltd (Singapore). Sold for demolition in Pakistan.

*Southernpec 8* (ex-*Pericles GC*, ex-*Taos*, ex-*General Monarch*, ex-*Sea Duke*). IMO 8906793. Tanker. Length 326 m, 33,182 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1990 in Ariake (Japan) by Hitachi. Owned by Southernpec Shipping Pte Ltd (Singapore). Detained in 2008 in Ulsan (South Korea). Sold for demolition in Pakistan. 450 \$ per ton.



*Southernpec 8* at Tanjung Pelepas (Malaysia) anchorage, March 2011 © Jerzy Nowak:

*Sri Kadriah 1 (ex-Verona, ex-Columbia)*. IMO 8706131. . Length 326 m, 33,267 t. Deflagged from Thailand to St. Kitts & Nevis for her last voyage as **Sri 1**. Classification society Lloyd's Register of Shipping. Built in 1989 in Ariake (Japan) by Hitachi Zosen. Sold for demolition summer 2012 after the inauguration of the new oil terminal in Tanjung Pelapas (Malaysia), she actually remained anchored off the coast and went on her floating storage career. In January 2014, she was sold to Autumn Harvest Maritime Co, a Liberia-based shell company, renamed and finally beached for demolition in Bangladesh.

January 07, 2012 Moored at submerged buoy at Tanjung Pelepas West Anchorage Area, Malaysia and used at Storage Tanker.

© Emiliyan



*Sritara (ex-Hung Kuk No,5)*. IMO 8031861. Tanker. Length 74 m, 753 t. Thai flag. Unknown classification society. Double bottom tanker built in 1978 in Tongyeong (South Korea) by Shin A SB Co. Owned by Namsai Co Ltd (Thailand). Sold for demolition in Bangladesh.



*Success Ocean XXX (ex-Knock Muir, ex-Chemtrans Lyra, ex-Eagle Lyra, ex-Neptune Lyra, ex-Athina II, ex-Dalby, ex-Consensus Dalby)*. IMO 9006899. Tanker. Length 243 m, 14,500 t. Indonesia flag. Unknown classification society. Double hull tanker built in 1993 in Koje (South Korea) by Samsung. Owned by Putra Utama Mandiri Lines PT (Indonesia). Sold for demolition in Pakistan. 435 \$ per ton.



*Trader (ex-Asphalt Trader, ex-Asphalt Navigator, ex-Mar Caterina, ex-Astorga, ex-Caterina)*. IMO 7922623. Bitumen tanker. Length 150 m, 6,042 t. St. Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1981 in Sevilla (Spain) by Astilleros Espanoles. Owned by Givenergy FZC (United Arab Emirates). Detained in 2000 in Baltimore (United States) and in 2013 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



*Vinashin Atlantic (ex-Noiseless, ex-Chanda, ex-Signal Hill)*. IMO 9014834. Tanker. Length 274 m, 20,784 t. Deflagged from Panama to Comoros for her last voyage in tow as *Atlanta*. Classification society American Bureau of Shipping. Double hull tanker built in 1992 in Koje (South Korea) by Samsung. Owned by Vinashin Ocean Shipping Co Ltd (Vietnam). Detained in 2000 in St Croix (United States) and in 2003 in Quebec City (Canada). Sold for demolition in Bangladesh.



*Ya Zhou Xiong Shi (ex-Asia Lion)*. IMO 9203992. Tanker. Length 180 m. Chinese flag. Classification society China Classification Society. Double hull tanker built in 1999 in Huludao (China) by Liaoning Bohai. Owned by Nanjing Yangyang Chemical (China). Sold for demolition in China.

Chinese tanker *Ya Zhou Xiong Shi* sailing up Yangtze River, November 2009 © Lakhtikov Dmitriy



*Yan Shui Hu*. IMO 9038646. Tanker. Length 182 m, 9,147 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Dalian (China) by Dalian Shipyards. Owned by Dalian Yuanchang Shpg Co Ltd (China). Sold for demolition in China. 355 \$ per ton.

## Chemical tanker

*Breeze A* (ex-*Gemini I*, ex-*Iver Gemini*, ex-*Gemini*). IMO 9086708. Chemical tanker. Length 179 m, 10,830 t. Maltese flag . Classification society Det Norske Veritas. Built in 1994 in Kherson (Ukraine) by Khersonskiy Sz. Owned by Ancora Investment Trust (Greece). Detained in 2001 in Los Angeles (United States). Sold as is in Nakhodka (Russia) for demolition in Bangladesh. 385 \$ per ton.



August 2010 © MarineTraffic

*Endeavor 1* (ex-*New Endeavor*, ex-*Jo Redwood*, ex-*North Wind*, ex-*Toranus*, ex-*Oranus*). IMO 7901497. Chemical tanker. Length 174 m, 10,299 t. Panamanian flag. Classification society RINA. Built in 1981 in Forde (Norway) by Ankerlokken Forde. Owned by Navimar SA (Switzerland). Sold for demolition in India.



*Endeavor-1* being helped by 2 tugboats into Birth #9 of Mombasa Port (Kenya), May 2010. © Mohamed Hamdhan



*Ermar* (ex-*Petrobulk Power*, ex-*Torm Helene*). IMO 8711095. Chemical tanker. Length 186 m, 8,653 t. Liberian flag. Classification society Lloyd's of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by IMS SA (Greece). Sold for demolition in Pakistan.

*Grace* (ex-*Baffin*, ex-*Cielo di Baffin*, ex-*Maersk Baffin*, ex-*Rasmine Maersk*). IMO 8410134. Chemical tanker. Length 170 m, 7,790 t. Liberian flag. Classification society Bureau Veritas. Double hull tanker built in 1986 in Lindo (Denmark) by Odense Stalskibs. Owned by Zigana Gemi Isletmeleri AS (Turkey). Detained in 2010 in Cartagena and in Barcelona (Spain). Sold for demolition in India.



August 2011 © Burak AI

*Gulf Oasis 2* (ex-Argoat, ex-Argoat Star, ex-Dali, ex-Vingavag, ex-Tarnwag, ex-Vuosaari). IMO 7306738. Chemical tanker. Length 107 m, 2,548 t. Panamanian flag. Classification society Macosnar. Built in 1973 in Helsinki (Finland) by Valmet. Owned by Power Plus General Trading LLC (United Arab Emirates). Detained in 2004 and in 2011 in Bandar Abbas (Iran). Sold for demolition in India.



*Ning Hua 401*. IMO 8912948. Chemical tanker. Length 115 m. Chinese flag. Classification society China Classification Society. Single hull tanker built in 1992 in Wuhan (China) by Qingshan. Owned by Nanjing Yangyang Chemical (China). Sold for demolition in China.

*Theresa Bitung* (ex-Varden, ex-Bunga Anggerik). IMO 8618229. Chemical tanker. Length 172 m, 9,287 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1989 in Busan (South Korea) by Korea SB & E Corp. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1998 in Rotterdam (Netherlands), in 2009 in Shantou (China), in 2010 in Yuzhnyy (Ukraine) and in 2012 in Kandla (India). Sold for demolition in India.



*Bunga Anggerik, future Theresa Bitung May 1994*  
© Michael Neidig



## Gas tanker

*Bluegas* (ex-Enigmagas, ex-Spicagas, ex-Hebe ). IMO 7909839. Gas tanker. Length 77 m. Sierra Leone flag. Classification society Bureau Veritas. Built in 1981 in Moss (Norway) by Moss Rosenberg. Owned by Milenyum Denizcilik Gemi (Turkey). Detained twice in 2009 in Piraeus (Greece). Sold for demolition in Turkey.



*BW Hermes* (ex-Oscar Viking, ex-Oscar Gas, ex-Tielrode, ex-Petrogas III). IMO



8131104. Gas tanker. Length 155 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1983 in Tamise (Belgium) by Boelwerf. Owned by BW Gas AS (Norway). Sold for demolition in Turkey.



*BW Hermes in Santos (Brazil), March 2013*  
© Rogério Cordeiro

*Gaz Symphony* (ex-Palembang). IMO 7904190. Gas tanker. Length 135 m, 4,756. t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Sasebo (Japan) by Sasebo H.I.. Owned by Naftomar Shipping (Greece). Detained in 2000 in Brindisi (Italy). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 468 \$ per ton including 500 t of bunkers.



*Gaz Symphony at Perama, Piraeus, (Greece),*  
September 2010 © Dennis Mortimer





*Lagas Rainbow* (ex-*Kyokai Maru*). IMO 8013962. Gas tanker. Length 70 m, 1,320 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1980 in Kure (Japan) by Kegoya. Owned by Saehan Marine Gas Co Ltd (South Korea). Sold for demolition in China. 320 \$ per ton.

*Kyokai Maru* future *Lagas Rainbow* in Kanmon Strait (Shimonoseki, Japan), May 2012 © V Tonic

*LNG Aries*. IMO 7390193. Gas tanker. Length 285 m, 29,834 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1977 in Quincy (United States) by General Dynamics. Owned by BGT Ltd (United States). Sold for demolition in India. 585 \$ per ton.

*LNG Aries* sailing from Ras Laffan (Qatar), May 2005  
© CaptainP



*New Season* (ex-*Picnic 4*, ex-*Formosagas n°2*, ex-*Aries Gas*, ex-*Sunny Gas*). IMO



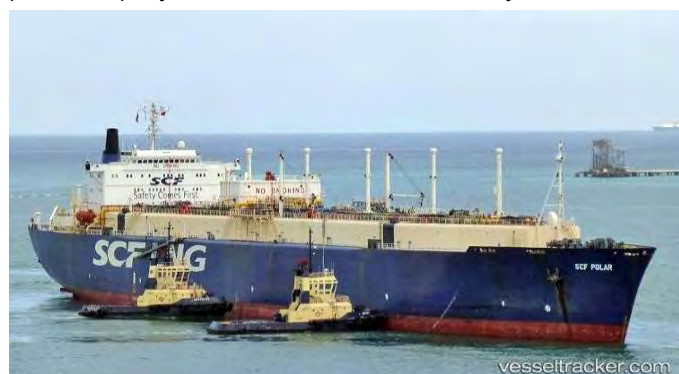
The detentions of the *New Season* © Robin des Bois

8323525. Gas tanker. Length 95 m, 1,884 t. Thai flag. No classification society according to her last Port State Control. Built in 1984 in Kioe (Japan) by Kishimoto Zosen. Owned by Seamanship Co Ltd (Thailand). Detained in 2004 in Ulsan (South Korea), in 2006 in Yeosu (South Korea), in 2008 in Dongnai (Vietnam), in 2012 in Daesan (South Korea) and in 2013 in Yangjiang, in Changshu, in Zhanjiang and in Jiaying (China). Sold for demolition in Bangladesh.



*PP 5* (ex-*Senho Maru*). IMO 8613384. Gas tanker. Length 69 m, 1,009 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Kochi (Japan) by Kochi Eiho. Owned by PP Global Line Co Ltd (Thailand). Sold for demolition in Bangladesh.

*SCF Polar* (ex-*Methane Polar*, ex-*Polar Alaska*). IMO 6901892. Gas tanker. Length 243 m, 18,378 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society American Bureau of Shipping. Built in 1969 in Malmö (Sweden) by Kockums MV. Owned by Unicom Management Services (Cyprus). Sold as is in Durban (South Africa) for demolition in Pakistan but she has been deflagged, renamed **Aris** and is now heading to India. 540 \$ per ton.



Berthing at Berth N.1 in Point Fortin (Trinidad & Tobago) helped by the tugs *Hercules* and *Zeus 1*, April 2013 © Amantilla

*Sigloo Discovery* (ex-*Polar Discovery*, ex-*Eurogas*). IMO 8511964. Gas tanker. Length 131 m, 5,237 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Viareggio (Italy) by Benetti Gecan. Owned by Evergas Solvang Ethylene A/S (Denmark). Detained in 2004 in Tees (United Kingdom), in 2005 in Moerdijk (Netherlands) and in 2008 in Antwerp (Belgium). Sold for demolition in India.



*Symphony* (ex-*Berge Okoloba Toru*, ex-*Berge Sisar*) IMO 7411557. Gas tanker converted to floating storage in 2004. Length 225 m. Deflagged from Bermuda to Tanzania. Classification society Det Norske Veritas. Built in 1979 in Perno (Finland) by Wartsila. Owned by Global Gas & Refining Ltd (Nigeria). On November 3rd, 2013, the *Symphony* ran aground off Ogidigbo (Nigeria) in the Bonny Channel. 3 days later, the tug *Gudri* sank while monitoring the situation. *Symphony* was not repaired after her grounding and is now expected for demolition in India.



© Tugspotter *Symphony*



*Symphony* and *Gudri* © Tugspotter

## Bulk carrier



*Achilleas* (ex-*Thor Lotus*, ex-*H. Ismail Kaptanoglu*, ex-*Global Fame*, ex-*Dooyang Champion*, ex-*Hwang Yong*). IMO 8308070. Bulk carrier. Length 192 m, 8,593 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Busan (South Korea) by Korea SB & E Corp. Owned by Worldwide Shipmanagement SA (Greece). Detained in 1999 in Ghent (Belgium), in 2010 in Khark Island (Iran) and in 2011 in Vishakhapatnam (India). The ship suffered a fire off Western Sahara on November 20<sup>th</sup> 2013, was towed to Cyprus and finally auctioned and sold for 2,7 millions \$ to a Turkish ship-breaking yard, i.e. 310 \$ per ton.



In Chalkis (Greece), April 2011 © N.Gorgorinis

*Adrian* (ex-*Iran Jamal*, ex-*Delight*, ex-*Iran Jamal*). IMO 8320133. Bulk carrier. Length 190 m, 9,391 t. Iraniaen vessel used to repeated changes of flags and names; in March 2013, the Hong Kong citizen **Adrian** became the **Goldis** under Iranian flag, then in December 2013 the Comorian **Teval**. Classification society Germanischer Lloyd. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Sold to the Indian Prayati Shipping just prior to be beached for demolition in India.



*Adrian* in the Suez Canal, October 2011 © Ivan Meshkov

*Alabama Belle* (ex-*Aliki*, ex-*Sanmar Pageant*, ex-*Patricia*, ex-*Yavorov*, ex-*Coastas N. Pateras*). IMO 8412144. Bulk carrier. Length 184 m, 8,169 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Roymar Ship Management Inc (United States). Detained in 2003 in Iquique (Chile), in 2004 in Quebec City (Canada), in 2005 in Newcastle (United Kingdom) and in 2011 in Ningbo (China). Sold for demolition in Bangladesh. 481 \$ per ton including 500 t of bunkers.



*Alabama Belle* on the river Weser, Brake (Germany), May 2012 © Claus Schaefer

*Amira Mariam* (ex-*Osios David II*, ex-*Noble Empress*, ex-*Sandra M*, ex-*Cynthia n°8*, ex-*World Crystal*). IMO 8103195. Bulk carrier. Length 160 m, 5,947 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by El-Amira for Maritime Agencies Co (Egypt). Detained in 2002 in Antwerp (Belgium). Sold for demolition in India. 465 \$ per ton.



*Ariadne* (ex-*Antikeri*, ex-*Oneida*, ex-*Cashin*, ex-*Millenium Hawk*, ex-*LT Argosy*). IMO 8200503. Bulk carrier. Length 185 m, 7,198 t. Barbados flag. Classification society Det Norske Veritas. Built in 1984 in Setoda (Japan) by Naikai. Owned by G Bulk Corp (Greece). Detained in 2000 in Quebec City (Canada), in 2004 in Naples (Italy), in 2006 in Novorossiysk (Russia) and in 2008 in Avonmouth (United Kingdom). Sold for demolition in Bangladesh. 475 \$ per ton. She is sailing some more time in South-East Asia prior to her final departure.



*Atlantik Pride* (ex-*Victoria M*, ex-*Alkistis*, ex-*Hamburg Carrier*, ex-*Midway II*, ex-*Pacific Source*, ex-*Pacific Grace*). IMO 8313336. Bulk carrier. Length 175 m. Deflagged from Liberia to St. Kitts & Nevis for her last voyage as **Pride**. Classification society Bureau Veritas. Built in 1985 in Numakuma (Japan) by Tsuneishi. Detained in 2011 à Xiamen (China) and in 2013 in Haldia (India). Sold to the Romanian White Star Shipmanagement just prior to her departure for demolition in India.



*Barbaros Kiran* (ex-*Maxhutte*, ex-*Bahia*). IMO 7433684. Bulk carrier. Length 194 m, 10,431 t. Turkish flag. Classification society Bureau Veritas. Built in 1985 in Rio de Janeiro (Brazil) by EMAQ. Owned by Pasifik Gemi Isletmeciligi (Turkey). Detained in 2002 in Newcastle (Australia) and in 2006 in New Orleans (United States). Sold for demolition in India.



In Vlissingen (Netherlands), May 2009 © Frank-Peter Mecklenbeck

*Bin Hai no. 1 (ex-Taiyoh II)*. IMO 9006746. Bulk carrier. Length 225 m, 13,045 t. Panamanian flag. Classification society RINA. Built in 1991 in Tadotsu (Japan) by Hachihama Zosen. Owned by Binhai Shipping Co Ltd (China). Sold for demolition in Bangladesh. 445 \$ per ton.

*Bright Royal (ex-Spar Ruby, ex-Solveig, ex-Manilla Bellona, ex-Liberty Sky, ex-Astral Neptune)*. IMO 8406913. Bulk carrier. Length 178 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Setoda (Japan) by Naikai Shipbuilding. Owned by Vanguard Maritime Ltd (Bangladesh). Detained in 2003 in Becancour (Canada) and in 2011 in Nanjing (China). Sold as is in Vietnam for demolition in China. 220 \$ per ton.



*Cathay Morski (ex-Seaparos, ex-Floriana Breeze, ex-Floriana, ex-Xanadu, ex-Millenium Express, ex-Fairwind Express, ex-Future Express)*. IMO 8318879. Bulk carrier. Length 181 m, 6,973 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Accord Maritime Services Ltd (China). Detained in 2003 in Port Hedland (Australia). Sold for demolition in India. 430 \$ per ton.



*Chennai Perrumai (ex-Chennai Valarchi)*. IMO 8128066. Bulk carrier. Length 190 m, 9,223 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by India Cements Ltd (India). Detained in 1999 in Port Hawkesbury (Canada), in 2000 in Antwerp (Belgium) and Dunkirk (France) and in 2003 in Singapore. Sold for demolition in Bangladesh.



*CSL Atlantic (ex-Enforcer II, ex-Capo Noli, ex-Timpe, ex-Cinthia no 4, ex-Great Tempo, ex-World Tempo)*. IMO 8103171. Bulk carrier. Length 160 m. Maltese flag. Classification society RINA. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by CSL Australia Pty Ltd (Australia). Detained in 2008 in Newcastle (Australia) and in 2010 in Melbourne (Australia). Sold for demolition in China by Civet Guandong.



CSL Atlantic in Brisbane (Australia) February 05, 2013 © John Wilson

*Dalal Al Ghanim (ex-Mare-Tank, ex-Mare, ex-Osmare, ex-Moon Valley, ex-Amstelveit)*. IMO 8010257. Bulk carrier. Length 202 m, 10,198 t. Kuwaiti flag. Classification society Bureau Veritas. Built in 1981 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Alghanim Shipping & Transport (Koweit). Detained in 1999 in Antwerp (Belgium). Sold for demolition in India.



*Delphis (ex-Silvergate, ex-Glory Hope)*. IMO 8418978. Bulk carrier. Length 225 m, 10,739 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Mihara (Japan) by Koyo DY Co. Owned by Ocean Sentinels Shipmanagement Ltd (Singapore). Detained in 2000 in St. Croix (United States) and in 2009 in Portland (United States). Sold for demolition in Bangladesh.



*Ding Hu Shan (ex-Silver An, ex-Ding Hu Shan)*. IMO 8827466. Bulk carrier. Length 195 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Dalian (China) by Dalian SY Co. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in Jiangyin, China.





*Father S* (ex-*Ata*, ex-*Japan Apricot*). IMO 8406377. Bulk carrier. Length 300 m, 25,464 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC (Ukraine). Detained in 2003 in Port Hedland (Australia), Ningbo (China) and Vancouver (Canada) and in 2013 in Tianjin (China). Sold as is in Singapore for demolition in Bangladesh. 461 \$ per ton.



*Father S* under discharging operation at Cao Fei Dian (China), June 2009 © Yubiblade

*Fortune Cloud* (ex-*Lena*, ex-*Anangel Eagle*, ex-*Libexport*). IMO 8103846. Bulk carrier. Length 178 m, 7,423 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Soosung Corp Ltd (South Korea). Sold for demolition in Bangladesh. 415 \$ per ton including 200 t of bunkers.



*Full Strong*. IMO 9065388. Bulk carrier. Length 225 m, 9,323 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by Cosco (China). Sold for demolition in China. 302 \$ per ton.

*Green Ocean 1* (ex-*Med Integrity*, ex-*Glenita*, ex-*Gleneagles*). IMO 8307961. Bulk carrier. Length 186 m, 8,299 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Bulk Shipping Lines (Bangladesh). Detained in 2009 in Koper (Slovenia) and Gwangyang (South Korea), in 2011 in Taizhou (China) and in 2012 in Bandar Khomeini (Iran). Sold for demolition in Bangladesh. 430 \$ per ton.



*Hai Xiang* (ex-*Pacific Yuangeng*, ex-*Zorbas*, ex-*La Cordillera*, ex-*Leopold L.D.*). IMO 9075785. Bulk carrier. Length 282 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Gdynia (Poland) by Gdynia Stocznia. Owned by Pacific King Shipmanagement (China). Detained in 2001 in Port Hedland (Australia) and in 2010 in Dampier (Australia) and Shanghai (China). Sold for demolition in China. 320 \$ per ton.



*Hong Kong Pearl* (ex-*Portoroz*, ex-*Tinita*, ex-*Gracious*, ex-*Bulk Genie*). IMO 8403791. Bulk carrier. Length 183 m, 7,320 t. St. Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Tradewind Ship Management Ltd (Bangladesh). Detained in 2011 in Quangninh (Vietnam) and in 2013 in Tianjin (China) and in Rizhao (China). Sold for demolition in Bangladesh. 450 \$ per ton including 300 t of bunkers.



*Hong Wang 1* (ex-*Megalohari*, ex-*Hanei Star*, ex-*Sanko Star*). IMO 8307052. Bulk carrier. Length 188 m, 7,339 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Global Peace Shipping Ltd (China). Detained in 2002 in Pohang (South Korea) and in 2012 in Guangzhou (China). Sold for demolition in Bangladesh. 425 \$ per ton.



In Kaohsiung (Taiwan), May 2013 © CY Chen



© C.Y. Chen

*Hussa Alghanim* (ex-Niebla, ex-Petros R, ex-Rahmi Pak, ex-Cerusa, ex-Hellespont Valour). IMO 8323226. Bulk carrier. Length 181 m, 7198 t. Kuwaiti flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Alghanim Shipping & Transport (Kuwait). Detained in 2009 in Port-Arthur (United States) and in 2011 in Bandar Khomeini (Iran). Sold for demolition in India.



*Hussa Alghanim*, berthed at Bitterlake, Suez Canal (Egypt) on November 2010 © Wil Weijsters

*Infinite Prosperity* (ex-Grand Panagiotis, ex-Panagiotis I, ex-Panagiotis L). IMO 8124876. Bulk carrier. Length 225 m, 13,617 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by Vanguard Shipping (Taiwan). Detained in 2002 in Dampier (Australia), in 2004 in Ghent (Belgium), in 2005 in Newcastle (Australia) and in 2011 in Taizhou (China). Sold for demolition in Bangladesh. 472 \$ per ton including spares and 250 t of bunkers.



*Jin Cang*. IMO 9118240. Bulk carrier. Length 143 m. Chinese flag. Classification society China Classification Society. Built in 1995 in Tianjin (China) by Tianjin Xingang. Owned by China Shipping Development Co (China). Sold for demolition in China in Ningde.

*Kaptan Nevzat Kacar* (ex-Vakhtangov, ex-Yevgeniy Vakhtangov). IMO 8325896. Bulk carrier. Length 184 m, 7,755 t. Turkish flag. Classification society Bureau Veritas. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Pasifik Gemi Isletmeciligi (Turkey). Detained in 1998 in Montreal (Canada), in 2000 in Immingham (United Kingdom), in 2001 in Rouen (France) and in Setubal (Portugal), in 2002 in Antwerp (Belgium), in 2010 in Nikolayev (Ukraine) and in 2012 in Kavkaz (Russia). In 2003, she is on the first black list of 66 banned from the European ports by the EU directive on Port State Controls. Sold for demolition in India.



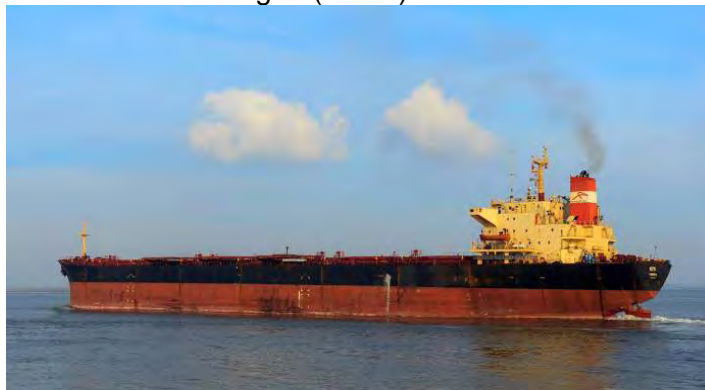
*Kaptan Nevzat Kacar* in Istanbul (Turkey), February 2013 © Cavit Ege Tulça

*Karia* (ex-Plamer, ex-Flame, ex-Seaglorry, ex-Inger, ex-Federal Inger, ex-Doris Javelin). IMO 7600172. Bulk carrier. Length 181 m, 6,599 t. Panamanian flag. Classification society Turk Loydu. Built in 1978 in Muroran (Japan) by Hakodate Dock. Owned by Karya Denizcilikve Gemi Insaat Sanayi (Turkey). Detained in 1997 in Glasgow (United Kingdom), in 1998 in Rotterdam (Netherlands) and Kiel (Germany) and in 2000 in Amsterdam (Netherlands). Sold for demolition in India. 466 \$ per ton.



At Gulleuk, (Turkey), November 2010 © MarineTraffic

*Li Da* (ex-Kirti, ex-Ispat Kirti, ex-Nora, ex-Araucaria, ex-Polestar Maru). IMO 8500109. Bulk carrier. Length 225 m, 10,232 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Kudamatsu (Japan) by Kasado Docks. Owned by Century Shipping & Trading Pte Ltd (Singapore). Detained in 2013 in Ningbo (China). Sold for demolition in Bangladesh.



*Kirti*, future *Li Da* in Westerschelde, Terneuzen (Netherlands), November 2010 © **Elmar Calbo**

*M. Faruk* (ex-Elpis, ex-Arrow Pride, ex-Asian Thistle). IMO 8028890. Bulk carrier. Length 225 m, 11,123 t. Turkish flag. Classification society Det Norske Veritas. Built in 1984 in Kudamatsu (Japan) by Kasado Docks. Owned by Denak Depoculuk (Turkey). Detained in 2001 in Geraldton (Australia), in 2002 in Dampier (Australia), in 2006 in Qinhuangdao (China) and in 2009 in New Orleans (United States). Sold for demolition in Pakistan. 450 \$ per ton.



*Mariner II* (ex-Teo, ex-Golden Leaf, ex-Green Wood) IMO 8301656. Bulk carrier. Length 153 m, 5,209 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Shin Yamamoto. Owned by Aroania Maritime SA (Greece). Sold for demolition in Bangladesh.



*Mariner II* off Kythira Island (Greece), June 2010 © **Samios Georgios** and in San Nicolas, Buenos Aires (Argentina), August 2011 © **Dimitrios**

*Mikaeel* (ex-Thor Pilot, ex-Brahms, ex-Bronislaw Czech). IMO 8219358. Bulk carrier. Length 195 m, 8,766 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Silvia Shipmanagement Pte Ltd (Singapore). Detained in 2005 in Orkanger (Norway) and Singapore and in 2011 in Kandla (India). Sold for demolition in Bangladesh.



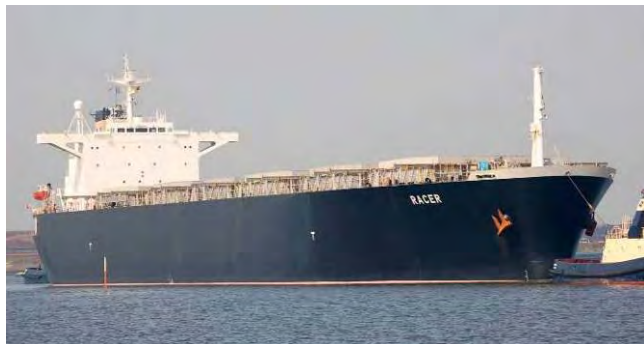
*Mimar Sinan* (ex-Olympic Melody, ex-Olympic Memory). IMO 8307674. Bulk carrier. Length 183 m, 6,627 t. Cook Islands flag. Classification society American Bureau of Shipping. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Emiroglu Deniz Nakliyat (Turkey). Detained in 2009 in Constanta (Romania). Sold for demolition in Bangladesh. 450 \$ per ton.



*Mistral* (ex-Ikan Sepat, ex-Trident Venture). IMO 8300585. Bulk carrier. Length 180 m, 6,332 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Vitip Co Ltd (Russia). Detained in 2013 in Tangshan (China). Sold for demolition in India. 470 \$ per ton.



*Naxos Warrior* (ex-Cleopatra Dream, ex-Highlander, ex-Mineral Liege). IMO 8809385. Bulk carrier. Length 269 m, 17,472 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Polembros Shipping Ltd (Greece). Detained in 2009 in Hay Point (Australia). Sold for demolition in Pakistan. 460 \$ per ton.



*Racer Express* (ex-Racer, ex-Grace Taio). IMO 8507779. Wood chip carrier. Length 196 m, 8,914 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Toyama (Japan) by Nipponkai. Owned by Nova Shipping & Logistics Pte Ltd (Singapore). Sold for demolition in Bangladesh.

*Racer* at Ijmuiden (Netherlands), April 2009  
© Marcel & Ruud Coster

*Rising Phoenix* (ex-Chalkidon, ex-C.S. Sunny, ex-C.S. Fortune). IMO 8319653. Bulk carrier. Length 190 m, 7,475 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by Swedish Management Co SA (United Arab Emirates). Sold for demolition in India. 430 \$ per ton.

*Safarini* (ex-Feyza, ex-Ursuya, ex-General Lim, ex-Lindnes). IMO 8118566. Bulk carrier. Length 189 m, 9,213 t. St. Kitts & Nevis flag. Classification society Turk Loydu.



Built in 1984 in Imari (Japan) by Namura. Owned by Saqr Logistics (United Arab Emirates). Detained in 1999 in Portsmouth (New Hampshire, United States), in 2001 in Genoa and in Porto Empedocle (Italy), in 2004 in Newcastle (Australia), in 2005 in Qinhuangdao (China), in 2006 in Port Hedland (Australia), in 2008 in Sorel (Canada) and in 2009 in Port Hedland again. Sold for demolition in Pakistan. 450 \$ per ton.



The detentions of the *Safarini* © Robin des Bois

*Sea Grace*. IMO 9057020. Bulk carrier. Length 280 m, 20,037 t. Panamanian flag. Classification society China Classification Society. Built in 1994 in Sasebo (Japan) by Sasebo HI. Owned by COSCO (China). Sold for demolition in Jiangyin, China. 350 \$ per ton.

*Sea Grace* arriving Port Hedland (Australia) to load iron ore, March 2006. © Tropic Maritime Photos



*Sunny Voyager* (ex-Eurydice D, ex-Nord Sea). IMO 8408404. Bulk carrier. Length 280 m, 18,643 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Winning Shipping (China). Sold for demolition in Bangladesh.



*Eurydice D*. at Europoort (Netherlands), February 2003  
© Pilot Frans

*Winning Pride* (ex-Golden Huaxin, ex-CSE *Courage*, ex-China Steel Realist). IMO 8128717. Ore carrier. Length 293 m, 23,293 t. Deflagged from Panama to Comoros for her last voyage as **Winner**. Classification society RINA. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Winning Shipping (China). Detained in 2003 in Dampier (Australia) and in 2007 in Port Hedland (Australia). Sold as is in Singapore for demolition in Pakistan. 440 \$ per ton including 200 t of bunkers.



CSE *Courage* in Taiwan Strait on February, 2009 © Ivan Meshkov

*Xinsheng Hai* (ex-Topaz, ex-Chita Maru). IMO 8606094. Bulk carrier. Length 290 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in Xinhui, China.

*Xin Sheng Hai* in Baoshan, Shanghai (China), February 2008  
© AAA - Shipspotting



*Yalibel* (ex-Glorious Morning, ex-Danuta, ex-Lake St. Clair, ex-Elegance, ex-Star Elegance, ex-Elegance, ex-West Monnis). IMO 8200462. Bulk carrier. Length 193 m, 7,985 t. Panamanian flag. Unknown classification society. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Pacship Pte Ltd (Singapore). Detained in 2002 in Vancouver (Canada) and in 2004 in Venice (Italy). Sold for demolition in India.



## Cement carrier

*Conberria* (ex-Berrria). IMO 7914250. Cement carrier Length 107 m. Marshall Islands flag. Classification society Bureau Veritas. Built in 1981 in Rios (Spain) by Construcciones. Owned by Eureka Shipping Ltd (Cyprus). On November 6<sup>th</sup> 2013, the *Conberria* ran aground on rocks south of Stabben light near Floro (Norway). 700 t of the cement cargo were removed to lighten the vessel which was then refloated and towed to Floro on November 11<sup>th</sup>. The damage sustained was too significant, and in January 2014, the *Conberria* was towed for demolition in Ghent (Belgium) by Galloo Recycling.



Off Grip (Norway), August 2013 © Mats Brevik







The distressed *Conberria* © Knut Hove.

*Fujisan Maru* (ex-Camia 1, ex-Silver Peak). IMO 7509732. Bulker converted to cement carrier in 1998. Length 147 m, 5,336 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1976 in Imabari (Japan) by Imabari Zosen. Owned by Great Circle Shipping Agency (Thailand). Detained in 2011 in Pipavav (India) and in 2013 in Porbandar (India). Sold for demolition in India. 441 \$ per ton.






## Ro Ro


*Al Dhafrah* (ex-*Stena Timer*, ex-*City of Burnie*, ex-*Tasmania B*, ex-*Stena Timer*, ex-*Bazias 8*, ex-*Balder Strand*). IMO 8009038. Ro Ro. Length 121 m, 3,856 t. Deflagged from United Arab Emirates to Tuvalu for her last voyage as **Rah**. Classification society Det Norske Veritas. Built in 1984 in Galati (Romania) by Galati SN. Sold to the Indian Doehle Danautic just prior to her departure for demolition in India.  

*Cabot* (ex-*Cavallo*). IMO 7700051. Ro Ro. Length 172 m, 7,500 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in South Docks (United Kingdom) by Smith's Dock Co; jumboized in 1996 and lengthened from 147 to 172 m. Owned by Oceanex Inc (Canada). Sold as is in Halifax (Canada) for demolition in India. 316 \$ per ton.  






*Cabot*, Ste-Anne de Sorel (Canada), July 2007 © Martin Palardy

*Eurocargo Africa* (ex-*Tor Flandria*, ex-*Stena Partner*, ex-*American Falcon*, ex-*Zenit Clipper*, ex-*Finnclipper*). IMO 7909982. Ro Ro. Length 194 m, 13,221 t. Maltese flag. Classification society RINA. Built in 1981 in Malmö (Sweden) by Kockums MV. Owned by Malta Motorways Of The Sea Ltd (Malta). Detained in 2010 in Rouen (France). Sold for demolition in India. 493 \$ per ton.   

*Iron Butterfly* (ex-*Spirit of Vision*, ex-*Godewind*, ex-*Scandutch Liguria*, ex-*Godewind*). IMO 8215716. Ro Ro. Length 94 m, 2,151 t. Sierra Leone flag. Classification society Korean Register of Shipping. Built in 1983 in Rendsburg (Germany) by Nobiskrugwerft. Owned by Intraglobal Shipping & Freight Services (United Arab Emirates). Detained in 2007 and twice in 2009 in Bandar Abbas (Iran) and in 2011 in Mumbai (India). Early January 2014, the *Iron Butterfly* became the *Shangrila* and was beached for demolition in India.  

July 28<sup>th</sup> 2007 © MarineTraffic



*Jolly Bianco* (ex-*Poznan*). IMO 7931765. Ro Ro. Length 199 m. Italian flag. Classification society RINA. Built in 1982 in Puerto Real (Spain) by AESA. Owned by Ignazio Messina & C SPA (Italy). Detained in 2012 in Marseille (France). Sold for an unknown destination of demolition.   

*Paromay* (ex-*Joseph D*, ex-*Aurelia*, ex-*Carp*, ex-*Link*, ex-*King America*, ex-*Tamanaco*, ex-*Tackler Arabia*, ex-*Maersk Rando*, ex-*Tackler Arabia*). IMO 7800239. Ro Ro. Length 115 m, 3,174 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Kudamatsu (Japan) by Kasado Dock. Owned by Sakhalin Shipping Co - Sasco (Russia). Detained in 2004 in Castellon de la Plana (Spain). Sold for demolition in China.



At Kholmok Port (Russia), September 2009  
© Denis Madjar

*Ulusoy 6* (ex-*Tor Gothia*). IMO 7116913. Ro Ro. Length 163 m. Turkish flag. Classification society Lloyd's Register of Shipping. Built in 1971 in Sandefjord (Norway) by Framnaes ; jumboized in 1977 and lengthened from 137 to 163 m. Owned by Ulusoy Denizyollari (Turkey). Sold for demolition in Turkey.



*Vinni* (ex-*Novorossiysk*). IMO 9070931. Ro Ro. Length 169 m, 10,524 t. Norwegian flag (international register). Classification society Lloyd's Register of Shipping. Built in 1994 in St. Petersburg (Russia) by Baltiyskiy Zavod ; new car deck built in 2005. Owned by Norwegian Car Carriers ASA (Norway). Sold for demolition in India. 470 \$ per ton.



*Vinni* on the Kiel Canal (Germany), January 2011 © PixelOpa/ MarineTraffic

## Car carrier

*GMT Venus* (ex-*Sea Venus*, ex-*Kazahaya*, ex-*Orchid Ace*). IMO 8211514. Car carrier. Length 176 m, 9,455 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Doriko Ltd (South Korea). Detained in 2001 in Emden (Germany), in 2010 in Pyeongtaek (South Korea) and in 2012 in Tianjin (China). Sold for demolition in Bangladesh.



*GMT Venus* departing Vancouver, (British Columbia, Canada), running downstream on the Fraser River, June 2010 © Mike Zelt

*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 MV. Owned by Eukor Car Carriers Inc (South Korea). Sold for demolition in Jiangyin, China.



*Singa Ace*. IMO 8313324. Car carrier. Length 199 m, 12,226 t. Deflagged from Singapore to Tuvalu for her last voyage as **Singa**. Classification society Nippon Kaiji Kyokai remplacée by International Ship Classification. Built in 1984 in Numakuma (Japan) by Tsuneishi ; jumboized in 1987 and lengthened from 175 to 199 m. Detained in 2006 in Seattle (United States). Sold as is in Singapore to Urizen Shipping Ltd, a British Virgin Islands-based shell company just prior to her departure for demolition in Bangladesh. 445 \$ per ton.



At Port Phillip Heads (Australia), August 2013. © Mark Ridgway

## Miscellaneous

### Tug

*Bramco 6T* (ex-*Haider*, ex-*Albatros*, ex-*Alianza San Pedro*, ex-*Serviceman*). IMO 7419171. Tug. Length 47 m, 1,001 t. Bahraini flag. Classification society Nippon Kaiji Kyokai. Built in 1976 in Capelle (Netherlands) by Ysselwerf. Owned by Bramco WII (Bahrein). Sold for demolition in India.



### Offshore supply vessel

*Crown 1* (ex-*Sirio Tide*, ex-*Fritz Tide*). IMO 7417226. Offshore supply vessel. Length 59 m, 828 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Moss Point (United States) by Halter Marine. Owned by Crown Maritime Co Ltd (India). Sold for demolition in Mumbai (India).

### Dredger

*Kamal XXV* (ex-*Kutch Vallabh*). IMO 7356719. Dredger. Length 96 m, 2,005 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Mumbai (India) by Mazagon Dock. Owned by Jaisu Shipping Co Pvt Ltd (India). Sold for demolition in India.

*Kamal XXV* at Cochin (India), December 2008  
© John Wilson



*Kamal XXVII* (ex- *Varaha*). IMO 7344302. Dredger. Length 98 m, 2,699 t. Indian flag. Classification society Indian Register of Shipping. Built in 1977 in Kolkata (India) by Garden Reach. Owned by Jaisu Shipping Co Pvt Ltd (India). Sold for demolition in India.



*Usedom* (ex-*Leningrad*). IMO 9030163. Dredger. Length 80 m. Maltese flag  
 Classification society Germanischer Lloyd. Built in 1990 in Rostock (Germany) by  
 Neptun VEB. Owned by Van Oord NV (Netherlands). Sold for demolition in Belgium  
 by Galloo Recycling.



Passing Rendsburg (Germany) westbound in NOK /  
 Kiel Canal on September 2007. © Aleks Lindström



On January 04, 2014 at Galloo Recycling in Ghent  
 (Belgium) © bs1mrc /Shipspotting

### Training ship

*RTS Sindbad Bitic* (ex-*RTS Sindbad*, ex-*Glommen* ex-*Ostfold*, ex-*Skule*, ex-*Soroy*).  
 IMO 5334614. Training ship. Length 51 m, 695 t. St. Kitts & Nevis flag. Unknown  
 classification society. Built in 1949 in Brevik (Norway) by Trosvik Verksted.



This vessel was originally a small Norwegian coastal ferry under the name *Soroy*, then *Skule* (1966).  
 The Norwegians had her transformed into a training ship in 1979 and she was renamed *Ostfold* in 1981  
 (*Ostfold Maritime Skole*), then *Glommen* in 1991. She was then acquired by RTS Maritime Ltd with  
 management by RAK Training Ship *Sindbad* of Ras Al Khaimah (United Arab Emirates) and continued  
 her function of a “floating university” for the formation of sailors in Asia under the name *RTS Sindbad*  
 and with the flag of St.Kitts & Nevis. The first courses began in 2005 after the ship was used to help the  
 inhabitants of Chagos Islands, an archipelago in the Indian Ocean between India and Mauritius, struck  
 by the tsunami of December 26, 2004. Renamed *RTS Sindbad Bitic* in 2008. Sold for demolition in  
 Pakistan.



© RAK Training Ship Sindbad Fz Llc

### Ferry / Passenger ship

#### *Anna Marine – Ant-1 – Ant-2*

These three ships have in common of having passed the essential of their career in the Irish Sea on the  
 Fleetwood (United Kingdom) – Larne (Ireland) link, first under the colors of P&O as *Buffalo*, *Bison* and  
*Puma*, then *European Leader*, *European Pioneer* and *European Seafarer*, then for the Stena Line (*Stena*  
*Leader*, *Stena Pioneer*, *Stena Seafarer*). They were sold in 2011 and were deflagged to Moldova as  
*Anna Marine*, *Ant-1* and *Ant-2*, they were operated by the Russian company Anrusstrans. They were  
 affected to services in the Black Sea, between the Turkish, Ukrainian, or Russian ports and also  
 between Mersin (Turkey), Port Said (Egypt) and Saudia Arabia.

The three ships were delivered for demolition in Aliaga: *Anna Marine* and *Ant-1* on February 10 and *Ant-2*  
 on February 6.

*Anna Marine* (ex-*Stena Leader*, ex-*European Leader*, ex-*Buffalo*). IMO 7361582. Ferry. Length 156 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1981, lengthened from 125 to 142 m and refitted for the transport of passengers and then lengthened again in 1998 to 156 m. Owned by Anship LLC (Russia). Detained in 2012 in Port Said (Egypt) and in 2013 in Kavkaz (Russia) and in Zonguldak (Turkey). Sold for demolition in Turkey.



*Buffalo* © Glyn Woods



*Anna Marine* © Yevgenii

*Ant-1* (ex-*Stena Pioneer*, ex-*European Pioneer*, ex-*Bison*). IMO 7361570. Ferry. Length 142 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas ;



jumboized in 1981, lengthened from 125 to 142 m and refitted for the transport of passengers and then lengthened again in 1995. Owned by Anship LLC (Russia). Detained in 2012 in Zonguldak (Turkey) and in 2013 in Kavkaz (Russia) and Kdz Eregli (Turkey). Sold for demolition in Turkey.

*Ant-1*, in Sevastopol (Ukraine), September 2011 © Yevgenii

*Ant-2* (ex-*Stena Seafarer*, ex-*European Seafarer*, ex-*Puma*, e-*Union Trader*, ex-*Union Melbourne*). IMO 7361594. Ferry. Length 142 m. Moldovan flag. Classification society Ukraine Register of Shipping. Ex Ro Ro built in 1975 in Neuenfelde (Germany) by JJ Sietas; jumboized in 1980, lengthened from 125 to 142 m and refitted for the transport of passengers. Owned by Anship LLC (Russia). In the afternoon of November 2, 2013, the *Ant-2* suffered a fire on her service between Skadovsk (Ukraine) and Zonguldak (Turkey). The ship reduced her speed and made her way to Sevastopol where the fire that took in one of the embarked trucks was finally controlled. The 34-crew members and 68 passengers that refused to be evacuated were safe; the fire destroyed six vehicles in the garage deck. Sold for demolition in Turkey.



↑ *Stena Seafarer* © Jack Taylor



*Ant-2*, November 2013 © Yevgenii

Gardenia – Larkspur

The two former Transeuropa Ferries were acquired by Oilchart International, of Antwerp, that was their provider of bunkers. The bills were unpaid. The *Gardenia* became the *Ardenia* and the *Larkspur*, *Larks*. This shortening of names bodes the sale to the demolition, though this is not the case officially to date. The *Ardenia* is still laid up in Ostend and *Larks* is drydocked in Sluiskil (P.B) on the canal Gand-Terneuzen.

*Gardenia* (ex-*European Endeavour*, ex-*European Enterprise*). IMO 7711139. Ferry. Length 118 m. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Bremerhaven (Germany) by Schichau-Unterweser. Former Transeuropa Ferries (Slovenia) ship. Awaiting her future destiny, very likely the demolition in Turkey or India.



*European Enterprise*, July 1987, Zeebrugge (Belgium) © Jack Sparrow



*Gardenia*, October 2012, Ostend (Belgium) © Jack Sparrow



November 2013 © Danny Vyve

*Larkspur* (ex-*Eurotraveller*, ex-*Sally Sky*, ex-*Viking 2*, ex-*Gedser*). IMO 7500451. Ferry. Length 144 m. Cyprus flag. Classification society Bureau Veritas. Built in 1976 in Bremerhaven (Germany) by Schichau-Unterweser ; jumboized in 1990 and lengthened from 123 to 144 m. Detained in 2009 in Ostend (Belgium). Former Transeuropa Ferries (Slovenia) ship. Awaiting her future destiny, very likely the demolition in Turkey or India.



The proud *Larkspur*, August 2012 © Frank Behrends



The anonymous *Larks*, March 3rd, 2014 © G.Gyssels

*Harput* (ex- *Mikolaj Kopernik*). IMO 7336721. Ferry. Length 126 m, 3,404 t. Turkish flag. Classification society Turk Loydu. Built in 1974 in Brevik (Norway) by Trosvik Verksted. As *Mikolaj Kopernik*, this ship had been serviced for her entire Polish career (1974-2008) on the link between Świnoujście (outer harbor of Szczecin) and Ystad, in Sweden, under the colors of the Polish Ocean Lines. She was sold in 2008 to the Turkish group Konin, rather known in the domain of public works. she has been awaiting an assignment since April 2009. In February 2014, she is finally sold for demolition in Turkey.



*Harput*, in Cuxhaven (Germany), June 2008 © Klaus Fruehauf



*St. Joseph the Worker* (ex-*Hankyu n°24*). IMO 7518393. Ferry. Length 151 m, 6,604 t. Pavillon Philippines. Classification society American Bureau of Shipping. Built in 1976 in Kure (Japan) by Kanda Zosen-sho. The ex Japanese ferry *Hankyu n°24* owned by Hankyu Ferry was acquired in 1999 by Negros Navigation Company (inner lines of Philippines) and renamed *St. Joseph The Worker*. This company was incorporated in the 2GO Group (Chinese-funded) in 2012. Towed and beached for demolition in Chittagong (Bangladesh) as the simple *Joseph*. 422 \$ per ton.



2009, *St Joseph the Worker*,  
© Migu /Philippines Shippers Society



March 2014, *Joseph* awaiting her grim fate at one of breaking yards north of Chittagong © Iappino

*Ocean Countess* (ex-*Ruby*, ex-*Ocean Countess*, ex-*Lili Marleen*, ex-*Ocean Countess*, ex-*Olympia Countess*, ex-*Olympic Countess*, ex-*Awani Dream*, ex-*Cunard Countess*). IMO 7358561. Passenger ship. Length 164 m, 9,229 t. Portuguese flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Majestic International Cruises In (Greece). Sold for demolition in Turkey. 303 \$ per ton. See the chapter The END p 60.



*Ocean Countess*, Piraeus Port (Greece), March 2010 © Dennis Mortimer

*Palm Beach Princess* (ex-*Viking Princess*, ex-*Ilmatar*) IMO 6402937. Passenger ship. Length 128 m. Bolivian flag. Classification society Det Norske Veritas jusqu'en 2010. Built in 1964 in Helsinki (Finland) by Wartsila Sandviken as the Finnish *Ilmatar* for Finska Angfartygs Aktiebolaget (Finland Steamship Company). This vessel lived the first part of her career on the lines between Finland and Sweden and between Finland and Germany.



*Ilmatar* © Peter Asklander

Nine years after entering service, in 1973, she was lengthened of 20 meters at Hamburg by the Howaldtswerke Deutsche Werft shipyard, which brought her capacity from 1,000 to 1,250 passengers and from 50 to 75 cars. In 1978, she was refitted as a cruise ship.



June 19th 1981, *Ilmatar* outbound the Port of Copenhagen (Denmark) © **Wolfgang Gosselke**



September 1991, *Viking Princess* berthed in Freeport Bahamas © **Rolf Larsson**.

She was sold in 1980 to the Norwegian Vesteralsen, that kept her name and Norwegian flag, but she was decommissioned in Toulon (France) in November 1982. She was acquired in 1984 by Grunstad Shipping that renamed her *Viking Princess* under the Panamanian flag and operated her on the Crown Cruise Lines departing from San Diego (California) to Mexico, and then from Palm Beach (Florida) to the Caribbean. She was decommissioned again in 1995 and laid up until she was acquired at the end of 1997 by a society that planned to operate her as a floating casino under the name of *Palm Beach Princess*. She then changed ownership several times still in the same activity that ended up on a bankruptcy in 2010. Detained in 2005 in Miami (United States) and in 2009 in Palm Beach (United States).



*Palm Beach Princess* entering Palm Beach Port (United States), June 2007. © **Robert Murray**

The ship was decommissioned and left for the Bahamas in August 2010. Her owner tried without success to charter her for the housing of the volunteers of the disaster relief mission in Haiti after the earthquake that had struck beginning of the year, and then in 2012 for the housing of oil spill response workers in the Gulf of Mexico after the platform Deepwater Horizon disaster. The *Palm Beach Princess* was deflagged to Bolivia in 2011 and finally ended up in Santo Domingo. She would be dismantled by the Blade Iron Group, based in Santo Domingo Este since 2009 and yet specialized in the recycling of marine generators and engines. The society employs a dozen people and in its offer of demolition, seems to be only interested in the lightship tonnage and delivery delays.

Robin des Bois has already interrogated on the conditions of ship dismantling in America (Cf. [Ship-Breaking # 30](#), "Demolition in America") and in particular in Santo Domingo. Also remember that this is in Santo Domingo the *Lyubov Orlova* was to be demolished before her disastrous expedition.

## The END

### **CUNARD COUNTESS, she has had all sorts of experiences**

Originally constructed for Cunard, the Portuguese vessel (Madeira registry) *Ocean Countess* was ravaged by a fire November 30, 2013 at her decommissioning berth in Chalkis. The 5 sailors of her guard crew were evacuated. The damages were too important; she was declared a total loss and headed towards the demolition yards of Aliaga (Turkey) where she arrived March 10 under the Sierra Leone flag on tow of the Greek tug *Christos XXII*.



© greekhelicopters.gr



© DR



Launched on September 20 1974 by Burmeister and Wain, under the name of *Cunard Countess*, she was taken in May 1975 to La Spezia to receive her cruise vessel amenities at the Industry Navali Meccaniche Affini Industry (INMA) site. She entered service in August 1976 and was mainly affected to cruises in the Caribbean area.

*Cunard Countess* © Simplon Postcards

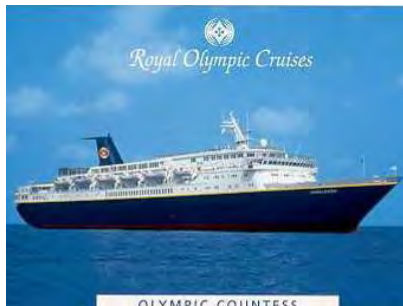
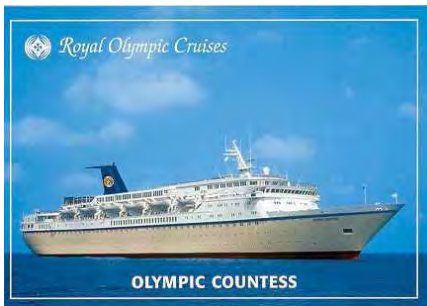
In October 1982, she was chartered for 6 months by the Royal Navy for British troop transport shuttles between Port Stanley (Falklands) and Ascension Island, pending Port Stanley airport to be put back in service. Later, she resumed her Caribbean cruises; she was reflagged from the United Kingdom to the Bahamas in 1999.

In 1996, she was sold to Awani Modern Hotels, in Djakarta, and became the Panamanian *Awani Dream 2* (the first *Awani Dream* was the old French *Renaissance*). She was then operated in southeast Asia.

She was resold in 1998 to the Greek company Royal Olympic Cruises, which had her renamed *Olympic Countess* under the Greek flag, then *Olympia Countess*, but following the bankruptcy of the company she was auctioned in 2004.

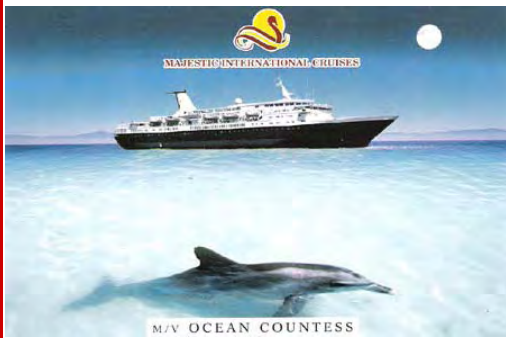


The Panamanian *Awani Dream 2* © Flickrriver



Official post cards © Simplon Postcards

*Olympia Countess*, 2003 © Manuel Moreno



She was acquired by Maximus Navigation Ltd and registered in the Marshall Islands, under the management of the Athens-based Majestic International Cruises Ltd. Later on, she was renamed Ocean Countess under the Madeira flag. She will be henceforth chartered by miscellaneous cruise companies, including the German Holiday



Kreuzfahrten which renamed her *Lili Marleen* in 2005-2006, then by the Cyprus-based Louis Cruise Line in 2007 under the name *Ruby* and the Greek flag as a temporary replacement of *Sea Diamond* capsized of Santorini on April 6.



Lili Marleen, Sognefjorde (Norway) © CO77 Shippotting



Ruby, Split (Croatia) © Sinisa Aljinovic

Returning to her name of *Ocean Countess* and the Madeira flag, she carried out her last navigation seasons during the summers of 2010, 2011 and 2012 under the charter of the English company Cruise & Maritime Voyages. Decommissioned at the end of 2012, she should have resumed sailing in spring 2014 under a Russian charter.



Dunkirk, France © R Fournier



Liverpool, United Kingdom © R Phelan



Eidfjord, Norway © A Harrison

The *Ocean Countess* measured 164 meters long and 22.80 meters wide; she had a gross tonnage of 16,795. She could accommodate about 800 passengers and 350 crewmembers.

The sister-ship of *Cunard Countess*, put in service in 1977, is always in service as the Panamanian *Golden Iris* owned by Mano Maritime of Haifa which operates her in the Eastern Mediterranean.



Aliaga, March 12<sup>th</sup>, 2014 © Selim San

The *Ocean Countess* arrived at the Aliaga ship-breaking yards (Turkey) in tow of the *Christos XXII*. This tug has been identified by Robin des Bois for her repeated and defaulting towing operations.

(Cf. [Christos XXII](#), the tug which brings bad luck).

**Sources :**

*American Bureau of Shipping; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Coasters Remembered; Containership Register; Det Norske Veritas; Equasis; European Maritime Security Agency; France 3; France-Antilles; G Captain; Germanischer Lloyd; Global Marketing Systems; Government of the Netherlands ; Indian Ocean Memorandum of Understanding ; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Marin (le) ; Marine Traffic; Maritime Bulletin ; Maritime New Zealand; Mediterranean Memorandum of Understanding; Mer et Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; New Zealand Herald (the); Nippon Kaiji Kyokai; Optima Shipbrokers; Ouest-France; Palm Beach Post (the); Préfecture Maritime de l'Atlantique ; Robin des Bois, personal sources and archives ; Roose + Partners; Russian Maritime Register of Shipping; SeaNews-Turkey; Shipspotting; Shipwrecklog; Soviet-Trawler.Narod; Sud Ouest; Sun Live; Télégramme (le); Tokyo Memorandum of Understanding; Tsavliris Salvage; Tug Boat Information; Tugs and Towing Offshore Newsletter; Tugspotters; United States Coast Guard; Vessel Tracker*

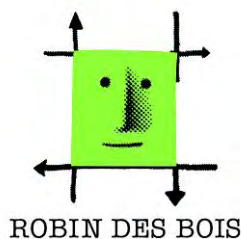
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**In collaboration with Gérard Cornier, maritime journalist and historian**



# # 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 Deulemar                              | 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 Aciéries 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

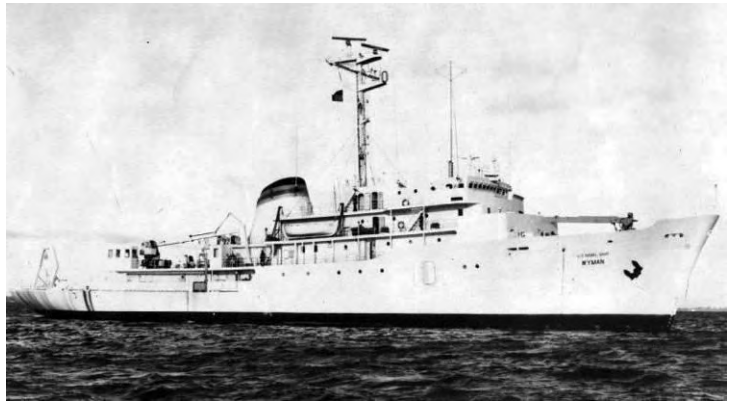
*Shoshone*, T-AOT-151. OMI 7737195. *Maumee* class replenishment tanker of the US Navy. Length 187 m, 8,197 t. United States flag. Struck from the naval register and laid up in the Suisun Bay (California) Reserve Fleet since 1994. Built in 1957 à Chester (Pennsylvania, United States) by Sun Shipbuilding. 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 (Galloo 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<br><i>Ville de Dubai</i> , p 29   | <br>Bahamas   | <i>Golden Will</i>                                  |  |
| <i>Itamonte</i> , p 40  | <br>Brazil  | <i>Amonte</i>                                       |  |
| <i>Jing Pen Hai</i> , p 23  | <br>Cambodia  |   |  |
| <i>Sea Breezer</i> , p 36   | <br>Cyprus  |   |  |
| <i>Jolly Verde</i> , p 31   | <br>Italy   | <i>Verd</i>   |  |
| <i>Jolly Rosso</i> , p 31   | <br>Italy   | <i>Ross</i>   |  |
| <i>Giovanni Della Gatta</i> , p 47<br><i>Gina Iuliano</i> , p 47<br><i>Luciana Della Gatta</i> , p 47 |  → <br>Italy → Malta | <i>Yo 1</i><br><i>Abyo Two</i><br><i>Abyo Three</i> |  |
| <i>Universal Peace</i><br>The biggest one p 43  | <br>Panama  | <i>Peace</i>  |  |
| <i>Princess Daphne</i> p 63   | <br>Portugal  | <i>Daphne</i>                                       |  |

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



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 Registrar. 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 Zosensho. 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). Detained in 2003 in Hong Kong. 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*, ex-*Sumiyoshi*, 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-*Al 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

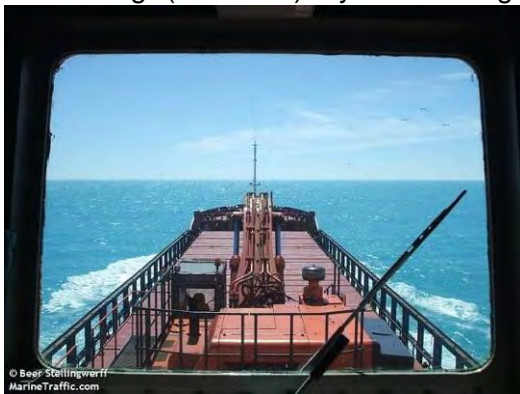


Antilles flag. Classification society Bureau Veritas. Built in 1981 in Soby (Denmark) by Soby M&S. Owned by J Poulsen Shipping A/S (Denmark). Detained in 2006 in Wilmington (United States). Sold for demolition in Pakistan.



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.

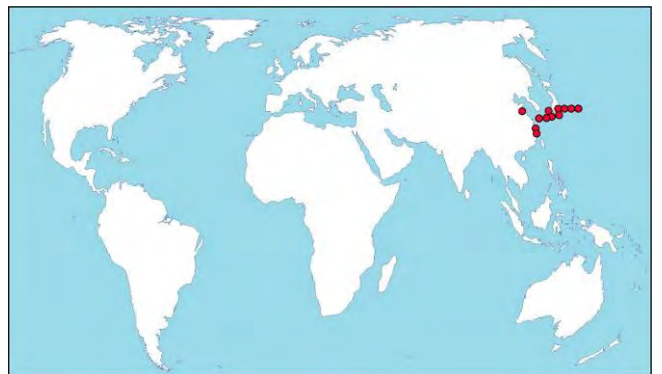


Owned by Amasus Shipping BV (Netherlands). Sold for an unknown destination of demolition, the vessel still is in Amsterdam and may be dismantled in a local yard.



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 Fjedorovs, 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 Kağitci

*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-Azilal, 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 Odra, 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*)i. 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.

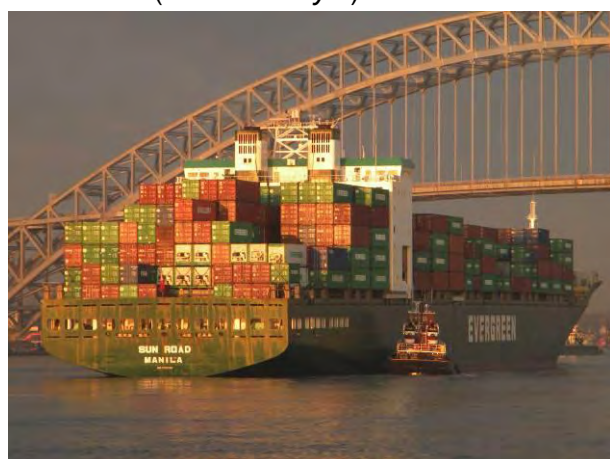


Valletta Grand Harbour, Malta, October 2009 © Anthony Vella

*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 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 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 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 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 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 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 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.



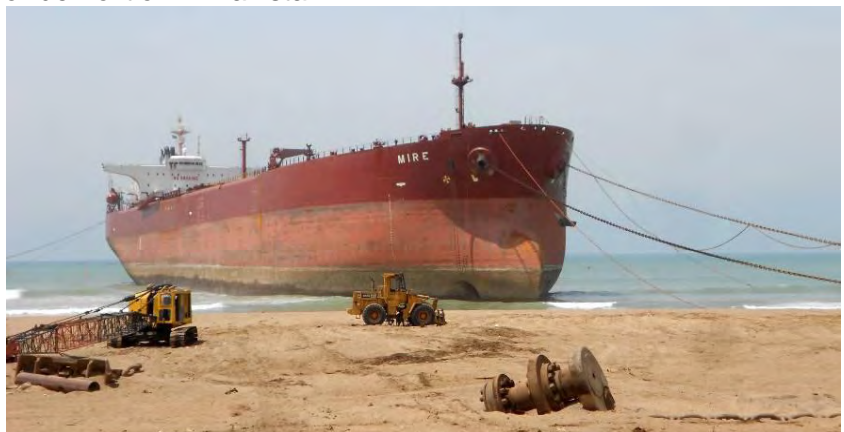
*Kolin 3* (ex-Alpha Ege, ex-Tugce-T, ex-Daugava). IMO 8406602. Tanker. Length 113 m. Turkish flag. Classification society Bureau Veritas. Built in 1985 in Rauma (Finland) by Rauma-Repola. Owned by Canakkale Liman Isletmesi (Turkey). Sold for demolition in Turkey.



*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.

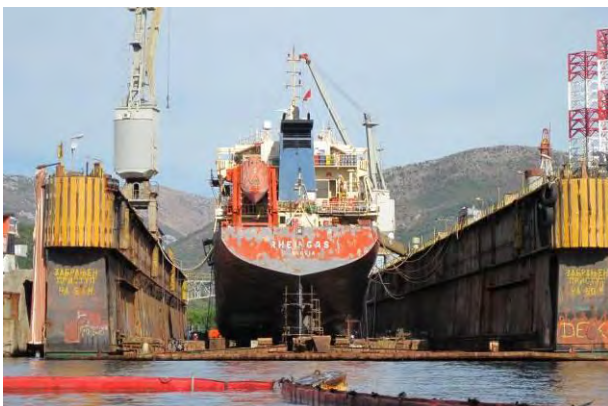


*Golden Miller* (ex-Fezzano). IMO 9021667. Gas carrier. Length 145 m, 6,848 t. Deflagged from Bahamas to St. Kitts and Nevis for her last voyage as **Golden**. Classification society American Bureau of Shipping. Double bottom ship built in 1993 in La Spezia (Italy) by Ferrar. Owned by Petredec Sam (Monaco). 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 Deiulemar, 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 Deiulemar Compagnia di Navigazione is declared bankrupt in spring, followed in autumn by Deiulemar Shipping Co which had acquired the property of all ships. Deiulemar 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 Deiulemar ships have resumed sailing.

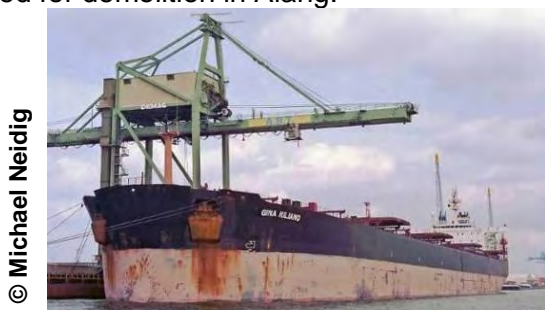
**Gina Iuliano** (ex-*Excelsior*). IMO 8807026. Bulk carrier. Length 266 m, 16,939 t. Deflagged from Italy to Malta and finally to St. Kitts and Nevis. Immobilized in Labuan (Malaysia), renamed **Abyo Two**. Classification society RINA. Built in 1990 in Ulsan (South Korea) by Hyundai. Detained in 2002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

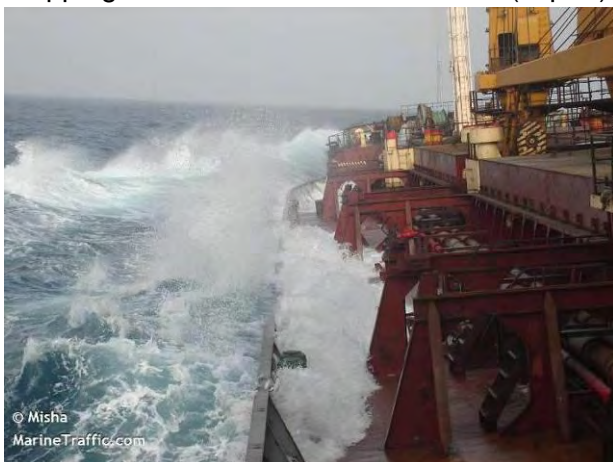
*Abris* (ex-Sea Master I, ex-Sea Master, ex-Sun Master). IMO 8416176. Bulk carrier. Length 160 m, 5,468 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1985 in Saiki (Japan) by Usuki Tekkosho. Owned by Atlantic Shipping Co Ltd (Russia). Detained in 2001 in Kwinana (Australia), 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.



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.



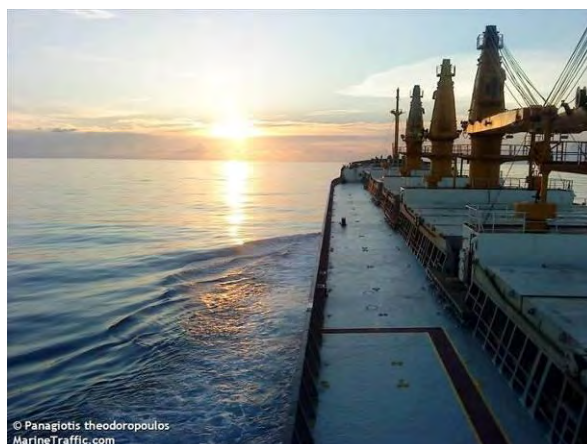
*Bao Wang*. IMO 8917998. Bulk carrier. Length 164 m. Chinese flag. Classification society China Classification Society. Built in 1992 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.

*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 Paltos (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 Zosenso. 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 substandard 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.

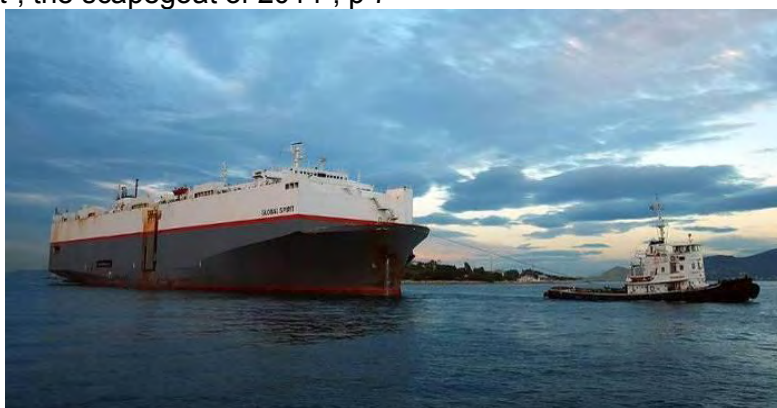


*Zhen Fen 9*. IMO 8400749. Bulk carrier. Length 164 m. Chinese flag. Unknown classification society. Built in 1985 in Shanghai (China) by Shanghai SY. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.



## 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 (Japon) 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 Schiffahrts 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 las 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 bak 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 towlines 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).*

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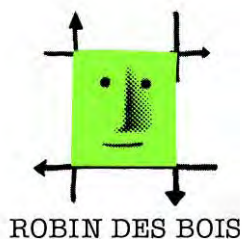
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# # 37

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



ROBIN DES BOIS

# Ship-breaking

## Content

|                                     |    |                    |    |                                     |    |
|-------------------------------------|----|--------------------|----|-------------------------------------|----|
| An unbreakable ship to be broken up | 1  | Container ship     | 15 | Car carrier                         | 53 |
| What has happened to them?          | 2  | Cattle carrier     | 21 | Ro Ro                               | 54 |
| The genetically modified ships      | 3  | Oil tanker         | 22 | Ferry / passenger ship              | 56 |
| Towards the end of US toxic reefs   | 4  | Chemical tanker    | 25 | Various : cable layer, dredger,     | 58 |
| Military and auxiliary vessels      | 5  | Gas tanker         | 26 | offshore supply vessel, tug,        |    |
| Assessment, Pakistan in the lead    | 9  | Heavy load carrier | 26 | Radioactive material and waste      | 61 |
| Freon risk                          | 11 | Wanted notice      | 27 | The END : the true and the fake     | 62 |
| Factory ship                        | 12 | Bulk carrier       | 27 | end of <i>Guadalupe Victoria II</i> |    |
| Reefer                              | 14 | General cargo      | 41 | <b>Sources</b>                      | 64 |

## An unbreakable ship to be broken up



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

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

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

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



The SD 14 *Good Faith* © Jürgen Scholz



2003, after collision and emergency repair © Juha Luukka

## What has happened to them?

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

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

Their final destinations were until then unknown:

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

*Isabel del Mar*, Aliaga © Webmar.com



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

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

© Shahid





## The genetically modified ships

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



1



2

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



3



4

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



5



6

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



7



8

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



9



10

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



11



12

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

**Photos credits :**

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

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

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



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

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

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

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

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

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

## Military and auxiliary vessels

### United States

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

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

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

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

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



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



*Cape John* (T-AK-5022) © US Navy

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



*Hassayampa* © Angelwind

Clean-up at Mare Island © Frank Cleope, Jr

*Kawishiwi*. T-AO 146, US Navy *Neosho* class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 9,400 t. United States flag. Built in 1954 à Camden (New Jersey, United States) by New York Shipbuilding Corp. Like her sistership *Hassayampa*, she supported the US Navy 7<sup>th</sup> fleet in the Pacific and between 1966 and 1971 has also supported the recovery operations of space missions Gemini 10, 11 and 12, then Apollo 13 and 15. On October 10<sup>th</sup>, 1979, she left the US Navy and started serving the Military Sealift Command. She was decommissioned and laid up in the NDRF at Suisun Bay, California on September 16<sup>th</sup>, 1992 then struck from the naval register on November 7<sup>th</sup>, 1994. Her title was transferred to the US MARAD in 1999.



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

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

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

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



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

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

In 2014, she was sold for demolition in Brownsville, Texas.



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

### Aircraft carriers

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



Septembre 1985 © Mark W. Lupus / US Navy

© *USS Saratoga* Association



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



Peregrine falcon fledglings © Raptor Politics

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



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

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

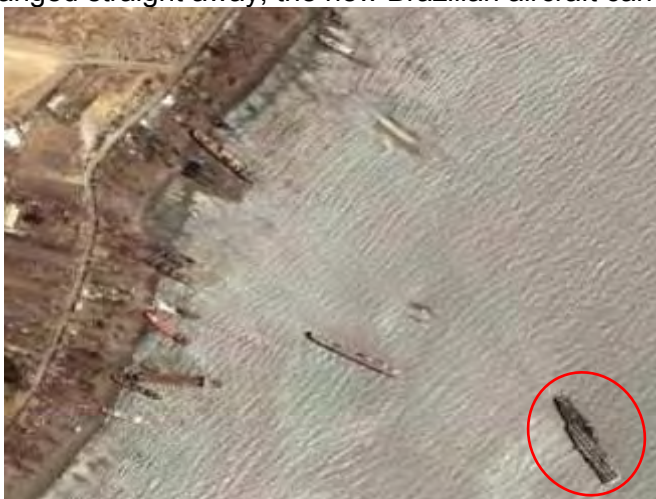
It should be noted that the aircraft carrier *Saratoga* n° 5 (CV-3) was sunk on July 25<sup>th</sup>, 1946 in the American Nuclear bomb test Baker at Bikini Atoll. (See [Ship-breaking # 24](#), p 1)



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

### Elsewhere.

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



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



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

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



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

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

### Recycled Metal

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

### Ships

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

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

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

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

### Category

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

### Recycled Metal

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

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

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

© Martin Pick



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

### © Swansea Drydock



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



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



### Out of prison, into the scrapyard

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

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

### Years and Metres

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



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



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



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



Ship and crew detained in a port for deficiencies.



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

### Flags of the last voyage



Cambodia



Comoros



Liberia



Malta



Palau



Panama



St Kitts & Nevis



Sierra Leone



Tanzania



Tuvalu



## Freon risk



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

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

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

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

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

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

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

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

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

## Factory ship

### Aquila class

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



*Germes* © Fleetmon

### Barentsevo More class

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



*Krasnoznamensk* in Arkhangelsk, August 2012 © Eugene Iron

### Ivan Bochkov class

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

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



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



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

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



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



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

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



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



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



Classification society Russian Maritime Register of Shipping. Built in 1988 in Gdansk (Poland) by Stocznia Gdanska im. Lenina. Owned by Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Turkey.



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

## Reefer

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



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

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



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

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



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


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



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

## Container ship

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

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

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




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



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

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



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



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

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



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



October 2010, loading in Karachi (Pakistan) © Snip



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



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



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



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




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

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




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

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

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




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

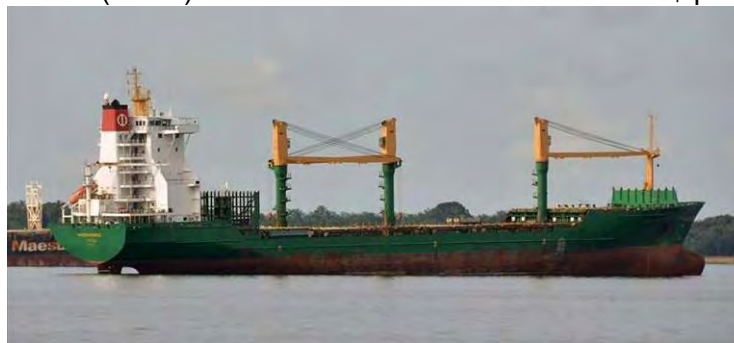


*Maestra Mediterraneo* (ex-*Neptunia Mediterraneo*, ex-*Alianca Amazonia*, ex-*Global Amazonia*, ex-*Neptunia Mediterraneo*). IMO 9065261. Container ship, 1100 teu. Length 142 m, 6,580 t. Brazilian flag. Classification society RINA. Built in 1996 in Rio de Janeiro (Brazil) by Ilha. Owned by NTL Navegacao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



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


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



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

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



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



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

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




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



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

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



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







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



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



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

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



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



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



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



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



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



*Utrillo*, Benoit Donne collection.

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



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

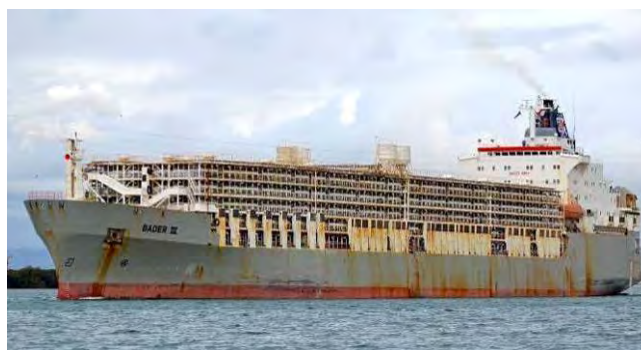


*TSGT John A. Chapman*, approaching Martinez (California, United States), July 2011 © Oldkayaker / Shipspotting

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



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




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

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



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



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



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

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



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



## Cattle carrier

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



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

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

## Tanker

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



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

Lagos (Nigeria), January 2011 © Ivan Meshkov



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



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

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



15 November 2011 © Martin Klingsick



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



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

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



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



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



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

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

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



Gibraltar, June 2009 © Marius Esman



Gadani (Pakistan), September 2014 ➡  
© Shahid

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



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



*Overseas Eliane* (ex-*Eliane*). IMO 9053660. Tanker. Length 245 m, 16,810 t. Marshall Islands flag. Classification society American Bureau of Shipping. Double hull tanker built in 1994 in Ulsan (South Korea) by Hyundai. Owned by OSG Ship



Management (Greece). Detained in 2009 in Galveston (United States) and in 2012 in New Orleans (United States). Sold as is in Singapore for demolition in Pakistan. 510 US\$ per ton including 350 t of bunkers.

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

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



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



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



*Silva* (ex-*Kirsten*, ex-*Torm Kirsten*, ex-*Tempera*, ex-*Georgia*). IMO 8614467. Tanker. Length 228 m, 15,002 t. Deflagged from Tanzania to St Kitts and Nevis for her last voyage as *Sil*. Classification society American Register of Shipping. Built in 1986 in Uljanik (Croatia) by Brodogradiliste 3 Maj. Owned by AR Shipping Ltd (China). Detained in 2006 in Whangarei (New Zealand) and in 2014 in Guangzhou (China) and in Quanzhou (China). Sold for demolition in Pakistan.



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

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

## Chemical tanker

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



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



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

✚ **Iballa G (ex-Tus, ex-Pertusola)**. IMO 7393418. Chemical tanker. Length 118 m. Panamanian flag, Maltese flag for her last voyage.

Classification society RINA. Built in 1975 in Viareggio (Italy) by Benetti. Owned by Penn Lilac Trading SA (Spain). Detained in 1999 in Saint Malo (France) and in 2003 in Las Palmas (Spain). Sold for demolition in Turkey.



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

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



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

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



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





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



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



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

## Gas tanker

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



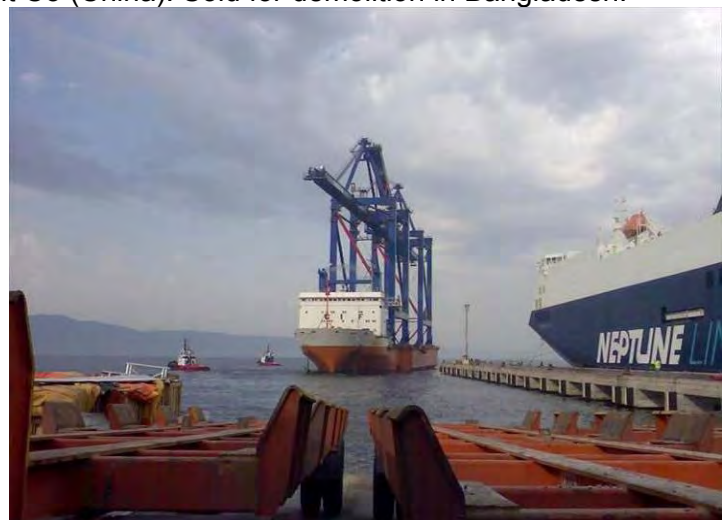
*Song Tai Shan 5* (ex-*Zhao Shang ER*, ex-*Kaiho Maru*). IMO 8317382. Gas tanker. Length 62 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Honai (Japan) by Shirahama. Owned by Shanghai Huachen Co Ltd (China). Sold for demolition in China.

## Heavy load carrier

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



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



© **Marine Traffic**



## Wanted notice



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

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



*Hassan 1*, beached in Gadani © Shahid

## Bulk carrier

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



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





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



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

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



★  *Ameera* (ex-*Habibe Ana*, ex-*Kelvin Challenge*, ex-*Vorras*, ex-*Philippine Vinta*,  
★  ex-*Western Jay*). IMO 8309464. Bulk carrier. Length 186 m, 8,206 t.

Deflagged from Indonesia to Panama for her last voyage as *Sevenkar*. Classification society International Register of Shipping. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Pacmar Shipping Pte Ltd (Singapore). Detained in 2001 in A Coruña (Spain), in 2004 in Geraldton (Australia), in 2010 in Ningbo (China) and in 2011 in Zhanjiang (China). Sold for demolition in Bangladesh. 460 US\$ per ton including 250 t of bunkers.



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



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



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

*APJ Suryavir (ex-Maritime Light)*. IMO 8902151. Bulk carrier. Length 225 m, 10,565 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Imari (Japan) by Namura. Owned by Apeejay Shipping Ltd (India). Detained in 2002 in Vostochny (Russia), in 2005 in Bunbury (Australia), in 2009 in Albany (Australia) and in 2012 in Yantai (China). Sold for demolition in Bangladesh. 495 US\$ per ton.

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



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

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



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



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



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



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

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



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



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



Porto Trombetas, Trombetas, Brazil  
© Espocabode.com



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

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



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



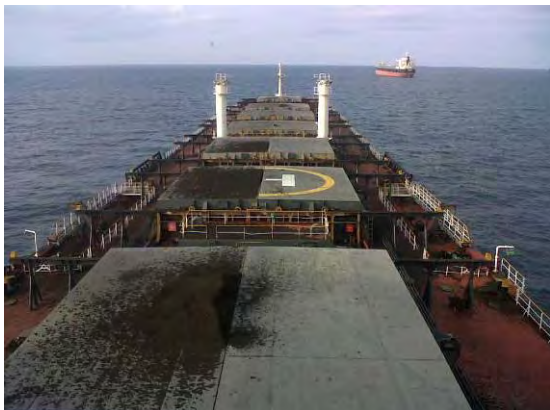
*Ziemia Tarnowska*, arriving Santos (Brazil), June 2012 © Guilherme Z. Secatto



*Elminda* in Gadani (Pakistan) © Shahid

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





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



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

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

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



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

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



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



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



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

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



Tanker times, Singapore, 2008 © Ivan Meshkov



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



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

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



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



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



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



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



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

### Wanted notice

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

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



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



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



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

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

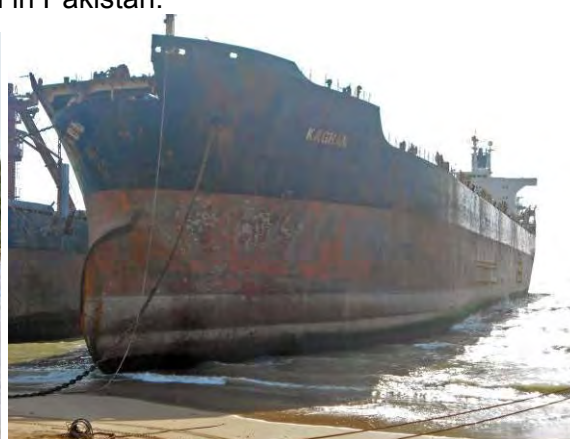


*Joyous Society*. IMO 9050254. Bulk carrier. Length 225 m, 9,543 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by COSCO (Hong-Kong, China). Sold for demolition in China by Xiasha Scrapyard.

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



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



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

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



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



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



The Polish Legions




© Hardlight / Vesseltracker



Beached in Pakistan © Shahid

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



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



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



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



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



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

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



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



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

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



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

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

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



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

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



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



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



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

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

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

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

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



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


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

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



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



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



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

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





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



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

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



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



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



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

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



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



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

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

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

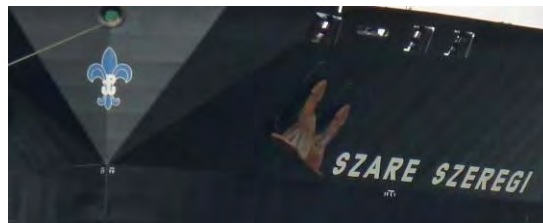
*Sino Peace* (ex-Paschalis, ex-Paschalis D, ex-Alessandra d'Amato, ex-Century Hope). IMO 8217362. Bulk carrier. Length 223 m, 10,450 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Brother Marine Co Ltd (China). Detained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



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



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

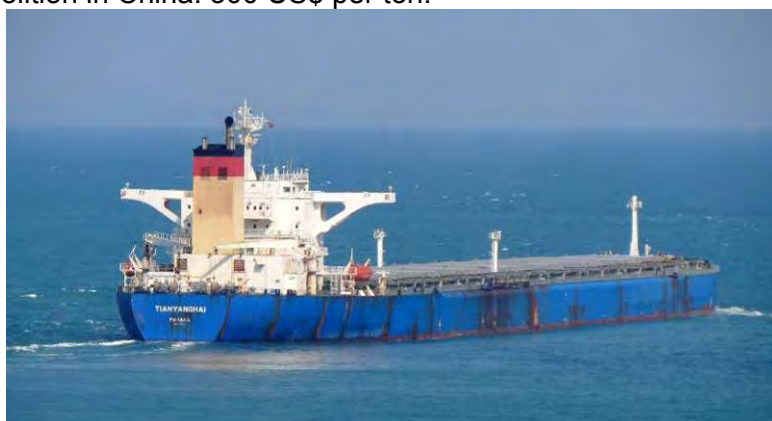


*Teng Fei Hai*. IMO 9056935. Bulk carrier. Length 225 m, 11,958 t. Chinese flag. Classification society China Classification Society. Built in 1995 in Shanghai (China) by Jiangnan Shipyard. Owned by COSCO Bulk (China). Sold for demolition in China.

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

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

*Tianyanghai*. IMO 9137612. Bulk carrier. Length 289 m, 20,500 t. Panamanian flag. Classification society China Classification Society. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by COSCO (China). Sold for demolition in China. 300 US\$ per ton.



*Tianyanghai* in Singapore Strait, March 2012 © **Bodolinsky**

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

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



Fujairah (United Arab Emirates), December 2011  
© Viktor



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

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



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

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



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



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



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

## General cargo



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



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



*Agiantonis* (ex-*Hafnia*, ex-*Tramp Ship*, ex-*Leon Sif*). IMO 6711493.

General cargo. Length 74 m. Deflagged from Togo to Sierra Leone for her last voyage. Unknown classification society. Built in 1967 in



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

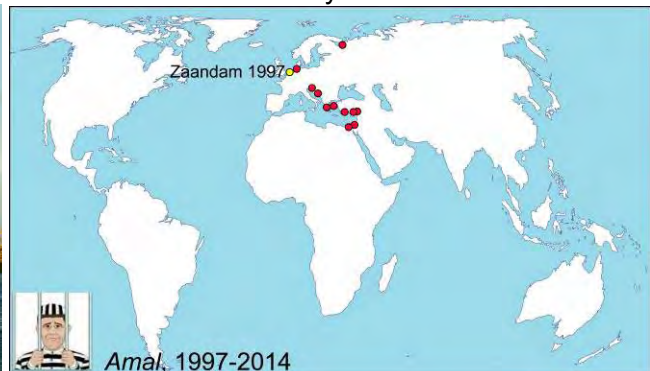
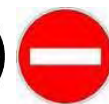


*Agiantonis*, Porto Lagos (Greece), January 2009 © manolis

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



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



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



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



*Armu* (ex-*Maria Magdalena*, ex-*Continental Beta*, ex-*MSC Beirut*, ex-*Continental*



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



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

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



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



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

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



After conversion: *Allvang* © Capt. Jan Melchers



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

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

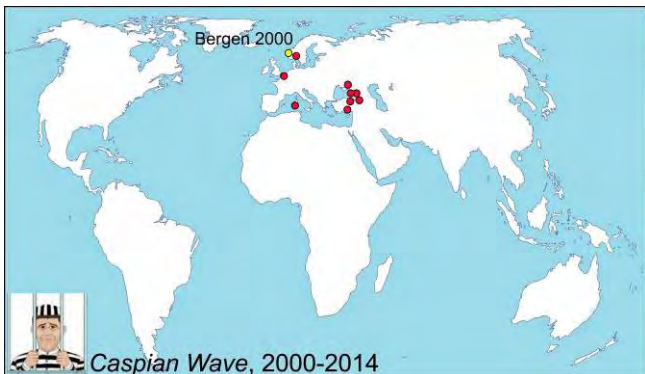


*Builder Success*, February 2007 © timbo2 / Marine Traffic

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



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



*Caspian Wave*, 2000-2014

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



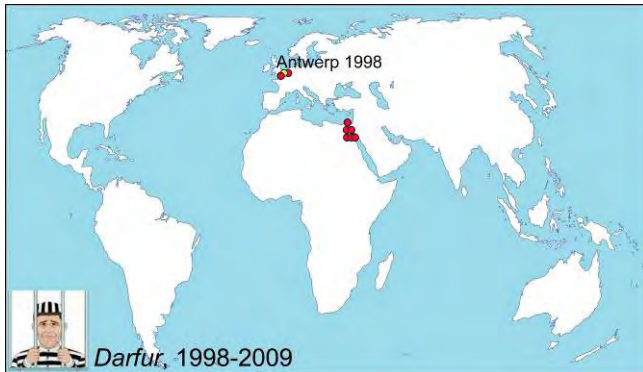
*Dandun* (ex-Altarek, ex-Wani Logger, ex-Logger, ex-Norrbotten, ex-Well Marlin, ex-Westerdiel, ex-Gastrikland, ex-Westerdiek). IMO 7430462. General cargo. Length 88 m. Moldovan flag. Classification society Dromon Bureau of Shipping. Built in 1976 in Bergum (Netherlands) by Bodewes, J. Owned by Ranyus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



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



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

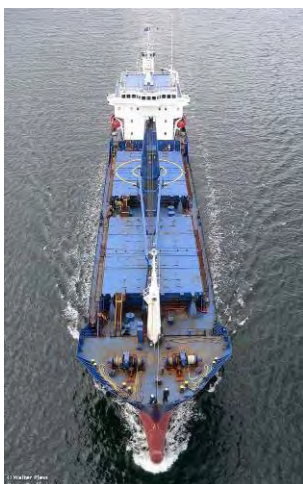


*Feng Kang Shan*. IMO 8400610. General cargo. Length 156 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shiogama (Japan) by Tohoku Shipbuilding. Owned by COSCOL (China). Detained in 2013 in Haiphong (Vietnam). Sold for demolition in China.



In Vitoria, (Brazil) April 2007 © vovashap

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



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

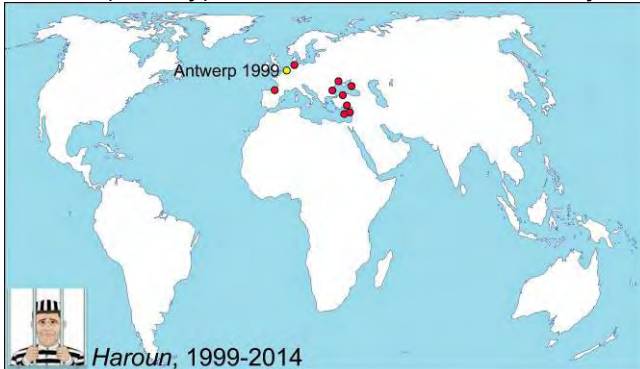


*Hakula* in Hobart (Tasmania, Australia). January 2013 © Walter Pless

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



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



Haroun, 1999-2014



Port of Patra (Greece), April 2009 © Iason

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



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

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



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



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

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



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



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



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

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



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




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



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

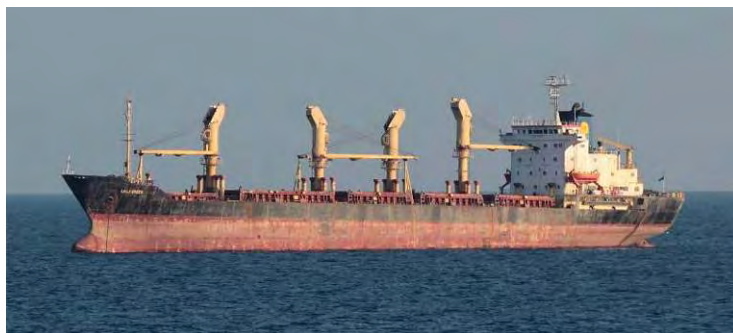


*King Brave* (ex-Rukai, ex-Shun-Ei I, ex-Shun-Ei Maru). IMO 8125533. General cargo. Length 160 m, 7,208 t. St Vincent and Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by Nanjing KingShip Management Co (China). Detained in 2009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



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



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








*Laila Queen*, anchored off

August 2013 © **Muhsen Hussein**

Tripoli (Lebanon),

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



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

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

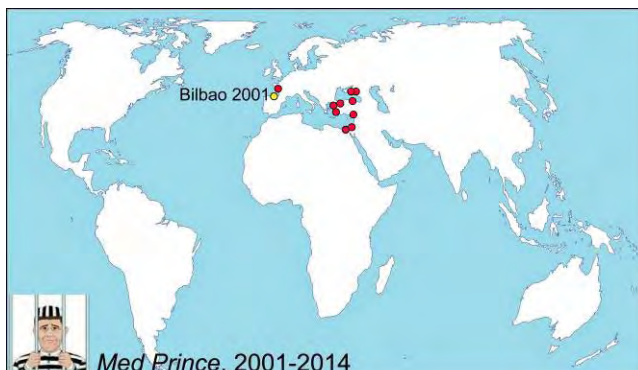
Marchanidses diverses. Length 131 m, 3,747 t. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1981 in Gijon (Spain) by Juliana Gijonesa. Owned by Costalina General Trading (United Arab Emirates). Detained in 2004 in Aarhus (Denmark), in 2008 in Gdynia (Poland) and in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

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




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

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



*Med Prince*, 2001-2014

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

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



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



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

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



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

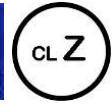




*Palmira (ex-Avangard-1, ex-Ural, ex-Volgo-Balt 152)*. IMO 8230194. Length 114 m. Deflagged from Ukraine to Cambodia flag her last voyage. Classification society International Register of Shipping. Built in 1971 in Komarno (Slovakia) by Zavody Tazkeho Strojarsstva Shipyard. Owned by Fos Shipping Management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



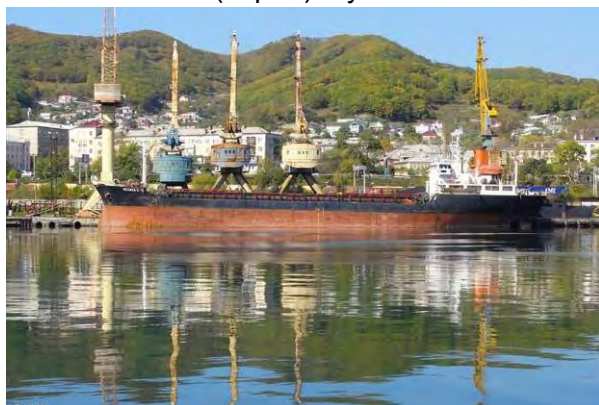
*Paralos (ex-Capetan Costas, ex-Adra, ex-Bammen, ex-Sommen)*. IMO 6816865. General cargo. Length 84 m. Greek flag. Unknown classification society. Built in 1968 in Brake (Germany) by Lühring ; jumboized in 1973 and lengthened from 72 to 84 m. Owned by Paralos II Shipping Co (Greece). Sold for demolition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



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



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



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

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

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



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



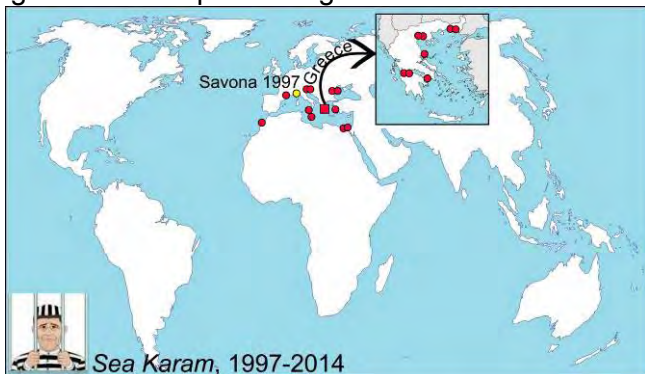
*SDK Spain (ex-Sea Box, ex-Gorch Fock, ex-RMS Scotia, ex-Gorch Fock)*. IMO 8602000. General cargo. Length 74 m. Danish flag. Classification society Germanischer Lloyd. Built in 1986 in Papenburg (Germany) by Surken. Owned by Venus Shipping ApS (Denmark). Sold for demolition in Turkey.



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



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



*Sea Sunny* (ex-*Worldline 2*, ex-*Ocean Forest*, ex-*Laguna 2*, ex-*Baja California*). IMO 8402462.

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



*Sea Worker* (ex-*Leja*, ex-*Krasnoborsk*). IMO 7006211. General cargo.

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



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



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

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

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

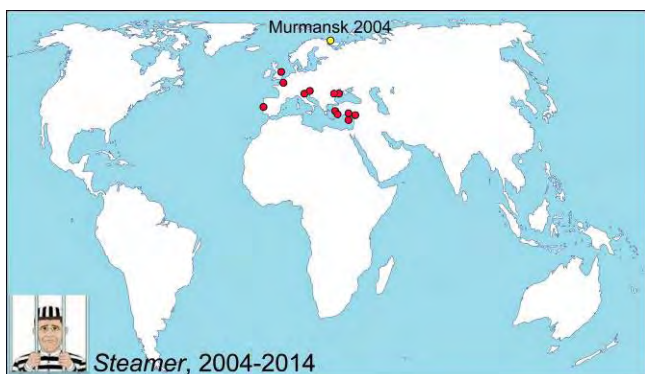




*Soleil* (ex-Lady Jana, (ex-Samer M, ex-Transgulf, ex-Transmar II, ex-Toukba)ex-Tarfaya, ex-Lombok, ex-Fortuna). IMO 8300482. General cargo. Length 100 m, 2,420 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Detained in 2007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



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



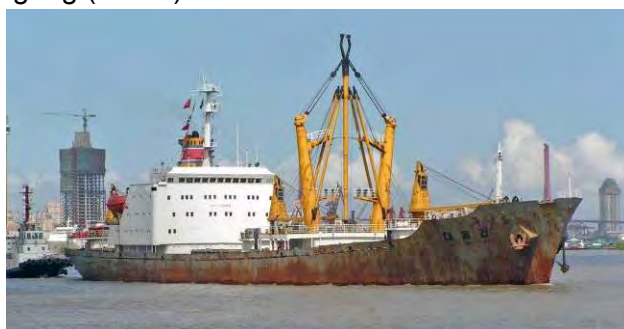
In Sulina (Romania), October 2011 © **Sirotencu Liviu**



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



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



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

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



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



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



September 2003, Flushing (Netherlands) © Gerolf Drebes



August 2014, Gadani (Pakistan) © Shahid

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



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



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



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



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



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



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

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



## Car carrier

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



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



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

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




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



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



## Ro Ro

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



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

© Joerg Seyler



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

© JJ Faria Nunes

*Aegean Pearl* (ex-*CR Tanger*, ex-*Stena Progress*, ex-*Progress Atlantic*, ex-*Union Dunedin*, ex-*TFL Progress*, ex-*Merzario Emilia*, ex-*TFL Progress*). IMO 7722621.

Ro Ro. Length 141 m. St Vincent and Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Usuki (Japan) by Minami-Nippon. Owned by Aegean Cargo Management SA (Greece). Detained in 20023 in Hamburg (Germany), in 2008 in Barcelona (Spain), in 2009 in Cagliari (Italy), in 2012 in Rades (Tunisia) and in 2013 in Savona (Italy). Sold for demolition in Turkey.



*Atlantic Nyala* (ex-*Aladdin Dream*, ex-*OBL Winner*, ex-*Lykes Winner*, ex-*Thorshope*, ex-*Cobra*, ex-*Nordanna Kampala*, ex-*Global Hawk*, ex-*Alioth Star*, ex-*Marcela R*, ex-*Yevgeniy Mravinskiy*). IMO 8811699. Ro Ro. Length 174 m, 9,210 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Warnemünde (Germany) by Warnowwerft. Owned by Baltic Mercur Ltd (Russia). Sold for demolition in India. 510 US\$ per ton.





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



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



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

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



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

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



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

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



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



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

## Ferry

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



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



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

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



The Ro Ro *Stafford* © Bangsbo Museum



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

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



## Passenger ship

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



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



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

© RIN.ru



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



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

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



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



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



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

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



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



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

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

## Various

### Cable Layer

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



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



**Dredger**

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

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



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

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



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



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

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



**Offshore supply vessel**

*AH Porto Santo* (ex-*Maersk Ruler*). IMO 7814888. Offshore supply vessel. Length 67 m. Italian flag. Classification society RINA. Built in 1980 in Lindo (Denmark) by Odense Staalskibsværft A/S. Owned by Finarge Armamento Genovese Srl (Italy). Expatriate worker in the Brazilian offshore oil fields, but sold and beached for demolition in Turkey.



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



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

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

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

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



*Ocean Searcher* (ex-Havila Searcher, ex-Rem Searcher, ex-Plan Searcher, ex-Pan Searcher, ex-Far Searcher, ex-Tender Searcher). IMO 7401306. Offshore supply vessel. Length 65 m. Bahamian flag. Classification society Det Norske Veritas. Built

in 1975 in Papenburg (Germany) by Surken. Owned by Atlantic Offshore Rescue Ltd (United Kingdom). Sold for demolition in Grenaa (Denmark) by Fornæs Shipbreaking Ltd.



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

## Tug

*Global Destiny* (ex-Smitwijs Rotterdam, ex-Smit Rotterdam). IMO 7402439.

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



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



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

© Shahid →



## Nuclear transport vessel



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



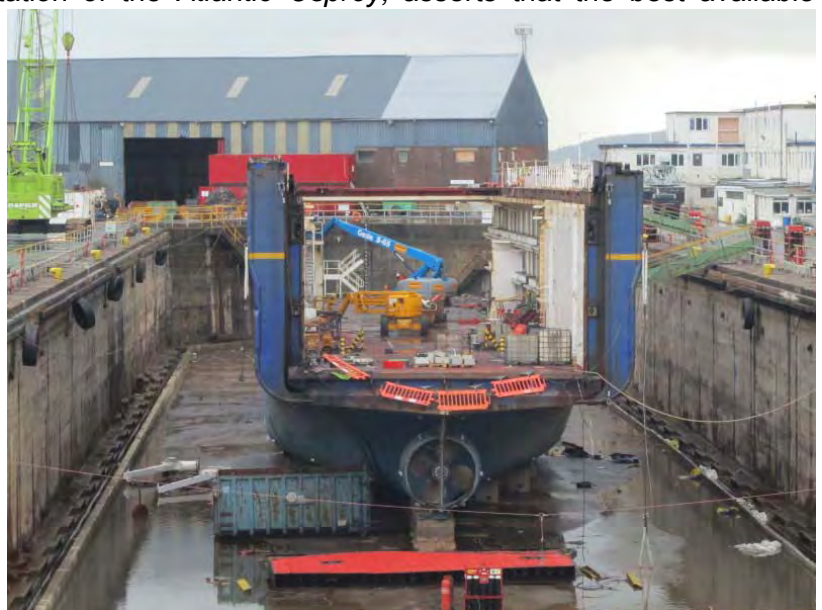
August 2014, departing Barrow-in-Furness, bound for Swansea Port, Wales and its demolition yard  
© International Nuclear Services

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



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

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



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

## The END

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



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

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



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



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

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

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



*Guadalupe Victoria II* © Histarmar



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

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

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

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

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



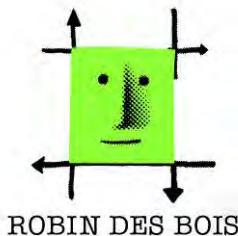
All pictures of *Victoria II* in Gadani by Shahid

**Sources :**

*Aliaga Denizcilik; American Bureau of Shipping; Associated Press of Pakistan; Black Sea ; Memorandum of Understanding; Brownsville Herald (the); Bureau Veritas; Cargo Law; Chittagong Port Authority (the); Core (Cumbrians Opposed to a Radioactive Environment); Dépêche du Midi (la) ; Det Norske Veritas; Dictionary of American Naval Fighting Ships; Emirates 24/7; Equasis; European Maritime Safety Agency; Examiner (the); Germanischer Lloyd; Global Marketing Systems; GMA News; Historia y Arqueologia Maritima; Indian Ocean Memorandum of Understanding; International Nuclear Services; Jornada - Michoacan (la); Khaleej Times; Kimo; Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Maquettes et Histoire de la Marine Marchande ; Marin (le); Marine Traffic; Mediterranean Memorandum of Understanding; Mer et Marine ; Miramar Ship Index ; Monitor (the); Navi e Armatori; Navios Brasileiros; Navsource; navyworld.narod.ru; Nippon Kaiji Kyokai; Optima Shipbrokers; Ouest-France ; PEMEX ; Reuters ; Robin des Bois, sources personnelles et archives ; Russian Maritime Register of Shipping; Ship Nostalgia; Shipspotting ; Société française de Médecine Maritime ; Soviet-trawler.narod.ru; Sud-Ouest; Swansea Drydocks; Talleres Navales del Golfo; Télégramme (le); The News; Tokyo Memorandum of Understanding; Trade Winds; United States Coast Guard; US Marad ; Verdad del Sureste (la); Vessel Tracker.*

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ROBIN DES BOIS

# # 38

From October 1<sup>st</sup> to December 31<sup>st</sup> 2014

# Ship-breaking

## Content

|   |    |  |    |  |    |
|---|----|--|----|--|----|
| <i>Khudozhnik Tsyganov</i> , for worse and for better             | 1  | <i>Taiko</i> , a humanitarian ship to be broken up | 18 | Chemical tanker                                    | 36 |
| Overview 2014 : 969   | 2  | Car carrier  | 20 | Gas tanker   | 37 |
| Great Lakes – St. Laurent Seaway                                  | 4  | Heavy load carrier                                 | 20 | Bulk carrier – cement carrier                      | 39 |
| Letters to the editor   | 10 | Ro Ro  | 21 | General cargo                                      | 51 |
| The Forsaken ones   | 12 | Ferry /Passenger ship                              | 22 | Miscellaneous : dredger, research, offshore supply | 61 |
| Military and auxiliary vessels                                    | 13 | Factory ship                                       | 26 | The Sunken ones                                    | 64 |
| Overview 4 <sup>th</sup> trimester 2014, less vessels, more metal | 15 | Reefer   | 27 | The END : they scuttled the <i>ex-Zanoobia</i>     | 70 |
| From livestock to human   | 17 | Container ship                                     | 28 | Sources  | 73 |
|   |    | Oil tanker   | 33 |  |    |

## *Khudozhnik Tsyganov*, for worse and for better

Photos SUR  
Seafarers' Union of Russia



The *Khudozhnik Tsyganov* (ex-Orient Wind, ex-Dong Chuan, ex-Emerald, ex-Mirny) IMO 8957479, was built in 1977 at the Krasnoyarsk shipyards on the Yenisey River. The *Khudozhnik Tsyganov* is a sea-river vessel built to sail on the major Siberian Rivers such as the Amur, Ob, Irtys and the Yenisey and in the coastal waters.



Nevertheless, she ventured from Nakhodka Port in Russia, headquarters of her ship owner, across the Sea of Japan to Otaru, Fushiki, Niigata and Akita and all the way to the Chinese ports of Taicang and Changshu via Busan in South Korea. In 13 years, she has accumulated 740 deficiencies. She was detained twice in 2002 and 2003 in Nakhodka (Russia), in 2004 in Akita (Japan), in 2008 in Taicang (China), in 2012 in Vladivostok (Russia) and in 2014 in Niigata (Japan), in Akita again and finally in Changshu (China). She was flying the Cambodian flag of convenience. Late October 2014, the *Khudozhnik Tsyganov* finally arrived at

Jiangyin, near Shanghai, to be demolished.

In January 2013, the Seafarers' Union of Russia (affiliated with ITF, International Transport Workers' Federation) convinced the master of the *Khudozhnik Tsyganov*, Mr. Evgrafov, to resign. He declared that a vessel should be in good condition or demolished, that sailors should refuse to work on such a dirty vessel and stood down as captain of the *Khudozhnik Tsyganov* not to be responsible for a wreck and the loss of human lives.

**Gold Medal** awarded to the Captain ➔



**Substandard ships Silver Medal** goes to the *Khudozhnik Tsyganov*, with **10** detentions.

## Overview 2014: 969

| By tonnage of metal              | By unit                         | By category (tonnage)                 | (units) |
|----------------------------------|---------------------------------|---------------------------------------|---------|
| 1 India 2,5 million t (35%)      | 1 India, <b>299</b> (31%)       | 1 Bulk carrier: 2,3 million t (32%)   | (266)   |
| 2 Bangladesh 1,4 million t (20%) | 2 Bangladesh, <b>203</b> (19%)  | 2 Container ship: 1,8 million t (25%) | (159)   |
| 3 Pakistan, 1,3 million t (18%)  | 3 China, <b>157</b> (16%)       | 3 Tanker: 1,7 million t (23%)         | (154)   |
| 4 China 1,3 million t (18%)      | 4 Turkey, <b>136</b> (12%)      | 4 General cargo: 728 000 t (10%)      | (240)   |
| 5 Turkey 427 000 t (6%)          | 5 Pakistan, <b>135</b> (14%)    | 5 Ro Ro: 208 000t (3%)                | (31)    |
| 6 Denmark 102 000 t (1%)         | 6 United States, <b>12</b> (2%) |                                       |         |

**969** vessels were sent to be broken-up in **2014**. Compared to 2013, this is a significant drop of 13% and even 23% in volume of recycled metal. The decrease reached 35 % in Bangladesh and in China and was limited to 7% in Pakistan. Compared to 2006, the year the Ship-Breaking bulletin started up (293 vessels), the total has been multiplied by 3. The overall total in tonnage of metal recycled in 2014 exceeds **7 million**. The volume of waste to be demolished represents around **400 000 t**.

The size of vessels demolished in 2014 has shrunk: 23 vessels over 300 m in 2014 compared to 39 in 2013. In 2014, 24% of the vessels beached in Bangladesh measure over 200 m compared to 40% in 2013. The average tonnage decreased by 36% in Bangladesh, and is now lower than in India and China. In Pakistan the other specialist in large ships, the average decrease in tonnage was 28%.

As in 2013, container ships represent 16% of the vessels sent to the breakers in 2014; in tonnage of recycled metal, their share has gone from 21% to 25%. 42% of the demolished container ships belong to a European ship-owner (EU or EFTA), none of them were demolished in Europe. With an average age of 22 years, the family confirms its early obsolescence. The average age of scrapped vessels is 29 years.

539 demolished vessels (**55%**) have been previously detained with their crew for non compliance with international safety regulations. Port State Controls play their part in cleaning up the world fleet. Substandard vessels are hunted down by Memorandums of Understanding (MoU, regional agreements) on all continents except South America and above all Africa.

**136** vessels were deflagged in the weeks or days prior to their arrival at ship-breaking yards in India, in Bangladesh, in Turkey and in Pakistan of which 49 belonged to a European owner or a ship-owner based in an EFTA country. St. Kitts and Nevis welcomed 46 last-minute citizens, Comoros 22 and Tuvalu 17. The Palau archipelago joined the club of funeral flag

### Asia

The Top 5 countries (India, Bangladesh, Pakistan, China and Turkey) have received **96%** of the total number of ships to be scrapped (930) vessels.

Even if no longer leading in the last two quarters, India remains in first place both in number of units and in volume (35%), ahead of Bangladesh (20%). Pakistan and China are neck and neck with 18% in tonnage.

The prices offered by the shipyards had remained relatively stable during the 1<sup>st</sup> semester but decreased significantly by the end of the year. They were around 400-425 \$ US per ton in the Indian Subcontinent and 300 \$ US in Turkey. In China, they fell to 220-250 \$ US due to shipbreaking incentives. These subsidies have supported shipbreaking as well as shipbuilding yards. They have lowered demolition costs and facilitated export of cheap billets but have driven away non-Chinese vessels that could not benefit from the scheme: less than 10 European vessels were sent to China in 2014.

### Europe

271 vessels (**28%**) were flying a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA), and 23 % were built there. 50 of these European vessels, i.e. 1 out of 5, were deflagged in the weeks or days prior to their arrival in shipbreaking yards. The number of European vessels dismantled in Europe is stable but remains very low: 8%.



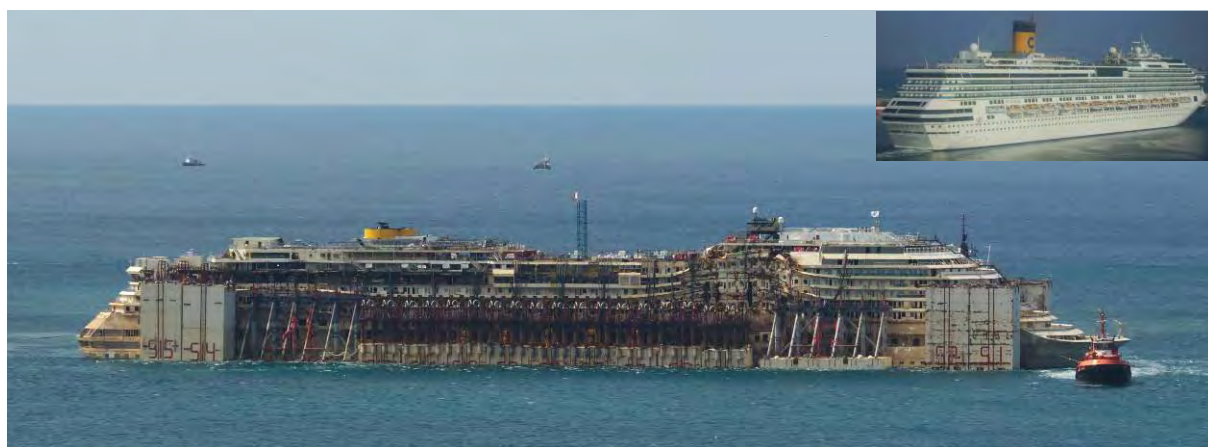
The only facilities working on a regular basis and set up for the long-term are Galloo Recycling at Ghent in **Belgium** and Fornaes Shipbreaking in Grenaa, **Denmark**. They mostly dismantle vessels that have been working in Europe: small general cargo carriers, ferries, service ships, fishing vessels as well as damaged ships. Most of the vessels recycled at Fornaes are from Scandinavia, Germany, United Kingdom and The Netherlands. Galloo Recycling won a bid to dismantle French Navy vessels and was delivered an offshore supply vessel from Canada.

In other European countries, the development of this industry is in its infancy and often on a one-off basis. In the United Kingdom, Swansea Drydocks is trying to add shipbreaking to its ship repair activities (Cf. [Ship-Breaking n°37](#), p 9).

In France, some ports such as Saint-Nazaire received authorisation to use their drydocks for demolition activities. Yet, the purpose is only to get rid of forsaken and out of use vessels lying at quay. At Bassens, near Bordeaux, the drydock will be busy for 2 years with the scrapping of the helicopter carrier and training ship *Jeanne d'Arc* and then that of the cruiser *Colbert*.

In December 2014, two Chinese shipbreaking yards applied to be included on the future list of shipyards approved by the European Union. Will, in 2015, European policy that prohibits, in theory, the export of vessels for demolition outside the OECD be officially abandoned?

And yet, in contrast of resigning policies, 2015 should see the beginning of the spectacular dismantling of cruise ship *Costa Concordia* in **Italy**. The wreck was refloated then moved to Genoa in July 2014. In December, the removal of furniture and fittings in order to lighten the vessel was not yet completed. Her current draft does not enable the *Costa Concordia* to be berthed (at Molo ex Superbacino) close to the facility set up for logistics operation and waste management by San Giorgio del Porto shipyard. In the frame of the dismantling plan of at least 2 years, the work will be performed afloat in the following phase and in drydock in the final phase. The Genoa facilities could then be used to dismantle vessels from the European fleet, even the largest, in compliance with the European regulations.



The arrival of Costa Concordia at Genoa, July 27, 2014 © Egidio Ferrighi  
(insert Daniel F)

## Great Lakes - Saint Lawrence Seaway (Canada / The United States)



Classic lakers were giants ahead of time. With their funnel at the stern, their bridge castle at the front and their straight bow, their silhouette is unique. Gigantic and everlasting, they are reluctantly being withdrawn from the traffic. Put aside along forgotten quays, where no one forgets them, they have often been looked after by historical societies that try against all odds to save them from scrapping and to bring them back to life as Great Lakes and Industry Museums.

Great Lakes freighters are in some ways their prisoners. It is surprising that such a dense, historical and prosperous traffic has not yet produced a dedicated dismantling channel in accordance with safety and environmental standards.

### The United States

The *JB Ford*, more than a century old, was launched in Ohio on December 12, 1903 as the *Edwin Holmes*. She suffered numerous gale storms including the Mataafa Storm in the winter of 1905 and the Great White Hurricane of 1913 when 235 sailors died in the most powerful storm to have ever swept the North American Great Lakes. The now named *JB Ford* has always been moving along with natural disasters and until today has always pulled through. A couple of weeks after her launching while fit-out works were ongoing on the Black River, she broke loose from her moorings and ran aground on the opposite bank. Close by tugs were drifting, sinking or burning in the river swollen by torrential rain. It seems that *JB Ford's* smokes and sulphur emissions irritated, in every sense of the word, the local population. She was no longer welcome in ports; this is why in the mid-1970s the coal fired boilers of her steam turbines were converted to burn heavy fuel oil. In 1985 a fire broke out in the engine room during the winter lay-up. Repairs were not satisfactory and the *JB Ford* was forced to stop sailing.



The 60s © Tom Manse

For half a century, the Old Lady has been transporting coal and grain. For the last 50 years, she has carried and, at the end of her life, stored cement for the Huron Cement Company and Lafarge North America Inc at their Duluth cement factory. In 2006, she was permanently decommissioned, her last hours were counted. Over the years, numerous antiques aboard the *JB Ford* have disappeared, in

particular the foghorn, and others, such as the vessel's lifeboats, were sold on on-line auctions. The wooden steering wheel was given by Lafarge to a museum. The *JB Ford* was replaced from her duties as a stationary cement storage by a "young" Great Lakes freighter launched in 1936, the *J.A.W. Iglehart*. Smart experts say that cement strengthens the vessels.



Duluth, Cement Dock Lafarge © **Duluth Shipping news**

In 2009, the demolition of the Great Lakes veteran was announced (cf. [Ship-breaking # 18](#)). She was to be scrapped by Purvis Marine Co of Canada which had already been awarded the contract to recycle the *E.M. Ford*, another historical laker, at its Sault St Marie yard on Lake Superior, opposite Duluth. The Great Lakes Steamship Society has been trying to find enough funds to acquire and preserve this piece of history. The owner therefore held off on dismantling the vessel, offering the venerable *JB* a reprieve. In the summer of 2014 yet, after several years of effort, the Society renounced to save the entire vessel. Some significant items would be kept but the fate of the vessel is now sealed.



From now on, the Great Lakes Steamship Society intends to focus all of its efforts onto another vessel, the *ST Crapo*, built in 1927 at River Rouge (Michigan, United States) by Great Lakes Engineering Works.

*ST Crapo*, 1992, at Port Huron (Michigan, United States)  
© **Fred Miller**

*American Fortitude* (ex-Courtney Burton, ex-Ernest T Weir). IMO 5105843. Bulk carrier. Length 210 m. Flag United States. Classification Society American Bureau of Shipping. Built in 1953 at Lorain (United States) by American SB Co. Owner American Steamship Co (United States). The steamer has been laid up at Toledo (Ohio) since 2008. November 27, 2014, she left her berth on Lake Erie, where she had been long forgotten, in tow of the *Evans McKeil*, heading for Port Colborne on the northern bank of Lake Erie for inspection and demolition... at Brownsville in Texas.



Air temp of -25°C below © **Todd Davidson**

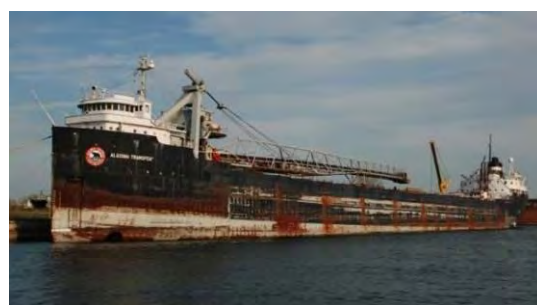
However, weather and caution have postponed her final tow. At first, the *American Fortitude* remained docked at Montreal: too much wind on the Saint Lawrence and the risk of icing on this winter sea. The American tug *Eileen Mc Allister* which was originally assigned to tow her to the Gulf of Mexico was said to be too small and not very reassuring. Canada and the United States did not want to fall into the trap of former "couples" that split up too quickly: *Hellas / Miner* and *Charlene Hunt / Lyubov Orlova*. According to the latest news, *American Fortitude* returned under tow to the Great Lakes and arrived on December 25 at Oswego Port (New York, United States) on the Ontario. She should spend the winter there; before another attempt towards Texas in springtime? The Canadian ship-breaking yard at Port Colborne is nevertheless inaccessible for the winter because the locks of the Welland Canal that connects Lake Erie to Lake Ontario are now closed.

The steam freighter *American Fortitude* was originally built with coal-fired boilers. The boilers were converted to burn heavy fuel oil in 1973. In May 1964, she collided with a bulk carrier on Lake St. Clair. Her history, indeed not as long as the *JB Ford*, is not marked by natural disasters except for November 10, 1975, the day of the *Edmund Fitzgerald* disaster, when she was well and truly shaken up by the storm and lightning. The *Edmund Fitzgerald*, launched in 1958, was transporting taconite pellets to Detroit; she broke in two and sunk in Lake Superior, a couple of miles away from Whitefish refuge bay, causing the death of 29 sailors. In 1978 the *American Fortitude* replaced the *Edmund Fitzgerald* in the Ogle Bay Norton's Columbia Transportation Division fleet. Throughout her career, she mainly transported iron ore, calcite, stones and grain.

### Canada and the Great Lakes

The Canadian lake and river fleet also includes numerous historical vessels. The fleet is being renewed over the last couple of years since import taxes on new vessels built in foreign countries have been dropped. The Ship-Breaking bulletin has already noted the departure for demolition of the oldest units: *Algoisle*, *Canadian Prospector*, *Canadian Miner*, *James Norris*, *Algocape*, *Algoma Provider* and *Algoma Quebecois*, built in the 60s or even the 50s. The majority was sent to Turkey but some went to Marine Recycling Corp (International Marine Salvage) at Port Colborne on Lake Erie.

It is in this very shipyard that the *Algoma Transfer* was dismantled in May 2014, a mutant vessel initially constructed in 1965 at Lauzon (Canada). She underwent her first transformation in 1983 when her front section was replaced by that of the *Northern Venture* (built in 1961) and then a second transformation in 1988 with the front section and the cargo section of the *Hamilton Transfer* (built in 1943).



The *Algoma Transfer*, Frankenstein of the Great Lakes



On December 30, it is the *Algoma Progress's* turn, to arrive for demolition at the Port Colborne facilities. She was built in 1968 at St. Catherine by Port Weller Dry Docks.

*Algoma Progress*, Port Colborne, summer 2011 © Simon Laberge

The senior ship of the Algoma Central Corp fleet, the *Algoma Montrealais*, is also the oldest steamer flying the Canadian flag still in activity. Her demolition should be announced in the coming months. Her departure towards Aliaga scrapyards was already on the table but the old laker went back to work due to a record grain harvest in Western Canada. After a last delivery in late December 2014 at Baie-Comeau on the mouth of the Saint Lawrence river, she sailed up to Montreal for winter lay-up before her final fate would be decided. She was built in 1962.

Though she was built in the same shipyards and had the same dimensions, the *Montrealais* was not quite a sistership of the *Canadian Miner*.



The *Montrealais* unloading grain at Baie-Comeau, June 2011 © Simon Laberge

The dimensions of the vessels are the same (730 feet / 222,5 m in length, 75 feet / 22,86 m in width), but because of a difference of one inch in depth, the *Montrealais* was able to carry in her holds (closed by 20 hatch covers) a couple of hundred of tonnes more than the *Miner*; above all, the *Montrealais* was equipped with steam turbines while the *Miner* was powered by 4 diesel engines.



*Canadian Miner* (ex-Lemoyne (2), ex-Maplecliffe Hall). Foreword section built in 1965 at Lauzon by George T. Davie & Sons Ltd, stern section at Montreal by Canadian Vickers Shipyard Ltd and assembled at Lauzon.

In 2011 the *Canadian Miner* was sold to Arvina Navigation, a Turkish company whose only mission was to take charge of the vessel up until her arrival in the Turkish ship-breaking yards. To carry out this job, Arvina Navigation chartered an undersized Greek tug the *Hellas*. The convoy left Montreal in September 2011 and the tow broke in the coastal waters of Nova Scotia. The *Miner* drifted and ran aground on the uninhabited Scatarie Island listed since 1976 as a Marine Protected Area. Around the uninhabited island, the fishermen from the small port of Main-à-Dieu trap lobsters during spring and summer. Since the stranding, the Federal Government has kept denying the removal of the vessel was its priority, putting forward that she would not contain polluting waste and would not obstruct navigation. However, Nova Scotia province is looking for technical and financial assistance from Transport Canada and has requested Arvina Navigation and the Greek towing company, owner of the *Hellas* to be held liable. Nova Scotia and the Main-a -Dieu community development association rightly claim that they have absolutely no responsibility in the wreck and that all the conditions of the towing operations were outlaid and accepted in Montreal. It should be noted that for such a long logistical operation which entails crossing the North Atlantic in autumn and then the Mediterranean Sea there was no insurance contract.



Scatarie Island, in the background, the wreck of the *Miner*  
© Department of Natural Resources

A basic cleanup of the wreck was carried out in November 2011.

Following the first call for tenders, a New York-based company was chosen to carry out the in situ dismantling of the *Miner* but “administrative red tape”, logistic and weather conditions on site quickly led the Bennington Group to drop out. A second call for tenders was awarded in May 2014 to a Nova Scotian company specialized in the demolition of marine structures. Of the 6 bids, that of the Antigonish-based MacIlsac was the most realistic, the best documented and considered to be the most reasonable in financial terms. The company has committed itself to remove polluting substances, on top of which are asbestos and hydrocarbons, cut up the hull and restore the damaged environment to its original state.

The initial end date, which was set for the end of 2014, was from the onset considered to be impossible by some experts and by the local fishermen who know and take into account the bad weather conditions in autumn and winter and the difficulty of transporting workers and equipment on the wild island.

A base camp was set up in early July, with living quarters, kitchens, showers and toilets. A road and a landing area, protected with stones which were barged from Louisbourg, have been built to facilitate the removal of metal scraps and other material. Works on the hull started in September after the closure of the lobster season. In November, Geoff MacLellan, the Minister of Transportation and Infrastructure Renewal of Nova Scotia declared that 30 tonnes of hydrocarbons and 30 tonnes of asbestos have been found and removed from the *Miner*. Transport Canada had always stated, to justify their non-involvement, that there was no fuel aboard the *Miner* and that the materials containing asbestos represented less than 6,6 tonnes.

The works are ongoing. The authorities from Nova Scotia are still hoping that the Federal Government may agree to cost-share.

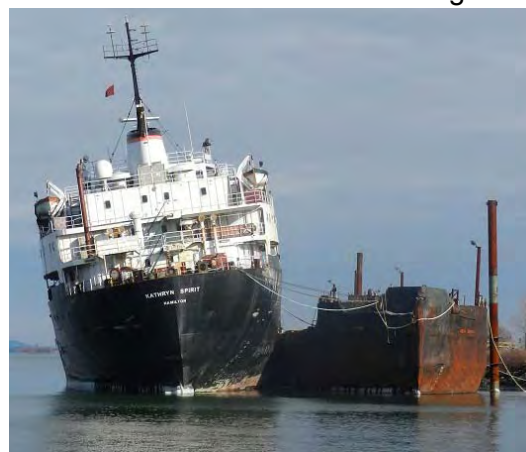


The wreck and the demolition site © Laura Jean Grant - Cape Breton Post

See Ship-breaking [# 25](#) p2, [# 26](#) p 6-7, [# 29](#) p 6, [# 32](#) p 1.

### Fake Lakers

The *Kathryn Spirit*, currently berthed at Beauharnois, was purchased in 2012 by the Mexican company Recyclajes Ecologicos Maritimos SA of CV (ECOMAR) which intended to tow the wreck to their recycling yard at Lazaro Cardenas on the Pacific coast of Mexico. Transport Canada confirmed 3 months ago that the new ship-owner has the right to dismantle the wreck wherever they choose in the world “as long as the Canadian law on the protection of navigation be respected”. After the disappearance of the *Lyubov Orlova*, a protocol reinforcing towing operations is mandatory. The protocol specifically underlines the power of the tug, the competence of the crew and the capability of the towed vessel to support the sea conditions in the Canadian Economic Exclusive Zone. Yet, to the great disappointment of the Mayor of Beauharnois and the local population, the *Kathryn Spirit* is no longer in a state neither to be towed across the Atlantic nor to clear without risks the locks of the St. Lawrence Seaway.



*Kathryn Spirit*, listing © Info Suroit

After a fuel leak was detected in September 2013, the Mexican company pumped the oil and contaminated water from the bottom of the vessel under the surveillance of Transport Canada and the coast guards. The situation got bogged down and the state of the *Kathryn Spirit* has continued to worsen with the risk of sinking in situ and therefore releasing a flow of contaminants and diverse toxic waste into Lake Saint-Louis, Montreal’s water supply.

Transport Canada henceforth forbids the vessel’s departure or shifting as long as important safety works have not been carried out, heavy and expensive works which indeed the Mexican company is not capable of achieving. The activities at the shipyard in Mexico have stopped since the end of 2013; the

parent company ECOMAR is in financial difficulties and is even thinking of selling out. (Cf. [Ship-breaking # 37](#), p 62-63 The End)

Repair works in a dry-dock are necessary.



2014, visit onboard the *Kathryn Spirit*. © Insulationking/You Tube – Screen shots Robin des Bois.

The only realistic option would be to dismantle the vessel where is, with the highest degree of precaution and booms set up around the vessel. The *Kathryn Spirit* is docked and tied to the *Jean Raymond*, a skeleton of a barge. It would also be appropriate to finalise the demolition of the *Jean Raymond* to clear up the landscape, Beauharnois and Lake Saint-Louis from a marine graveyard which entails risks.

*Kathryn Spirit* (ex-*Menominee*, ex-*Holmsund*). IMO 6717069. General cargo. Length 154 m. Built in 1967 in in Göteborg (Sweden) by Lindholmens Varv. 47 year old.

Read earlier chapters in [Ship-Breaking # 32 Kathryn Spirit](#), p,16 and “Russian Roulette in Canada” p,1.

August 2014, the stranded crew  
© Jaques Nadeau / Le Devoir

At 25, the bulk carrier *Phoenix Sun* has reached retirement age. Alas, retirement is not quiet. Immobilised in Sorel Tracy since November 2012 after her owner TF Warren Group specialized in grain transport on the Great Lakes and Saint Lawrence Seaway system went bankrupt, the *Phoenix Sun* was purchased in 2013 by a Canadian with Turkish origins. His plan was to send the vessel to Turkey and make a profit by selling the 7,000 tonnes of metal, i.e: over 2 million \$ US. Mr. Mengu Pasinli recruited in Turkey 12 sailors to prepare the *Phoenix Sun* for the trip and send her as soon as possible towards the ship-breaking yards at Aliaga. But the business quickly turned sour. The crew arrived in April 2014 were abandoned in their plight. Their wages were not paid, or partly, there were not enough supplies and the *Phoenix Sun* continued to deteriorate; day by day, her capacity to sail on her own power all the way to Turkey decreased. The mechanical repairs were too expensive and complicated for the owner and unfortunate crew to carry out. In September, thanks to funds collected from Sorel Tracy inhabitants, the Turkish crew was able to return home; the owner boasted that a replacement crew from Bangladesh was on its way and that the *Phoenix Sun* would become, at the latest by the end of October 2014, a distant memory for the Sorel Tracy locals. “They are arriving, they are preparing their paperwork”, “they are sailors and mechanics,” “the Captain and second in command will be Canadian”. But nothing turned up except an accumulation of electricity bills and invoices from companies supplying spare parts and cleaning equipment not to mention the dock fees.



June 2014 © Dennis J. Dubinsky

“The current regulations do not allow Transport Canada to prevent the owner of the *Phoenix Sun* from contracting a new crew” declared a spokesman from the Federal Ministry of Transport in a short press release. The regional inspector from ITF (International Transport Workers’ Federation) sums up the general situation: “all we can do is wait and we will see what happens.”

The Federal Court, acting on a complaint by a mysterious Ballantrae Holding and subsidiaries in Hong Kong and in Panama from which Mr. Pasinli took out a loan of 1 million \$ to purchase the *Phoenix Sun* has whistled the end of the first half and ordered, on November 10, 2014, that the *Phoenix Sun* be sold “as is / where is”. Two applicants bid. The rusty hull was awarded for \$ 682 500, to the Marshall Islands-based Holborn Shipping International. The official status of the *Phoenix Sun* on the Equasis database has been updated to “to be broken up”; the vessel was deflagged to Saint Kitts and Nevis. She is still not able to sail under her own power but the buyer has not lost hope he could obtain the authorization to “move” the *Phoenix Sun*. In Turkey, vessels to be scrapped are negotiated for around \$ 300 per ton; with a buying price of \$ 98 per ton, in theory, Holborn Shipping could make a profit.

## Letters to the Editor

### Hassan 1 Mystery

In the previous edition of the Ship-Breaking bulletin Robin des Bois put out a wanted notice on a vessel beached in Gadani, Pakistan as *Hassan 1*.

A huge thanks to **Simon** (United Kingdom), **Siddharth** (India), **Andree**, **Wolfgang** (Germany), **Yvon** (France), **Piero** (Italy) and **Danny** for having taken time to identify the ex-*Centurion Bulker* IMO 7519000. In December 1999, she was sailing as *Maria K*. The vessel is well known in France. (Cf. [Hassan 1 mystery: solved](#))



2014 © Shahid

Below is another photo of the bulker as the Filipino *Maria* by Yvon in May 1988 in the Channel.



Photo Yvon Perchoc

### From Erwann, Brest (France), received December 8, 2014

(...) Here is an almost mysterious vessel, which I just photographed at Saint Nazaire / Donges.

It is a Cape Size that is unloading coal, the *Aqua Challenger* IMO 9008160.

One can see that the hull is very dirty, covered with shells, it would appear that she has remained for some time on ballast.

After searching for a while, I was not able to find out much on this ordinary freighter except for a document from you, in the 2012 retrospective of the Ship-Breaking bulletin, page 220, which states that she was sold for demolition for 385 \$ US per ton, but that she was still in China late 2012 and still not scrapped. You also noted that she is an OBO, but I think she is simply an ore carrier.



(...) By the way, if her new owner wants to keep her sailing and save on fuel, I advise him/her to carry out an important marine growth brushing; with such a dirty hull, excess fuel consumption must be substantial. (...) The coal that was unloaded had been on board for a full year!



↑ December 10

December 11 →

At Montoir (France) © Erwann Guéguéniat



### Answer from Robin des Bois

Point noted !

Indeed, as you noted Ship-Breaking did announce the *Front Viewer*, 285 m in length, built in 1992 had been sold for demolition in the middle of December 2012. Obviously the vessel found a Singapore-based company to keep her operated as *Cape Viewer*. Due to a payment dispute, the vessel and cargo of 100,000 tonnes of coal were seized in Hampton Roads (Virginia, USA) in November 2013 before she could leave for The Netherlands. She was just auctioned and renamed *Aqua Challenger* in November 2014 for 8,3 million \$ (i.e. 350 \$ US per ton). This is less than the current price of scrap metal on the Indian Subcontinent. She was built as an OBO but was converted to a solid bulk carrier in 2005. A number of her sister-ships (*Front Rider*, *Front Breaker*, *Front Driver*, *Front Climber* and *Front Guider*) were demolished between 2011 and 2012 (and really beached!). Ship-Breaking notes that an expanded inspection was carried out aboard the ex-*Front Viewer* at the Port of Nantes and that only deficiencies concerning the lighting, emergency fire system and the auxiliary engines were noted. Her new classification society is Bureau Veritas. Let's hope for a detailed inspection of the vessel's structure. After Nantes Saint-Nazaire, west of France, she headed for Baltimore. She left Baltimore on January 23 bound for Mundra, India.

Robin des Bois is always worried when a vessel that was declared sold for demolition resumes operation for however long. We particularly have in mind another bulk carrier, the *Harita Bauxite*, which was supposedly sold for demolition in China in 2010: the status of the ship in the Equasis database was indeed "to be broken up". In fact, the vessel went on sailing as an ore carrier carrying coal from Indonesia to China. In 2013, the *Harita Bauxite* suffered an engine failure and sunk off the coast of the Philippines; 15 crewmembers died or were declared missing. She was also managed by a Singapore-based ship owner.

### From Simon, Quebec (Canada)

Simon drew to our attention the Great Lakes and Saint-Lawrence Seaway vessels and their histories. Canadian or US-flagged, they are remarkable, often old and being replaced.

We have devoted a special chapter to some of these historical freighters of which the days are numbered (see the chapter "Great Lakes / St. Lawrence Seaway", p 4) and we would like to warmly thank Simon for all the information, technical details and photos.

## The Forsaken ones

Forsaken vessels are bulky waste for ports. They take their time to rot away catch fire and are in danger of sinking. Demolition options should be studied as soon as possible. If not, a vessel stuck to the quay could become stuck on the bottom of the basin and the cost of the raising has to be added to the cost of demolition. A few examples:

Arrived with an engine failure and under tow, the Panamanian bulk carrier *Captain Tsarev* has been squatting the quays at the Port of Brest since November 24, 2008. Well over 6 years. In July 2012, she was exiled from the commercial port to be out of sight of the participants of the “Tonnerres de Brest” maritime celebrations. The vessel started a career as an actor in a supporting role in a crime TV film (“Rouge Sang”, with Sandrine Bonnaire – 1h30, broadcasted in December, 2014 on France 2).



« Rouge sang », Screenshot – Robin des Bois



2014 was a bad year. During the night of September 6 to 7, the *Captain Tsarev* suffered a fire. The fire was supposedly caused by yet another “intrusion”, it spread across the 3<sup>rd</sup> and 4<sup>th</sup> decks reaching the navigation bridge. The Navy base sent a dozen naval fire-fighters to help the Brest fire brigade.

Fire on board © Felipe 56 / Les Survivants du Quiz

Shall the next “emergency” situation” be a pretext to quickly sink the *Captain Tsarev* in the Iroise Marine Park, in the same way the *Cosette* was sunk in Martinique? (Cf. the Chapter “The End, they scuttled the ex-*Zanoobia*” p. 70).

See also the website of the NGO [Mor Glaz](#) (in French only).

Other vessels are laid up in French ports, they include:

- The *Marginella*, in Cherbourg since 2007; she could sink. Her Russian owner has made an appearance in Cherbourg early 2015 and still plans to have the vessel towed towards Lithuania with no precision whether she should be repaired or broken up.
- The *Zorturk* (ex-*Aspet*) in Saint-Nazaire since 2009. She could be demolished in the Penhoët drydocks. The Nantes Saint-Nazaire Port has received a ministerial authorisation to use the repair docks, in specific cases, as a shipbreaking facility.
- The *Rio Tagus* in Sète since 2010.

The Togolese *Zorturk* © L’ECHO de la Presqu’île



## In Italy as well...



September 23, 2014 at Cagliari © Egidio Ferrighi



Moroccan sailors  
© Marurit Lafif / Facebook

Egidio, our correspondent in Genoa, informs us that the small container ship *Kenza*, IMO 8914544, built in 1991, arrived in May 2013 at the port of Cagliari, Sardinia.

The crew, who has not been paid for 5 months, go on strike. The Moroccan ship-owner IMTC (International Maritime Transport Corporation) is on the brink of bankruptcy. The vessel has been seized by the Italian judiciary. Five of the sailors are repatriated thanks to an intervention by ITF (International Transport Workers' Federation). Another 10 sailors remain on board to ensure the vessel's safety; they finally leave in March 2014.

At the end of 2014, the *Kenza* is still at berth in Cagliari. Her official status is "in service" even if resuming work after a 2 year lay-up seems unlikely.

## Military and auxiliary vessels

The United States: the veterans of the NDRF (National Defense Reserve Fleet)

*Platte*. T-AO-186, US Navy *Cimarron*-class replenishment oiler with a capacity of 180 000 barrels (28,000 tonnes); she could also carry 600 tonnes of ammunition. 216 m in length, 11 482 tonnes. American flag. Built in 1981 at New Orleans (Louisiana, USA) by Avondale Shipyards; jumboized in the same shipyard in 1992 and lengthened from 182 to 216 m. Decommissioned and struck from the naval register on June 30, 1999. In November 2001, her ownership was transferred to the US MARAD and she was laid up in the James River Reserve Fleet. On November 4, 2014 she left Virginia to be broken up by Southern Recycling at Amalia (Louisiana).



The last voyage of the *Platte*, November 10, 2014, off Florida © Giorgio Arra

The *Monongahela*, another *Cimarron*-class oiler should also be sent to demolition in the next couple of months.

The next big job for the US Navy will be the aircraft carrier *USS Ranger* which shall leave Bremerton, Washington State, on the West Coast, bound for Texas via the Strait of Magellan during 2015.

## India

The Supreme Court has finally authorized the demolition of the aircraft carrier *INS Vikrant*, ex-*HMS Hercules* of the Royal Navy. (See [also Ship-Breaking # 36](#), p,4). The emblematic aircraft carrier was beached for demolition at the IB Commercial Ltd facilities in Mumbai. The company planned 7 to 8 months of work for a team of 200. The demolition operations started on November 20. With her 14,000 tonnes of metal bought for nearly 10 million \$, the *Vikrant* is the most expensive vessel this quarter (\$689 per ton), well ahead of the gas carrier *SCF Arctic* (\$ 565 per ton).

## Bangladesh

The Bangladesh Navy frigate *BNS Abu Bakr* has definitely ended her career by joining the civilian ships from the worldwide merchant fleet on the Chittagong beaches. 101 m in length, 2,515 tonnes, she was actually the ex-*HMS Lynx*, a Type 41 frigate, or *Leopard*-class, built in 1955 at Clydebank (Scotland, United Kingdom) by John Brown & Co.



*HMS Lynx* © leander-project



*BNS Ali Haider*, ex-*HMS Jaguar* © Pakistan Defense

Seven frigates of this type were built in the United Kingdom between 1953 and 1959: 3 were destined for India. The last mission of the *Leopard*, *Lynx*, *Jaguar* and *Puma* of the Royal Navy was their involvement in the Cod Wars in the 70s, and the protection of British trawlers fishing in Icelandic waters when Iceland extended to 50 then to 200 miles their exclusive fishery zone. Two of the frigates were broken up at the end of the decade, the *Jaguar* and the *Lynx* were acquired respectively in 1978 and in 1982 by Bangladesh and renamed *BNS Ali Haider* and *BNS Abu Bakr*. The 2 vessels nearing their 60 years of age were decommissioned in January 2014 and replaced by second-hand Chinese frigates that bear the same names. The ex-*Lynx* was beached for demolition on December 25.

## United Kingdom

The last Royal Navy Type 42 destroyers, or *Sheffield*-class, have all been decommissioned and are awaiting disposal.

Two of them, the *HMS Liverpool* and the *HMS Manchester*, have just arrived at Leyal shipbreaking yard at Aliaga (Turkey), which had already been awarded the dismantling contract of the aircraft carriers *Invincible* and *Ark Royal*. The United Kingdom Ministry of Defence did not reveal their selling price as "the figures are commercially sensitive".

Built in 1978 by Cammell Laird, launched in 1980 and commissioned in July 1982, the *HMS Liverpool* did not take part in the Falklands War but has been stationed there for 6 months after the conflict. She served during the 2<sup>nd</sup> Gulf War in 2003 and during the blockade of Libya in 2011. On April 18, 2011, she intercepted the Ro Ro *Setubal Express* (broken up in 2013, see [Ship-Breaking n°32](#), p, 31) suspected of to be providing supplies to pro Gaddafi Libyan forces. Decommissioned March 30, 2012, the *HMS Liverpool* arrived on November 17, 2014 in the Turkish shipbreaking yards.



*HMS Liverpool* on mission in Libya © Andrew Preston / Daily Mail

Built in 1978 by Vickers Shipbuilding and Engineering, launched in 1980 and commissioned in December 1982, the *HMS Manchester* served in the 1<sup>st</sup> Gulf War in 1991. On November 15, 2010, after a 6 months deployment in the fight against drug trafficking in the Caribbean, she was the first Royal Navy vessel to visit Cuba since the 1957 Revolution. Decommissioned on February 24, 2011 she arrived at the Turkish shipbreaking yards on December 8, 2014.

*HMS Sheffield*, the oldest member of the family, was sunk during the Falklands War in May 1982; the *Hercules*, the last member of the family still in service, is serving the Argentinian Navy.

The United Kingdom Ministry of Defence will call for tenders to dispose of the *HMS Edinburgh*, *HMS York* and *HMS Gloucester* later in 2015. Will they continue to favour the Turkish option to the detriment of all attempts at developing a ship-breaking industry in the United Kingdom?

## Overview: October 1<sup>st</sup> to December 31<sup>st</sup>: less vessels, more metal

### Recycled Metal

1 Bangladesh 430 000 t (27%)  
 2 India, 390 000 t (25%)  
 3, China 285 000 t (18%)  
 4, Pakistan 213 000 t (13%)  
 5 Turkey 91 000 t (6%)

### Vessels

1 Bangladesh, **60** (26%)  
 2 India, **59** (25%)  
 3, China **38** (16%)  
 4 Turkey, **27** (12%)  
 5, Pakistan **21** (9%)

The flow of vessels to be broken up has continued to drop with 18 vessels per week (compared to **20** vessels in the 2<sup>nd</sup> quarter and **19** in the 3<sup>rd</sup>). **The overall decrease was 6% in units but the volume of recycled metal has slightly risen by 2%.** During this last quarter, the game of musical chairs went on: Bangladesh ranks n°1 in demolition with 28% in volume of recycled metal. India follows with (25%), then China (18%) and Pakistan with (13%).

In terms of volume only Bangladesh has a sharp increase of +48% for the trimester. India and China have limited the fallout with a decrease of 11 and 5% while Turkey (-40%) and even more notably Pakistan (-55%) have collapsed; however it must be noted that the latter two countries had picked up a considerable amount of vessels during the previous period.

233 vessels left the world's oceans during the 4<sup>th</sup> quarter. The cumulative scrapping will enable **1,7 million tonnes** of metal to be recycled. **75** (32%) vessels were built in Europe, **66** (28%) were owned by European ship-owners, **205** (88%) were scrapped in the Indian subcontinent, in China or in Turkey. The final destination of 6 oil or gas tankers of the Petroleos De Venezuela Marina SA, for a modest \$ 136 per ton, remains unknown.



### Category

1: Bulk carrier, 76 (33%)  
 2: General cargo, 54 (23%).  
 3: Tanker, 36 (15%)  
 4: Container ship, 33 (14%)

### Recycled Metal

1: Bulk carrier, 538 000 t (34%)  
 2: Tanker, 364 000 t (23%)  
 3: Container ship, 272 000 t (17%)  
 4: General cargo, 184,000 t (12%).

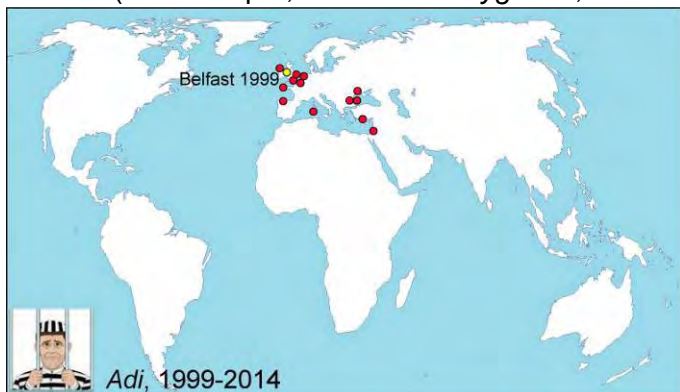
The breakers' buying price has kept on dropping, 12% on average in the Indian subcontinent (\$400-425) and Turkey (\$300). In China the decrease hit earlier and harder reaching 20% in mid-November. **With a buying price of vessels to be scrapped from 220 to 250 \$ US per ton, China has been able to export cheap billets throughout the Asian continent and compete with the ship-breaking yards, usual suppliers to the local steel plants.**

 At least 45 vessels (20%) were deflagged just prior to their departure for demolition, of which 20 were beached in Bangladesh. Saint Kitts and Nevis and Comoros are the favourite "funeral flags". Tuvalu, Tanzania and Togo are good second choices. The Palau archipelago confirms its recent surge. 

### After the prison bars, scrapping

**62** (27%) of vessels sent to be scrapped were controlled by a classification society not belonging to IACS (International Association of Classification Societies) or were without classification. Sub-standard ships are still the most numerous to leave: at least **124** (53%) were previously detained in world ports with a rate of detention of 78% for general cargo carriers, 67% for chemical tankers and reefers, 60% for bulk carriers and passengers ships and 55% for container ships.

The gold medal of sub-standard vessels goes to *Adi* a general cargo carrier (p 51) with 14 detentions, broken up in Turkey, ahead of 2 other ships of the same category, the *Volgo-Balt 121* also scrapped in Aliaga (p 60) and the *Khudoznik Tsyganov* (p 55) scrapped in Chinese shipbreaking yards, both with 10 detentions. (See also p 1, *Khudoznik Tsyganov*, for worse and for better).



© Robin des Bois



*Adi*, southbound through the Istanbul Strait with destination Volos, Greece. June 2013

© Cavit Ege Tulça

### Years and meters

The age of vessels leaving fleets ranges from **13 years** for the *MPP Triumph*, a general cargo carrier built in China and broken up in India, to **110 years** for the venerable Great Lakes freighter *JB Ford*. The latter, a bulk carrier was already destined for demolition in 2009 and was saved by the Great Lakes Steamship Society but this time she will probably be demolished in Canada. The average age is **28**. It reaches **40 years** for passenger ships, and **31 to 35 years** for reefers, factory ships, chemical tankers, car carriers and gas tankers. The average age for container ships is **23 years**. The *Horizon Discovery*, 46 years, the oldest container ship in the world was dismantled in the United States (Cf. p 30). 98 vessels are less than 150 m in length, 74 measure between 150 and 199 m and 61 over 200 m. The largest is the tanker *New Progress* 331m long, broken up in Pakistan (p 35).



*MPP Triumph*, the youngest one, 13 year old © Aart van Bezooijen



*JB Ford*, the elder, 110 year old © Marc Vander Meulen



*New Progress*, the big one, 331 m © Abdullah Y. Al-Dobais/Saudi Aramco

## From Cattle carrier to Human trafficking

They are riddled with deficiencies or as the eldest one built in 1961, with detentions. But they go on sailing. The global market urgently needs livestock carriers. As former reefers, container ships, and car carriers, they escaped scrapping a first time before undergoing a conversion for a second life. In their third life they may, just like the *Ezzadeen*, transport humans. (Cf. "[Ezadeen, the livestock and migrant carrier](#)", January 2, 2015 -11h10)



1  
*Alpha Livestock 19*. IMO 7021821. Built in 1970.  
 October 2014, Koper, Slovenia. Togolese flag.  
 131 deficiencies (2014-2010)



2  
*Falcon 1*. IMO: 6523016. Built in 1965.  
 July 31, 2014, Istanbul, Turkey. Tanzanian flag.  
 127 deficiencies (2014-2010)



3  
*Blue Moon*. IMO 7396630. Built in 1975.  
 Algier, March 31, 2014. Cambodian flag.  
 261 deficiencies (2014-2010)



4  
*Abou Karim IV*. IMO 7711866. Built in 1978.  
 Rendsburg, on July 27, 2013. Liberian flag.  
 123 deficiencies (2014-2010)



5  
*Zein I*. IMO 7622041. Built in 1978.  
 Gibraltar, May 17, 2014. Panamanian flag.  
 93 deficiencies (2014-2010)



6  
*Miracle*. IMO 5247524. Built in 1961.  
 Istanbul, Turkey, June 21, 2014. Togolese flag.  
 11 deficiencies (2014-2010) – 6 detentions.



7  
*Express 1*. IMO 8200565. Built in 1982.  
 Emden on 14-May-2014. Panamanian flag.  
 108 deficiencies (2014-2010)



8  
*Lady Rasha*. IMO 7223041. Built in 1972.  
 April 12, 2014, Midia, Romania. Tanzanian flag.  
 153 deficiencies (2014-2010)

1 Christian / Shipspotting – 2 Mick Warrick – 3 b47b56 / Shipspotting – 4 Aleks Lindström – 5 Vladimir Knyaz – 6 Bengt-Rune Inberg – 7 Jörn Prestien – 8 Vovashap / Shipspotting



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



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



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



Ship and crew detained in a port for deficiencies.



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

Flags of the last voyage



Belize



Comoros



Moldova



Palau



Panama



St. Kitts & Nevis



Singapore



Tanzania



Togo



Tuvalu

## Taiko, a humanitarian vessel to be scrapped

*Taiko* (ex-*Barber Hector*). IMO 8204975. Ex Ro Ro refitted and converted to a car carrier in 2003 by Nankin Shipyard (China). 262 m in length. Norway International Register flag, Classification society Lloyd's Register of Shipping.



*Barber Hector*, winter 1986-87, Hamburg (Germany)  
© Joerg Seyler



*Taiko*, September 2012, arriving at Auckland (New Zealand) © Seapixonline

This vessel was built in 1984 at Ulsan, South Korea, by Hyundai as the Ro Ro cargo ship *Barber Hector* for the Blue Funnel Line UK (Ocean Transport & Trading group). At the time, along with her two sister-ships, she was the largest ship in the world in her category (43,986 DWT). She was assigned to the "Barber Blue Sea" service, an Anglo-Swedish-Norwegian joint-venture, to carry containers and general cargo between the United States and the Far East.

After the withdrawal of the British from this line, the *Barber Hector* was sold in 1988 to Transatlantic, a Swedish group, and chartered as *Taiko* by the Norwegian ship-owner Wilhelmsen, one of the partners of Barber Blue Sea.



Renaming

© Jeedee / Ship Nostalgia







Wilhelmsen acquired her in 1993 and reflagged her to Norway. In 2008, she was converted to a pure car carrier with additional deck compartments so she could carry a total capacity of 4,400 vehicles. She was then operated by the international car carrier company Wallenius-Wilhelmsen, a joint-venture between the two Scandinavian car carrier specialists, the Swedish Wallenius and the Norwegian Wilhelmsen.

En route to Southampton (United Kingdom), February 2007 © Chris Hunsicker

The *Taiko* will go down in history for her participation in the elimination of Syrian chemical weapons. From January to June 2014, the *Taiko* has been waiting for 5 months in the Eastern Mediterranean Sea in a designated area off the coast of Cyprus under the protection of an international navy fleet. The *Taiko* was used as floating storage for Priority 2 chemical agents which were progressively loaded under an armed escort at the Port of Latakia in Syria. The chemical agents were loaded as the Chinese armoured trucks removed them from Syrian territory under the supervision of specialists from Russia and the United Nations Environmental Program (UNEP).

The *Taiko* then sailed to the Port of Hamina Kotka in Finland and Port Arthur in Texas to unload 500 tonnes of Syrian chemical agents.

The Norwegian owner Wallenius-Wilhelmsen was contacted at the end of 2013 by the Ministry of Foreign Affairs of Norway who was looking, under tender specifications imposed by the Organisation for the Prohibition of Chemical Weapons (OPCW), for a vessel flying a national flag, even a second flag, to take part in operation RECSYR (Removal of Chemical agents from Syria). Wallenius-Wilhelmsen proposed one of its oldest vessels about to be demolished for this prestigious and dangerous mission which required the best available tools. Indeed, straight after this fortunate chartering, the *Taiko* was sent to be demolished in China at Jiangyin, near Shanghai.

WW World n°2 – 2014



The lightweight of the *Taiko* was over 20,000 tonnes. The Chinese shipyard buying price was 300 \$ US per ton in the summer of 2014.

The second vessel used for the storage and transfer of the Syrian chemical agents was the Danish Ro Ro *Futura* built in 1996 in Italy. The *Ark Futura* is carrying on missions for international agencies: in January 2015, she was loaded with 262 vehicles for the United Nations to be transported to Liberia, Sierra Leone and Guinea in the frame of The UN Mission for Ebola Emergency Response.

## Car carrier



*City of Sidon* (ex-Mirvat 1, ex-Olivia, ex-Lux Rover, ex-Carbosco). IMO 7925273. Car carrier. Length 109 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Gijon (Spain) by Duro Felguera. Owned by Abou Merhi Lines (Lebanon). Detained in 2010 in Mersin (Turkey). Sold for demolition in Turkey.



*City Of Sidon* at Savona, Italy on 6th April 2013.  
© Moolen

*Dinda* (ex-Tocho Maru). IMO 8316493. Car carrier. Length 124 m, 4,809 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Mitra Anugrah Samudra (Indonesia). Sold for demolition in Bangladesh.



*Tocho Maru*, at Lyttelton New Zealand, August 2008 © Chris Howell

*Taiko* (ex-Barber Hector). IMO 8204975. Ro Ro refitted and converted into car carrier in 2003 by Nantong Shipyard (China). See above the details of the ship's history in the introduction of the "Car carrier" chapter.



## Heavy load carrier

*Clipper Concord* (ex-ex-CEC Concord, ex-CEC Crusader). IMO 9232319. Heavy load carrier. Length 101 m, 3,540 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 2000 at Shanghai (China) by Hudong Zhonghua Shipbuilding Group. Owned by Clipper Fleet Management A/S (Denmark). Detained in 2010 in Hamburg (Germany). Sold for demolition in India.



*Clipper Concord*, June 10, 2012 at Pointe-a-Pitre, Guadeloupe (France) © Captain Ted

## Ro Ro



*Blue Whale* (ex-*Blue Sea*, ex-*Teras Blue Sea*, ex-*OXL Blue Sea*, ex-*Scan Polaris*, ex-*CEC Polaris*, ex-*Scan Polaris*). IMO 9144445.

Ro Ro. Length 101 m, 3,035 t. Deflagged from Marshall Islands to Comoros for her last voyage as *Bale*. Classification society Nippon Kaiji Kyokai. Built in 1996 at Wolgast (Germany) by Peene-Werft. Owned by Elmira Shipping & Trading SA (Greece). Detained in 2008 in Nantes (France), in 2010 in Gladstone (Australia) and in 2013 in Novorossiysk (Russia). Sold as is in Sri Lanka for demolition in India.



Levanter and barge alongside *Teras Blue Sea*. At Bluff (New Zealand), May 2011. A transformer is being discharged by the ships cranes, each 100 tonnes capacity. Transformer weighs 160 tonnes.

© Chris Howell

*Ina* (ex-*Faina*, ex-*Marabou*, ex-*Loverval*, ex-*Matina*, ex-*Vallmo*). IMO 7419377. Ro Ro. Length 162 m, 4,933 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1978 in Lodose (Sweden) by Lodose Varf. Owned by ALMAR (Ukraine). Detained in 2012 in Savona and in La Spezia (Italy) and in 2013 in Varna (Bulgaria). Banned from the European ports since December 19, 2013 des ports européens in accordance with the directive on Port State Control. Sold for demolition in Bangladesh.



*Jolly Marrone* (ex-*Kagoro*, ex-*Torrens*, ex-*Topaz*, ex-*Katowice II*). IMO 7931753. Ro Ro. Length 199 m, 13,273 t. Italian flag, pavillon St. Kitts and Nevis for her last voyage as *Marrone*. Classification society RINA. Built in 1982 in Puerto Real (Spain) by AESA. Owned by Ignazio Messina & CSPA (Italy). Sold for demolition in Bangladesh. 465 \$ US per ton.



*Lytoga* (ex-*Lovisa Gorthon*). IMO 7724526. Ro Ro. Length 134 m, 3,728 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Stockholm (Sweden) by Gotaverken Finnboda; jumboized in 1994 and lengthened from 120 to 134 m. Owned by Sakhalin Shipping Co SASCO (Russia). Detained in 2000 in Haugesund (Norway). Sold for demolition in Jiangyin, China.



February 1982, the young *Lovisa Gorthon*, Kiel Canal  
© Capt. Jan Melchers



October 2013 *Lytoga*, Vladivostok, Russia  
© Igor Savitskiy

*Repubblica di Roma*. IMO 9009504. Ro Ro. Length 216 m. Italian flag. Classification society RINA. Built in 1992 in Castellammare (Italy) by Fincantieri Italiani; jumboized in 1987 and lengthened from 184 to 216 m. Owned by Grimaldi Group (Italy). In November 2014, she left Malaga (Spain) in tow bound for the Turkish shipbreaking yards.



*Repubblica Di Roma*, Bay of Biscay, November 2005  
© Oleg Shmelev

## Ferry

*Dalmatia* (ex-*Pomerania*). IMO 7516761. Ferry, 984 passengers. Length 127 m, 6,786 t. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Szczecin (Poland) by A. Warskiego Szczecinska ; jumboized in 1997. Owned by Blue Line Navigation (Malta). Sold for demolition in India.



*Pomerania*, Copenhagen (Denmark), October 2003  
© Tim Vogel



*Dalmatia*, port of Split (Croatia), August 2011  
© Flo(h) 1860/Vesseltracker



*Duchess M* (ex-*Balbek*, ex-*Duchess M*, ex-*Breizh-Izel*, ex-*Iniochos Express*, ex-*Rata Hills*, ex-*Wanaka*). IMO 7006819. Ferry. Length 112 m. Deflagged

from Cyprus to Togo for her last voyage in tow as *Ches*. Classification society Bureau Veritas. Built in 1970 by Taikoo Dockyard, in Hong Kong, this Ro Ro was launched as the New Zealander *Wanaka* of 'Union Steamship, the company linking New Zealand main islands.



*Wanaka*, New Zealand times, 1970-76  
© Mike Cornwall / Chris Howell

In 1976, she became the Greek *Rata Hills*, then in 1978, the *Iniochos Express*. In May 1980 she was acquired by Brittany Ferries and reflagged to France as *Breizh Izel*. Mainly operated as a cargo carrier (with a capacity of 43 trailers), usually on the Roscoff/Plymouth and Plymouth/Santander Lines for Brittany Ferries, and later chartered in 1987 and 1988 by British Channel Island



*Breizh Izel*, September 1987, Channel Islands years  
© Patrick Hill




*Duchess M*, July 2001, arriving at Genoa (Italy)  
© Carlo Martinelli

Brittany Ferries sold her in 1989 to the Greek shipowner Marlines which has her renamed *Duchess M*. flying the Cyprus flag and refitted into a passenger ferry with a capacity of 1 000 passengers through an important extension of her superstructures. From then on, she was operated on the Greece - Italy lines. She was renamed *Balbek* in 2000, then in 2001 *Duchess M* again. In July 2001, she was one of the

passenger ships chartered by the Italian government during the Genoa « G8 » (forum of the leading advanced economies in the world). From 2002 on, she has been serviced on the Bari (Italy) - Durres (Albania) – Bar (Montenegro) line. Detained in 1998 in Prevez (Greece) and in 2001 and 2002 in Bari (Italy). Decommissioned in 2011 in Eleusis and finally towed by tug *Christos XIII* in November 2014 as the Togolese *Ches* towards Aliaga for demolition.



November 28, 2014, the Togolese *Ches* leaving Piraeuse (Greece) in tow, destination Aliaga © Dimeng

 *Princess of The South* (ex-*New Katsura*). IMO 8017865. Ferry. Length 141 m, 5,949 t. Deflagged from Philippines to Comoros for her last voyage as *Princess* Classification society Bureau Veritas. This ferry was built in 1981 in Setoda (Japan) as the Japanese *New Katsuka* for the Osaka Kochi Express Ferry Company.

*New Katsura* © Toshihiko Mikami /Philippine Ship Spotters Society



She was acquired in 2004 by Sulpicio Lines, the Filipino shipowner which became Philippines Pan Asia Carrier Corporation after the *Princess of the Stars* dramatic capsizing on June 21 2008 (at least 700 fatalities). Renamed *Princess of the South*, the ferry was operated on the Cebu/Manilla line. She was delivered for demolition in Chittagong on November 8. Sulpicio was also the owner of *Dona Paz* (4 375 fatalities in 1987), *Dona Marilyn* (around 250 victims in 1988) and *Princess of the Orient* (150 victims in 1998). 470 \$ US per ton.



Sulpicio Lines ferry *Princess of the South* as shown while arriving at Cebu City on August 22, 2009.  
© JP photo via Marc Piché.

## Pasenger ship



*Discovery* (ex-*Platinum*, ex-*Hyundai Pungak*, ex-*Island Princess*, ex-*Island Venture*, ex-*Island Princess*). IMO 7108514. Passenger ship, 650 passengers. Length 169 m, 12,295 t. Deflagged from Bermudas to St. Kitts and Nevis for her last voyage. Classification society Indian Register of Shipping.

The Bermudian cruise ship *Discovery* was delivered in India to the Alang breakers on December 2, as *Amen*. Launched in 1972 by Rheinstahl Nordseewerke at Emden, as the Norwegian *Island Venture* (Norwegian Cruise Ships), after a few months she was chartered by Princess Cruises - then in its seven year of business - as the *Island Princess*, and was later reflagged to United Kingdom in 1974 when P&O acquired Princess.



*Island Princess* post card © Simphon postcards

Some episodes of the TV serial « The Love Boat » were shot aboard the *Island Princess* though the real star of the show was her sister ship, the *Pacific Princess* (ex-*Sea Venture*), broken up in Aliaga (Turkey) as *Acif*; 2 Turkish workers died during the demolition operations in the summer of 2013.



*Hyundai Pungak*, in Pusan (South Korea), July 2001 © Ken Muyayama



*Discovery* under Tancarville Bridge on the Seine River (France), June 2012 © Vincent Sampic

Sold in 1999 by Princess to the South Korean group Hyundai Merchant Marine, she has been operated until 2001 as *Hyundai Pungak* on « pilgrimage » cruises from South Korea to North Korea Sites such as Mount Kumgang considered a sacred site. After being briefly known as *Platinum* in 2001, she was renamed *Discovery* in 2002 and has been operated by British cruise companies Voyages of Discovery, and in 2013, Cruise & Maritime Voyages. 406 \$ US per ton, i.e. 5 million \$.



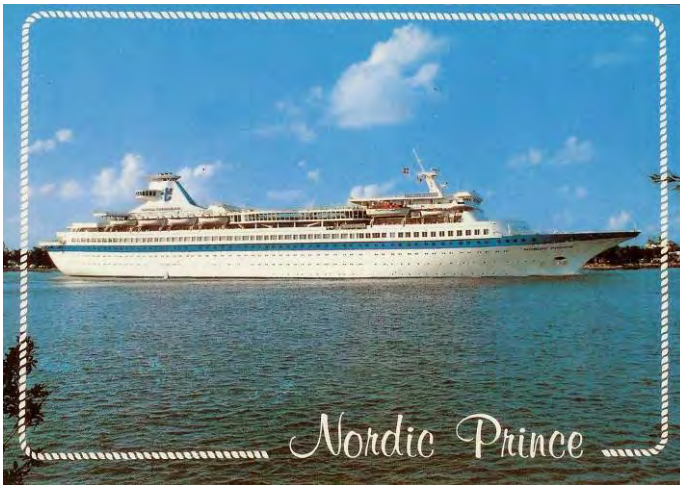
*Ocean Star Pacific* (ex-*Aquamarine*, ex-*Arielle*, ex-*Aquamarine*, ex-*Carousel*, ex-*Nordic Prince*). IMO 7027411. Navire de croisière. Length 194 m, t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Pacific*. Classification society International Register of Shipping.

Detained in 2011 in Salina Cruz (Mexico) and in 2014 in General Santos (Philippines).



*Pacific*, ex-*Ocean Star Pacific*, running short of fuel oil, ran aground on December 12, south of Mindanao Island (Philippines) while she was on her way from Mexico to the Indian ship-breaking yards. She was only manned by a crew of 21 Pakistanese sailors. She would have been refloated on Decembre 16, with the help of two tug boats. She is now heading to Alang

The stranded ship is grounded close to a community in Purok Silway © Edwin Espejo



Post cards © Simplon post Cards

*Nordic Prince  
Carousel*



This ship was delivered in 1971 by Wärtsilä shipyard at Helsinki as the Norwegian *Nordic Prince*, the 2<sup>nd</sup> vessel of the very young Royal Caribbean Cruise Line. She was lengthened by 26 m in 1980 at the same shipyard where she was built. Sold in 1995 to Sun Cruises, she became the Bahamian *Carousel*, operated in the Mediterranean during summertime and in the Caribbean in wintertime.



*Arielle* at Itea (Greece) © MarineTraffic



*Ocean Star Pacific*, April 2011 © Ryzhkov Andriy

Louis Cruise Lines of Cyprus, a Mediterranean cruises specialist, purchased her in 2004 and renamed her *Aquamarine* in 2005. From 2006 to 2008, she was chartered under the Bahamian flag to the German cruise company Transocean Tours as *Arielle*. Then, back to her owner, she reverted to her previous name *Aquamarine* under Greek flag. She attracted attention in December 2009 with cruises for the Indian market (Cochin – Colombo – Maldives), but this attempt was short-lived.

Sold late 2010 to the Mexican company Ocean Star Cruises, she was renamed *Ocean Star Pacific* under Panamanian flag. After works, she was back to service in April 2011, but suffered repeated technical incidents and a fire which quickly led to her decommissioning. She was on her last voyage after 3 years in lay-up.



April 16, 2011 © DHA – Screenshot Robin des Bois



At Huatulco port (Mexico) after the fire  
© maritimeinjuryattorneyblog

## Factory ship

The Russian trawler fleet is losing three more old hulls, sent for demolition in Turkey or India, depending on their homeport, in Eastern or Western Russia and usual fishing area. (See also [Ship-breaking # 37](#), The Freon risk, p 11).

*Bagration* (ex-*Novoorendburg*, ex-*Korsakov*). IMO 8031158. Factory ship of the *Prometey* class. Built in 1980 in Stralsund (ex-German Democratic Republic) by Volkswerft VEB. Length 101 m, 3,282 t. Russian flag. Classification society Russian Maritime Register of Shipping. 201 vessels of the *Prometey* type (Projet Atlantik 464) have been built between 1974 and 1989 in ex-East-Germany and in Romania. Manned by a crew of 91 sailors. Equipped for the capture of pelagic and ground fish and their transformation. They had a capacity of 50 t/day frozen fish, 50-60 t/day fish meal, 4,5 t/day fish oil and 400 canned fish liver. The refrigerants used were Freon 12 and Freon 22. Owned by Pacific Marine (Russia). Homeport Vladivostok. Sold for demolition in India



*Bagration* Anchored at the bay of Jinhae, South Korea  
October 15, 2014 © Lappino

*Mikhail Kvanislov* (ex-*Tarasco*, ex- *Mikhail Kvanislov*). IMO 7703924. Factory ship. Length 94 m, 3,186 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Gdansk (Poland) by Gdanska Lenina. Another *Ivan Boshkov* class vessel (projet B 408) as were *Viktor Mironov* and *Golden Fortune* broken up in Turkey (cf. [Ship-breaking # 37](#) p 12-13). She was the 6<sup>th</sup> in this series of 35 factory ships. Owned by Kronverk Co Ltd (Russia). Her homeport was Nakhodka on the Pacific coast in Eastern Russian. Sold for demolition in India.



*Mikhail Kvanislov* at Hamburg (Germany), November 28, 1995 © Frafo / Shipspotting

*Nikolay Repnikov*. IMO 8606783. Factory ship. Length 62 m, 1,780 t. Russian flag. Classification society Russian Maritime Register of Shipping. *Obolon* class (projet Atlantik 333) factory ship built in 1986 in Stralsund (Germany) by Volkswerft VEB ; 41 units were built by the East-German shipyard from 1985 to 1986. They were trawler ships and the successors of the *Orlyonok* type vessels equipped for both seine and trawl fishing. The *Obsha* (IMO 8325676), an *Orlyonok* type vessel has been destroyed in Iceland (Cf [Ship-breaking # 35](#)). The *Obolon* had a capacity of 30 t/day of frozen fish, 12 t/day of fish meal, 4,8 t/day of fish liver oil. The machinery used Freon 22 as refrigerant.



Owned by Nord Pilgrim Ltd (Russia). Manned by a crew of 40 sailors. Homeport Murmansk. Sold for demolition in Turkey.



At Murmansk (Russia), September 2011 © Alexey Jr Shmatkov



## Reefer

*Kamanga* (ex-Saint Gottard, ex-Oceanic Ice, ex-Oceanic). IMO 7614812. Reefer. Length 83 m. Cambodian flag. Classification society International Register of Shipping. Built in 1977 in Groningen (Netherlands) by Nieuw Noord Nederlandsche. Owned by Seatraffic Ltd (Ukraine). Detained in 2003 in Cadiz (Spain) and in 2004 in Las Palmas (Canary Islands, Spain). Sold for an unknown destination of demolition.



*Kamanga* at anchor at Walvis Bay, Namibia November 2014. © Bengt-Rune Inberg

*Ola* (ex-Majestic Bhum, ex-Reefer Majesty, ex-Pacific Majesty). IMO 7920326. Reefer. Length 75 m, 1,130 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Frederikshavn (Denmark) by Frederikshaven Vaerft A/S. Owned by Fram Co Ltd (Russia). Sold for an unknown destination of demolition.



*Ola* off Kamchatka September 2008 © E.W.

*Ulia* (ex-Petrel, ex-Sun Isabel, ex-Cape Race, ex-F.J.Garaygordobil, ex-F.Javier Garaygordobil). IMO 8017334. Reefer. Length 84 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1981 in Bilbao (Spain) by Ast del Cadagua. Detained in 2000 in Vigo (Spain) and in 2007 in Las Palmas (Spain). Sold for demolition in Turkey.



*Ulia* seen leaving Conakry (Guinea), April 2009  
© Hoffa / Shipspotting



## Container ship



*Ainaftis* (ex-Pongola, ex-Box New York, ex-MOL Manaus, ex-Alligator Manaus, ex-Box New York). IMO 9190822. Container ship, 797 teu. Length 133 m, 3,911 t. Panamanian flag. Classification society RINA. Built in 2000 in Tuzla (Turkey) by Torgem. Owned by Fairport Shipping Ltd (Greece). Detained in 2013 in Longoni (Mayotte, France). Sold for demolition in India.



*Ainaftis* March, 2013 outbound Durban, South Africa  
© Valerii Agafonov



*Blue Moon*. IMO 9080948. Container ship, 614 teu. Length 123 m, 3,585 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage as *Moon*. Classification society Lloyd's Register of Shipping. Built in 1995 in Shanghai (China) by Qiuxin shipyard. Owned by Flying Leaf Shipping (Hong Kong). Sold for demolition in Bangladesh.



*Blue Peak*. IMO 9080936. Container ship, 614 teu. Length 123 m, 3,569 t. Deflagged from Liberia to St. Kitts and Nevis for her last voyage as *Peak*. Classification society Lloyd's Register of Shipping. Built in 1995 in Shanghai (China) by Qiuxin shipyard. Owned by Flying Leaf Shipping (Hong Kong). Detained in 2008 in Yokohama (Japan). Sold for demolition in Bangladesh



*Cap Roca* (ex-New York Express, ex-Berlin Express, ex-Pol Jos, ex-Berlin Express). IMO 8704183. Container ship, 2426 teu. Length 234 m, 17,655 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1990 in Shanghai (China) by Hudong Shipyard. Owned by XT Management Ltd (Israel). Sold for demolition in India. 488 \$ US per ton.



The tug Adstream *Intrepid* assists the *Cap Roca* to leave the quayside at the Port of Felixstowe.  
August 2007 © M.E.Davis



*Cap Tapaga*, rebaptisé *Maron / Aron* for her last voyage (ex-Polynesia, ex-Mardia). IMO 9127019. Container ship, 1122 teu. Length 157 m, 5,780 t. Deflagged from Antigua & Barbuda to St. Kitts and Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1996 in Stralsund (Germany) by Volkswerft. Owned by Schiffahrtskontortom Worden GmbH & Co KG (Germany). Sold as is in Singapore for demolition in Bangladesh. 462 \$ US per ton.



*Cape Sounion* (ex-Cape Spencer, ex-Emirates Karan, ex-Cape Spencer, ex-TS Hong Kong, ex-Cape Spencer, ex-Fanal Merchant, ex-Grafton, ex-Cape Spencer). IMO 9106493. Container ship, 1170 teu. Length 151 m. Liberian flag. Classification society Bureau Veritas. Built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Mediterranean Container Chartering Inc (Greece). Sold as is in Port Said (Egypt) for an unknown destination of demolition.



*Caravel Pride* (ex-Christian Russ, ex-X-Press Kilimandjaro, ex-Christian Russ, ex-Zim Venezuela III ex-Christian Russ, ex-Ivaran Sexto ex-Christian Russ, ex-Nedlloyd Crete, ex-Christian Russ). IMO 9037264. Container ship, 585 teu. Length 134 m, 4,480 t. Indian flag. Classification society Indian Register of Shipping. Built in 1994 in Galati (Romania) by Galati Santierul Naval. Owned by Caravel Logistics Pvt Ltd (India). On July 16th, 2014, after 3 months in drydock for repair works, the ship was sailing back to Chennai (Madras), her homeport, on the Indian eastern coast. Weather conditions were bad, the ship suffered a power failure, was unable to secure her anchoring and started to drift towards the shore. A salvage tug towed her towards the port of Mormugao (Goa) on the Western coast. In December 2014, she was finally beached for demolition in Alang.



*Caravel Pride* September 2010 Colombo, Sri Lanka © Ivan Meshkov

*Chao Shan He*. IMO 9146699. Container ship, 762 teu. Length 145 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1996 in Shimizu (Japan) by Kanasashi. Owned by COSCO Container Lines (China). Sold for demolition at Jiaojiang, China.

*Eurus Lima* (ex-Edyth L). IMO 8902395. Container ship, 986 teu. Length 203 m, 9,627 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Zodiac Maritime Ltd (United Kingdom). Detained in 2012 and in 2014 in Mobile (United States). Sold for demolition in India.




*Eurus Lisbon* (ex-Frances L). IMO 8902400. Container ship, 986 teu. Length 203 m, 9,653 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Numakuma (Japan) by Tsuneishi. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh.




*Eurus Lisbon*, Delaware Bay, August 2008  
© Marine Traffic

*Eurus London* (ex-Courtney L, ex-Martha L). IMO 9015321. Container ship, 986 teu. Length 203 m, 9,706 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Numakuma (Japan) by Tsuneishi. Owned by Zodiac Maritime Ltd (United Kingdom). Sold for demolition in Bangladesh. 536 \$ US per ton.



 *Ever Reach*. IMO 9088122. Container ship, 4229 teu. Length 294 m, 21,794 t. Deflagged from Panama to Tuvalu for her last voyage as *Reach*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Onomichi (Japan) by Onomichi Zosen. Owned by Evergreen Marine Corp (Taiwan). Detained in 2012 in San Francisco (United States). Sold for demolition in Bangladesh. 468 \$ US per ton, soit 10 millions de \$.



 *Gladys* (ex-Bunga Kenari). IMO 8908002. Container ship, 1351evp. Length 177 m, 7,284 t. Deflagged from Indonesia to Comoros for her last voyage as *Lady*. Classification society Biro Klasifikasi Indonesia. Built in 1991 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Bintika Bangunusa (Indonesia). Sold for demolition in Bangladesh.



*Horizon Discovery* (ex-CSX *Discovery*, ex-Sea-Land *Discovery*, ex-Sea-Land *Liberty*, ex-American *Liberty*). IMO 6820579. Container ship, 1440 teu. Length 213 m. United States flag. Classification society American Bureau of Shipping. Built in 1968 in Chester (Pennsylvania, United States) by Sun Shipbuilding for United States Lines. She was one in a series of 8 vessels built from 1968 to 1971 which were ordered as general cargo ships but adapted early during construction for the traffic of containers which was then developing; these *Lancer* class vessels are considered as the oldest container ships in the world. The *Horizon Discovery* is the last one to be broken up. Her shipowner Horizon Lines LLC (United States), specialized in the service from the United States to Hawaiï, Alaska and Puerto Rico had operated her on the Puerto Rico Line. Built as a Jones Act Ship, which means a ship operated for the domestic traffic has to be US built, US-owned and US-manned the *Horizon Discovery* has been virtuous until the end and has been broken up at the Brownsville ship recycling yards (Texas, United States).



1969, the sistership *American Astronaut*  
Creative Commons



June 2010, *Horizon Discovery* at the port of New York  
© Joe Becker

*Hu Tuo He*. IMO 9122643. Container ship, 764 teu. Length 145 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Chofu (Japan) by Kyokuyo. Owned by COSCO Container Lines Co Ltd (China). Sold for demolition in Jiangyin, China.



*Ji Peng* (ex-*Ao Xing Je*, ex-*Dea Brovig*, ex-*P&O Nedlloyd Pemba*, ex-*Emirate Star*, ex-*Dea Brovig*, ex-*Uwa Bhum*, ex-*Eagle Star*, ex-*Vanellus*, ex-*Seas Plata*, ex-*Vanellus*, ex-*EA Challenge*, ex-*Vanellus*). IMO 8403583. Container ship, 584 teu. Length 127 m, 3,135 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1984 in Bremerhaven (Germany) by Rickmers. Owned by Ji Zhou Shipping Co Ltd (China). Sold for demolition in Bangladesh.



*Jolly Nero* (ex-*Maersk Alaska*, ex-*SPS Eric G Gibson*, ex-*Adrian Maersk*, ex-*Axel Maersk*). IMO 7361233. Container ship, 1,924 teu. Length 239 m, 21,986 t. Italian flag. Classification society RINA. Built in 1976 in Steinwerder (Germany) by Blohm & Voss. Sister ship of the *Jolly Arancione* already broken up in Alang (see [Ship-breaking # 36](#), p 16) and last of the class A container ship built in Germany for Maersk and later jumboized twice and equipped with a ramp and a Ro Ro cargo at the stern. Like her sister ship, she served as a replenishment vessel for the US Military Sealift Command (MSC) in the 90's. Owned by Ignazio Messina & C SpA (Italy). On May 7th, 2013 around 11: pm, while she was sailing out of Genoa, she rammed into the port control tower. The collapse killed 9 people. Detained in 2007 in Bandar Abbas (Iran). Sold as is in Port Rashid (United Arab Emirates) for demolition in India. 435 \$ US per ton.



At Genoa (Italy), July 2014  
© Federico / Marine Traffic

*Marinos (ex-YM Port Kelang, ex-Mastro Nicos, ex-YM Xingang I, ex-MSC*



*France, ex-Conti France, ex-Maersk Jakarta, ex-Conti France, ex-Contship France).* IMO 9053232. Container ship, 1599 teu. Length 163 m, 6,700 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Bremerhaven (Germany) by Schichau Seebeck. Owned by Eurobulk Ltd (Greece). Detained in 2006 in Shenzhen (China). Sold for demolition in Bangladesh. 470 \$ US per ton.



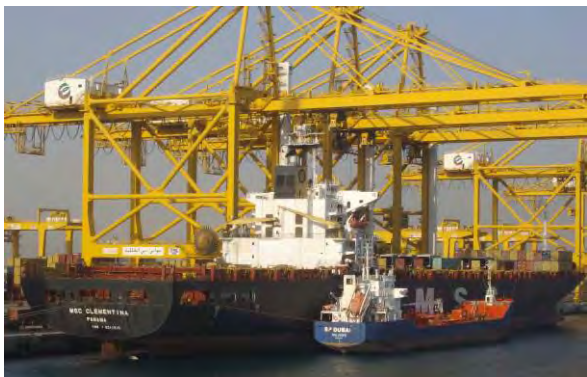
At Keelung, Taiwan September 2013 © Chun-Hsi

*MCC Luzon (ex-Noble, ex-Maersk Asia Tertio, ex-Noble, ex-Kairo).* IMO 8900842.

Container ship, 1012 teu. Length 159 m. Filipino flag. Classification society Germanischer Lloyd. Built in 1992 in Szczecin (Poland) by Szczecinska. Owned by MCC Transport Singapore (Singapore). Detained in 2001 in Busan (South Korea). Sold for demolition in China.



*Ming Zhou 75 (ex-Min Shui He).* IMO 8321840. Container ship, 422 teu. Length 126 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Chofu (Japan) by Kyokuyo. Owned by Ningbo Marine Group Co Ltd (China). Sold for demolition in China.



*MSC Clementina (ex-COSCO Chiwan, ex-Hyundai Innovator, ex-Sydney Star, ex-Hyundai Innovator).*

IMO 8511316. Container ship, 3016 teu. Length 244 m, 15,137 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC Mediterranean Shipping Company (Switzerland). Detained in 2005 in Seattle (United States). Sold for demolition in India. 462 \$ US per ton.



MSC Clementina © Stéphane Zunquin

*MSC Elena (ex-TMM Sonora, ex-Houston Express, ex-Sonora).* IMO



9051480. Container ship, 2394 teu. Length 202 m, 12,714 t. Panamanian flag. Classification society Bureau Veritas. Built in 1994 in Sestao (Spain) by AESA. Owned by MSC - Mediterranean Shipping Co (Switzerland). Detained in 2004 in Genoa (Italy) and in 2005 in Boston (United States). Sold for demolition in India. 480 \$ US per ton.



Anchored at Guanabara Bay/Rio de Janeiro. Brazil June 2013 © Edson de Lima Lucas

*MSC Jenny (ex-NYK Pride, ex-Hyundai Commander).* IMO 8709169. Container ship, 3014 teu. Length 245 m, 15,137 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by MSC Mediterranean Shipping Company (Switzerland). Detained in 2010 in Melbourne (Australia) and in 2010 in Port Botany (Australia). Sold for demolition in India. 461 \$ US per ton.



*Nairobi (ex-MSC Nairobi, ex-MSC Amsterdam, ex-Trade Selene, ex-MSC Amsterdam, ex-Trade Selene).* IMO 9064786. Container ship, 2480 teu.

Length 203 m, 11,618 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Emden (Germany) by Thyssen Nordseewerke. Owned by Lomar Shipping Ltd (United Kingdom). Detained in 2011 in Bremerhaven (Germany) and in 2013 in La Spezia (Italy). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 450 \$ US per ton.



*New Orleans Express* (ex-CP Campeche, ex-TMM Campeche, ex-Choyang Park). IMO 8714229. Container ship, 3032 teu. Length 240 m, 13,971 t. United Kingdom flag. Classification society American Bureau of Shipping. Built in 1989 in Okpo (South Korea) by Daewoo. Owned by Hapag-Lloyd AG (Germany). Detained in 2009 in Antwerp (Belgium). Sold for demolition in Jiangyin, China.



*Novorossiysk Star* (ex-Australia Star, ex-Kota Sejati, ex-Bai Yun He). IMO 9203473. Container ship, 1702 teu. Length 180 m, 9,513 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1999 in Dalian (China) by Dalian SY Co. Owned by Zim Integrated Shipping (Israel). Detained in 2004 in Melbourne (Australia) and in 2013 in Novorossiysk (Russia). Sold for demolition in India. 485 \$ US per ton.




*Novorossiysk Star* at Drapetsona, Piraeus, Greece.  
June 2014 © Dennis Mortimer



*Odessa Star* (ex-Hong Kong Star, ex-Xiang Yun He). IMO 9223746. Container ship, 1702 teu. Length 180 m, 9,465 t. Maltese flag. Classification society American Bureau of Shipping. Built in 2000 in Shanghai (China) by Shanghai Shipyard. Owned by Zim Integrated Shipping (Israel). Detained in 2008 in Constanta (Romania). Sold for demolition in India. 485 \$ US per ton.




 *Tanto Lumoso* (ex-Lumoso Express, ex-Royal Accord). IMO 8130928. Container ship, 538 teu. Length 138 m, 3,923 t. Deflagged from Indonesia to Tuvalu for her last voyage as *Lumoso*. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by Tanto Intim Line PT (Indonesia). Sold for demolition in Bangladesh.



*Tiger Pearl* (ex-Cebu Trader, ex-Tiger Pearl, ex-Prosperity Container). IMO 9071210. Container ship, 1510 teu. Length 183 m, 7,024 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Onishi (Japan) by Shin Kurushima. Owned by Hanse Bereederungs GmbH (Germany). Sold for an unknown destination of demolition. 477 \$ US per ton.

*Tinka* (ex-Inka Dede, ex-Judith Borchard, ex-Gracechurch Comet, ex-Inka Dede, ex-Armada Sprinter, ex-Inka Dede, ex-Rhein Liffey, ex-Inka Dede). IMO 9045077. Container ship, 510 teu. Length 117 m, 2,811 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1992 in Neuenfelde (Germany) by Sietas. Owned by Midocean (Ile de Man). Detained in 2012 in Novorossiysk (Russia) and in 2013 in Izmir (Turkey). Sold for demolition in India.



 *Yamm* (ex-Destiny, ex-Peliner, ex-Rhodri Nawar). IMO 7019220. Container ship, 229 teu. Length 107 m. Deflagged from Comoros to Moldova for her last voyage. Classification society International Naval Surveys Bureau. Built in 1970 in Cork (Ireland) by Verolme Cork Shipyard. Owned by Safety Management (Romania). Detained twice in 2004 and then in 2009 in Constanta (Romania) and in 2012 in Aliaga (Turkey). Sold for demolition in Turkey.



*Zim Atlantic*. IMO 9113678. Container ship, 3429 teu. Length 254 m, 16,900 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kiel (Germany) by Howaldtswerke-DW. Owned by Zim Integrated Shipping Services Ltd (Israel). Detained in 2007 in Shenzhen (China). Sold for demolition in India.



*Zim Iberia*. IMO 9139919. Container ship, 3429 teu. Length 254 m, 16,900 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Kiel (Germany) by Howaldtswerke-DW. Owned by Zim Integrated Shipping Services Ltd (Israel). Detained in 2010 in Shenzhen (China). Sold for demolition in India. 525 \$ US per ton.



## Tanker



*Ai Ding Hu*. IMO 9214642. Tanker. Length 228 m, 14,109 t. Chinese flag. Classification society China Classification Society. Double hull ship built in 1999 in Dalian (China) by Dalian Shipyards. Owned by Dalian Ocean Shipping Co (China). Sold for demolition in China.


*Ai Ding Hu*, September 2009, South China Sea  
© Ivan Meshkov

*Altair Voyager (ex-Condoleeza Rice)*. IMO 9035010. Tanker. Length 259 m, 24,417 t. Bahamian flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Rio de Janeiro (Brazil) by Ishikawajima Brasil. Owned by Chevron Shipping Co (United States). Sold for demolition in Turkey.

*Aston (ex-Four Bay, ex-Almare Nona)*. IMO 9015060. Tanker. Length 233 m, 16,111 t. Comorian flag. Classification society RINA. Built in 1995 in Ancona (Italy) by Fincantieri Italiani. Owned by SC Innovative Ukraine (Ukraine). Detained in 2013 in Philadelphia (United States). Sold for demolition in Pakistan. 512 \$ US per ton.




*Bramani (ex-Olympic Symphony)*. IMO 8900505. Tanker. Length 232 m, 13,410 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Oppama (Japan) by Sumitomo. Owned by PT Gemilang Bina Lintas Tirta (Indonesia). Sold on auction as is in Surabaya (Indonesia) for an unknown destination of demolition. 400 \$ US per ton.

 *Dugbaki (ex-Friendship T, ex-Brasa, ex-Luctor, ex-Luctor 2, ex-Team Heina, ex-Faith, ex-Mosor Sun)*. IMO 8808501. Tanker. Length 176 m, 8,956 t. Deflagged from Panama flag to Tanzania for her last voyage as *Yug*. Classification society RINA. Built in 1991 in Trogir (Croatia) by Lozovina-Mosor. Owned by Snow White Energy Ltd (Nigeria). Sold as is in Sri Lanka for demolition in Pakistan.



*Europrogress (ex-Genmar Progress, ex-Crude Progress, ex-Nord-Jahre Progress, ex-Jahre Progress)*. IMO 8915328. Tanker. Length 232 m, 15,295 t. Liberian flag. Classification society Det Norske Veritas. Built in 1991 in Oppama (Japan) by Sumitomo. Owned by Eurotankers Inc (Greece). Detained in 2011 in Yantai (China). Sold for demolition in Pakistan. 510 \$ US per ton.



 *Four Island (ex-Almare Ottava)*. IMO 9012719. Tanker. Length 233 m, 16,111 t. Italian flag, pavillon St. Kitts and Nevis for her last voyage as *Island*. Classification society RINA. Built in 1995 in Ancona (Italy) by Fincantieri. Owned by Premuda Spa (Italy). Detained in 2003 in Big Stone (United States). Announced to be sold for demolition in Pakistan, she was finally beached in Bangladesh early January. 512 \$ US per ton.



*Four Island*, December 2011 Fujairah, United Arab Emirates © Viktor





*Fulmar* (ex-Overseas *Fulmar*, ex-*Fulmar*, ex-*Kobe Spirit*). IMO 8806876. Tanker. Length 182 m, 8,137 t. Deflagged from Liberia to Togo for her last sailing months as *Ulmar*. Classification society American Bureau of Shipping. Built in 1989 in Onomichi (Japan) by Onomichi Zosen. Detained in 2005 at Le Havre (France). In February 2014, *Fulmar* was sold by her Greek ship owner to Tomini Ship Management from Pakistan, deflagged and shortened to *Ulmar*. Demolition seemed imminent but it took almost a year until the *Ulmar* arrived on Gadani beach.



*Fulmar* at Ijmuiden (Netherlands), August 2009  
© Marcel & Ruud Coster



*Gandhar*. IMO 9079195. Tanker. Length 274 m, 22,257 t. Indian flag. Classification society American Bureau of Shipping. Built in 1994 in Koje (South Korea) by Samsung. Owned by Shipping Corporation of India (India). Sold for demolition in Pakistan. 445 \$ US per ton.

*Katerina -1* (ex-*Alkyonis*). IMO 9031959. Tanker. Length 228 m, 13,985 t. Deflagged from Panama to Togo for her last voyage as *Divyan*. Classification society Lloyd's Register of Shipping. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Lissome Marine Services (United Arab Emirates). Sold for demolition in India.



*Kenconowungu* (ex-*Urwasi*, ex-*Bagi*, ex-*Bage*). IMO 8124010. Tanker FSO. Length 244 m, 16,870 t. Deflagged from Indonesia to St. Kitts and Nevis for her last voyage in tow as *Ken*. Unknown classification society. Built in 1985 in Rio de Janeiro (Brazil) by Ishibras ; converted to a floating storage unit in 2009. Owned by Sabitha Trigunamandiri Pt (Indonesia). Sold for demolition in Bangladesh. 448 \$ US per ton.



*Leander* (ex-*Ambrosio*, ex-*Lagoven Ambrosio*). IMO 8114998. Tanker. Length 228 m, 18,540 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Oppama (Japan) by Sumitomo. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.

*Morichal* (*Lagoven Morichal*). IMO 8114986. Tanker. Length 262 m, 18,494 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Oppama (Japan) by Sumitomo ; jumboized in 1991 and lengthened from 228 to 262 m. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



*Morichal* at Amuay Bay (Venezuela), October 2009 © Captain Ted

*Moruy* (ex-*Lagoven Moruy*). IMO 8114704. Tanker. Length 208 m, 12,227 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



*New Progress* (ex-Spartan Warrior, ex-Orion Star). IMO 9030993. Tanker. Length 331 m, 38,572 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Tsu (Japan) by NKK. Owned by New Shipping Lt (Greece). Sold for demolition in Pakistan. 514 \$ US per ton.



*Orapin 2* (ex-Oriental Dominion, ex-Kitahime Maru). IMO 8122323. Tanker. Length 86 m, 1,050 t. Thai flag. No classification society according to her last Port State Control. Built in 1981 in Kinoe (Japan) by Kishimoto Zosen. Owned by Thai International Tankers Co (Thailand). Sold for demolition in Bangladesh. 450 \$ US per ton.



*Paria* (ex-Lagoven Paria). IMO 8114699. Tanker. Length 208 m, 12,621 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Innoshima (Japan) by Hitachi. Owned by Petroleos De Venezuela Marina SA (Venezuela). Single hull ship banned from transporting heavy fuel in the European waters since January 1st, 2005. Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



*Patriot Andalan* (ex-Shafinaz Ria). IMO 8912687. Tanker. Length 100 m, 1,745 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Pasir Gudang (Malaysia) by Malaysia Marine & Heavy Engineering. Owned by Indo Mega Maritim (Indonesia). In July 2013, *Patriot Andalan* arrived from Papua at the port de Ternate (Indonesia). She was carrying 5000 t of heavy fuel and 2000 t of diesel for Pertamina, the Indonesian State-owned company. The sea was rough, the tanker rammed into a jetty at the oil terminal and sunk. The cargo leaked and this sensitive area of the Molucca sea suffered an oil spill.



People watch the KM Patriot Andalan, sunk at Ternate port, in Indonesia's Maluku Utara province on Wednesday. (Reuters)



© Berita Ternate

Late 2013, the vessel was refloated by Smit Salvage technical means. The hull had to be reinforced and in 2014, the tanker was towed to Madura, opposite Surabaya on Java Island, 2500 km away; Madura Shipyards occasionally scrap ships from the Indonesian fleet (Cf. *Marigold Star*, [Ship-breaking # 36](#)). When one wants, one can save a wreck and protect the ocean.



The Indonesian tanker *Patriot Andalan* at the Madura scrapyards  
© Pieter Melissen



*Piquete*. IMO 8617067. Tanker. Length 224 m, 13,409 t. Deflagged from Brazil to St. Kitts and Nevis for her last voyage. Classification society American Bureau of Shipping. Double hull ship built in 1989 in Rio de Janeiro (Brazil) by Ishikawajima Brasil. Owned by Petrobras - Petróleo Brasileiro S.A (Brazil). Sold as is in Brazil for an unknown destination of demolition. 385 \$ US per ton. In mid December, *Piquete* left Rio bound for Mauritius and then headed towards Pakistan, the favorite destination for this type of ship, where arrivals of vessels to be scrapped have resumed in January.

*Raisis* (ex-*Count*, ex-*Brigitte Jacob*). IMO 7920558. Tanker converted to a floating storage unit in 2006. Length 176 m, 10,230 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1980 in Lubeck-Siems (Germany) by Flender. Owned by PT Trada Maritime (Indonesia). Towed for demolition in Pakistan.




*Sirius Voyager* (ex-*Chevron Mariner*). IMO 9051612. Tanker. Length 274 m, 25,270 t. Bahamian flag. Classification society American Bureau of Shipping. Double hull ship built in 1994 in Rio de Janeiro (Brazil) by Ishibras. Owned by Chevron Transport Corp Ltd (United States). Sold for demolition in China in Zoushan.



*Sirius Voyager* at San Francisco, United States May 2013 © Peter Karberg

## Chemical tanker

 *Doris* (ex-*Conny*). IMO 8315035. Chemical tanker. Length 164 m, 6,243 t. Deflagged from Panama to Singapore for her last voyage as *Paus Pratama*.

Classification society International Register of Shipping. Built in 1984 in Kudamatsu (Japan) by Kasado Dock. Owned by Prime Cosmos Ltd (China). Detained in 2012 in Tanjung Perak (Indonesia), Gunsan (South Korea) and Guangzhou (China) and in 2013 in Incheon (South Korea) and again in Gunsan. Sold for demolition in Bangladesh. 483 \$ US per ton.



*Kasla*, renamed *Menelaus* in June 2014 (ex-*Kiisla*). IMO 7347500. Chemical tanker. Length 130 m, 2,901 t. Russian flag. Classification society Russian Maritime Register of Shipping. Double bottom ship built in 1974 in Helsinki (Finland) by Valmet ; jumboized in 1979 and lengthened from 103 to 130 m. Owned by Morskoy Standartco Ltd (Russia). Detained in 2010 in Copenhagen (Denmark). Sold for demolition in Bangladesh. 495 \$ US per ton.



*Kasla* and tugs *Grumant* & *Sergey Serdakov* at Arkhangelsk, Northern Dvina River September 2012 © Eugene Iron

*Stolt Markland*. IMO 8906937. Chemical tanker. Length 175 m, 8,942 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Floro (Norway) by Kvaerner Kleven. Owned by Stolt Tankers BV (Netherlands). Sold for demolition in India.



The *Stolt Markland* seen outbound from Rotterdam, April 03, 2011 © Ria Maat

## Gas tanker

*Gas Coral* (ex-*Gaschem Atrice*, ex-*Atrice*, ex-*Beatrice*, ex-*Norgas Explorer*, ex-*Beatrice*). IMO 8324634. Gas tanker. Length 127 m, 3,881 t. Liberian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1984 in Leer (Germany) by Jansen. Owned by Sinogas Management Pte Ltd (Singapore). Sold for demolition in India.



*Gas Jawa* (ex-*Putri Ayu*). IMO 8904056. Gas tanker. Length 102 m, 2,220 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1989 in Hachinohe (Japan) by Kitanihon. Owned by Berlian Laju Tanker (Indonesia). Sold as is in Batam (Indonesia) for demolition in Bangladesh. 400 \$ US per ton.



*Gas Jawa* at Ho Chi Minh City, Saigon, Vietnam September 2009 © Ivan Meshkov


*Gas Monarch* (ex-*Sigas Monarch*, ex-*Prins Willem II*). IMO 8400177. Gas tanker. Length 64 m, 1,002 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1985 in Capelle (Netherlands) by Ysselwerf. Owned by Gesan Yatirim (Turkey). Sold for demolition in Turkey.



*Gas Sumatera* (ex-*Libra Gas*). IMO 8902797. Gas tanker. Length 102 m, 2,147 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1989 in Hachinohe (Japan) by Kitanihon. Owned by Berlian Laju Tanker (Indonesia). Detained in 2001 in Hiroshima (Japan). Sold as is in Merak (Indonesia) for demolition in India. 400 \$ US per ton



www.merdeka.com

 *Guara*. IMO 7921887. Gas tanker. Length 110 m, 3,982 t. Deflagged from Brazil to Tanzania for her last voyage as *Aguara*. Classification society American Bureau of Shipping. Built in 1981 in Tamano (Japan) by Mitsui. Owned by Petrobras (Brazil). Sold for demolition in Pakistan.

*Guara*, January 21, 2013 Portocel, Brazil  
© Vladimir Knyaz






*Navakun-II* (ex-*Navakun 4*, ex-*Koshin Maru No,6*). IMO 7718723. Gas tanker. Length 62 m, 799 t. Thai flag. Unknown classification society. Built in 1977 in Mukaishima (Japan) by Sanyo. Owned by Navakun Transport Co Ltd (Thailand). Sold for demolition in Bangladesh.



*Navakun II*, Aug 18, 2013, Sriracha Oil Terminals, Thailand  
© Geir Vinnes

*Paramacay*. IMO 8123638. Gas tanker. Length 146 m, 6,555 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Turku (Finland) by Wartsila. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



 *SCF Arctic* (ex-*Methane Arctic*, ex-*Arctic Tokyo*). IMO 6910702. Gas tanker. Length 243 m, 19,165 t. Deflagged from Liberia to Comoros for her last voyage as *Arctic*. Classification society American Bureau of Shipping. Built in 1969 in Malmö (Sweden) by Kockums Mekaniska. Owned by Unicom Management Services Ltd (Chypre). At first announced to be broken up in India, she arrived in Bangladesh on December 8. 565 \$ US per ton.



*SCF Arctic* December 2012 Departing Jetty 1 after loading LNG at Point Fortin, Trinidad.  
© Captain46 / Shipspotting



*Uranus Gas*. IMO 7927130. Gas tanker. Length 93 m, 1,884 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1979 in Akitsu (Japan) by Kishigami Zosen. Owned by Duckyang Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 465 \$ US per ton.

*Uranus Gas*, Yosu, alongside Jungheung # 5 © AF van Rhijn

*Virgen Maria B* (ex-*Sapphire Star*, ex-*Gold*). IMO 8903208. Gas tanker. Length 112 m, 4,826 t. Panamanian flag. Classification society RINA. Double bottom ship built in 1991 in Viareggio (Italy) by Esercizio. Owned by Transgas Shipping Lines SAC (Peru). Sold for demolition in India.



*Yavire*. IMO 8123626. Gas tanker. Length 148 m, 6,555 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Turku (Finland) by Wartsila. Owned by Petroleos De Venezuela Marina SA (Venezuela). Sold as is in Venezuela for an unknown destination of demolition. 136 \$ US per ton.



**Bulk carrier**

*Aghios Makarios (ex-Fortune Ilght, ex-Aki Maru)*. IMO 8600167. Bulk carrier. Length 229 m, 12,085 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Mizushima (Japan) by Sanoyas Corp. Owned by Golden Union Shipping (Greece). Detained in 2001 in Newcastle (Australia). Sold for demolition in Pakistan. 460 \$ US per ton.



At Klaipeda, Lithuania, January 2010 © Kiril Judakov



*Alceste (ex-Team Spirit, ex-Maria I.A.)*. IMO 8306981. Bulk carrier. Length 187 m, 7,651 t. Barbados flag. Classification society American Bureau of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by G Bulk Corp (Greece). Detained in 2000 in Port Adelaide (Australia) and in 2001 in Yokohama (Japan). Sold for demolition in Pakistan. 472 \$ US per ton including 250 t of bunkers.

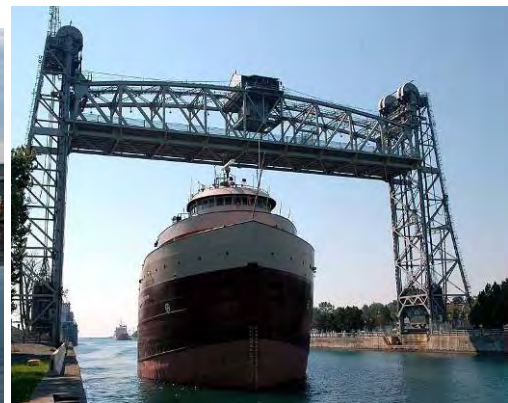


*American Fortitude (ex-Courtney Burton, ex-Ernest T Weir)*. IMO 5105843. Bulk carrier. Length 210 m. United States flag. Classification society American Bureau of Shipping. Built in 1953 in Lorain (United States) by American SB Co. Owned by American Steamship Co (United States). Laid up in Toledo (Ohio) since 2008. Sold for demolition to the ship recycling yards .... of Brownsville, Texas but far from to be arrived.

(See the chapter « Great Lakes / St. Lawrence Seaway p 4)



© Franz VonReidel



Dans le canal Welland, September 2005 © Paul Beesley

*Amira Diana (ex-Anna L, ex-Frangiskos C.K.)*. IMO 8306969. Bulk carrier. Length 188 m, 7,635 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Maritime Agencies Co (Egypt). Detained in 2007 in Baton Rouge (United States) and in Izmit (Turkey). Sold for demolition in Pakistan. 476 \$ US per ton.



Anchored in Guanabara bay Rio de Janeiro, Brazil July 2013 © Brunoh

Robin des Bois

*Amira Layan* (ex-*Ikan Selangat*, ex-*Magic Sky*). IMO 8028723. Bulk carrier. Length 188 m, 7,757 t. Tuvalu flag. Classification society American Bureau of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by El-Amira for Maritime Agencies (Egypt). Sold for demolition in Pakistan. 475 \$ US per ton.

*An Ping 1*. IMO 8720785. Bulk carrier. Length 195 m, 9,604 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Tanker Co Ltd (China). Sold for demolition in China.




*Anoushka* (ex-*Zuni Princess*, ex-*Ypermachos*, ex-*Mecta Sea*, ex-*Union*, ex-*Socrates*). IMO 8221404. Bulk carrier. Length 178 m, 6,314 t. Panamanian flag Classification society Lloyd's Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Seadar Shipmanagement SA (Greece). Sold for demolition in India.



July 2011, at Villa Constitucion, Argentina  
© Captain Ted

*Arena* (ex-*Samsun Claret*, ex-*Leda*, ex-*Mishima*). IMO 8601604. Ore carrier. Length 226 m, 10,467 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Marugame (Japan) by Imabari Zosen. Owned by Samsun Logix Corp (South Korea). Detained in 2003 in Newcastle (Australia). Sold for demolition in Bangladesh.



★  *Argenmar Austral* (ex-*Santorin II*, ex-*Cynthia n°5*, ex-*Jovian Lark*, ex-*Sanko Melody*). IMO 8309153. Bulk carrier. Length 170 m, 5,260 t. Deflagged from Argentina to Panama for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in Usuki (Japan) by Minami-Nippon. Owned by Argenmar SA ( Argentina). Detained in 2004 in Geelong (Australia). Sold as is in Montevideo (Uruguay) for an unknown destination of demolition. 295 \$ US per ton.



*Asean Wisdom* (ex-*Slovenija*, ex-*Sidrako*, ex-*Spring Drake*, ex-*Sanko Drake*). IMO 8307583. Bulk carrier. Length 183 m, 7,348 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Glory Shipmanagement Pte Ltd (Singapore). Detained in 2005 in Izmit (Turkey). Sold for demolition in India. 437 \$ US per ton.



*Banowati* (ex-*Argolis*, ex-*Maroula*). IMO 8105624. Bulk carrier. Length 224 m, 11,994 t. Indonesian flag. Classification society RINA. Built in 1983 in Innoshima (Japan) by Hitachi. Owned by PT Arpeni Pratama Ocean Line (Indonesia). Detained in 2004 in Rotterdam (Netherlands), in 2008 in Liverpool, in 2011 in Zhanjiang (China), in 2012 in Rizhao (China) and Qingdao (China), and in 2013 in Zhangzhou (China) and Guangzhou (China). Sold for demolition in Bangladesh. 473 \$ US per ton.



*Banowati* departing from Phu My, Vietnam, March 2014 © Bob Godefroy

*Bei Ji Xing*. IMO 8500161. Bulk carrier. Length 175 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in Jiangyin, China.

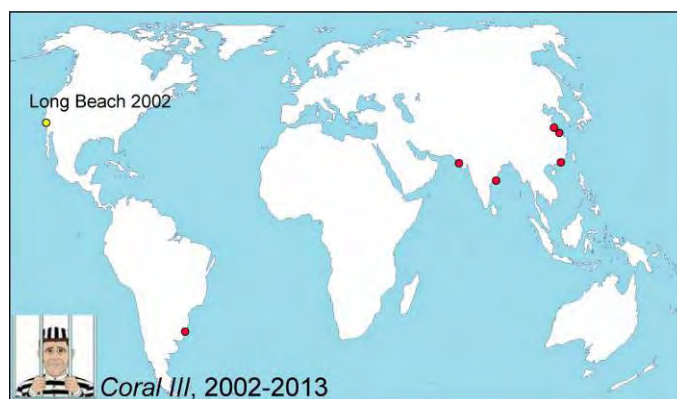
*Cape Hawk*. IMO 9077379. Bulk carrier. Length 280 m, 19,624 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Eastern Pacific Shipping Pte (Singapore). Detained in 2012 in Port Hedland (Australia) and in 2013 in Xiamen (China). Sold for demolition in Bangladesh.



*Century Star* (ex-*Ocean Walker*, ex-*Yan Ling*, ex-*Mandarin Sea*, ex-*Kition*, ex-*Ken Island*, ex-*Cobalt Islands*, ex-*Pacific Charger*). IMO 8029478. Bulk carrier. Length 146 m, 4,483 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Fujian Mainstar Shipping Ltd (China). Sold for demolition in Bangladesh.




*Coral III* (ex-*Rising Spirit*, ex-*Lok Prakash*). IMO 8126769. Bulk carrier. Length 185 m, 7,335 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Visakhapatnam (India) by Hindustan. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2002 in Long Beach (United States), in 2007 in Hong Kong (China), in 2009 in Jiangyin (China), in 2011 in Vishakhapatnam (India) and in Nantong (China), in 2012 in Rio Grande (Brazil) and in 2013 in Kandla (India). Sold for demolition in Pakistan.



May 2007 *Lok Prakash* leaving Kiel locks on her way from Brunsbüttel to Szczecin © **Malte Wulf**

© **Robin des Bois**

 *Delfini* (ex-*Steel Glory*, ex-*Sea Mariner*, ex-*Sanko Coral*). IMO 8309335. Bulk carrier. Length 181 m, 8,020 t. Deflagged from Indonesia to St. Kitts and Nevis for her last voyage as *Delfi*. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Namura (Japan) by Imari. Owned by Waruna Nusa Sentana Pt (Indonesia). Detained in 2002 in New Orleans (United States), in 2003 in Myrtle Grove (United States) and in 2006 in Canakkale (Turkey) then again in New Orleans. Sold for demolition in Bangladesh.



*Deshbandhu-1* (ex-*Marybelle*, ex-*Sea Wise*, ex-*Athena*, ex-*Transdignity*, ex-*Niriis*). IMO 8401315. Bulk carrier. Length 183 m, 7,415 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1987 in Tamano (Japan) by Mitsui. Owned by GM Shipping (Bangladesh). Detained in 2005 in Mersin (Turkey), in 2008 in Constanta (Romania) and in 2014 in Kandla (India). Sold for demolition in Bangladesh.



*Dewi Umayi* (ex-*Themis Petrakis*, ex-*Asterix*, ex-*Maersk Semakau*, ex-*Manila Peace*, ex-*Krislock*). IMO 7924889. Bulk carrier. Length 223 m, 12,040 t. Deflagged from Indonesia to St. Kitts and Nevis for her last voyage as *Dew-I*. Classification society Biro Klasifikasi Indonesia. Built in 1981 in Mihara (Japan) by Koyo DY Co. Owned by Arpeni Pratama Ocean Line (Indonesia). Sold for demolition in Bangladesh.



*Dong Feng (ex-Hua Ning, ex-Gustav Sule, ex-Viktor Kingissep)*. IMO 8521000. Bulk carrier. Length 184 m. Chinese flag. Unknown classification society. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by COSNAVI International Shipping Ltd (China). Sold for demolition in Jiangyin, China.



*Firstsea (ex-Avenir, ex-Golden Falcon, ex-Star Canopus, ex-Nordsund, ex-Spring Seagull, ex-Sanko Seagull)*. IMO 8307404. Bulk carrier. Length 190 m, 7,778 t. Panamanian flag. Classification society RINA. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Hai Ling Shipping (Hong Kong, China). Detained in 2011 in Bandar Khomeini (Iran) and in 2013 in Xiamen (China). Sold for demolition in Bangladesh.



*Fu Ning Hai*. IMO 8301371. Bulk carrier. Length 189 m, 8,484 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.



*Fu Ning Hai* at Berth No 27, Port Adelaide; January 2004.  
© Chris Finney

*Glory Nanjing (ex-Front Striver)*. IMO 9002752. Ex OBO converted to bulk carrier in 2004. Length 285 m, 23,347 t. Panamanian flag. Classification society RINA. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by RGL Shipping Pte Ltd (Singapore). Detained in 2004 in Rotterdam (Netherlands) and in 2014 in Ningbo (China). Sold for demolition in Bangladesh, 460 \$ US per ton.



*Gold Fountain (ex-Bulk Trader, ex-Benarita, ex-Yuming, ex-Sanko Elegance)*. IMO 8309426. Bulk carrier. Length 183 m, 7,165 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Great Sources Shipping (China). Detained in 2010 in Suez (Egypt). Sold for demolition in Bangladesh. 450 \$ US per ton.



*Growing (ex-Jag Rani, ex-Malaya, ex-Spring Stork, ex-Sanko Stork)*. IMO 8307557. Bulk carrier. Length 183 m, 7,329 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Global Growing Navigation SA (Taiwan). Sold as is in Kaohsiung (Taiwan) for demolition in Bangladesh. 420 \$ US per ton including 300 t of bunkers.



*Guang Hua (ex-Konkar Star, ex-World Star, ex-Bright Star)*. IMO 8500159. Bulk carrier. Length 223 m, 10,039 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Tamano (Japan) by Mitsui. Owned by Shenhua Zhonghai Shipping Co (China). Detained in 2000 in Incheon (South Korea) and in 2003 in Hay Port (Australia). Sold for an unknown destination of demolition.



*Guang Yue (ex-Atlantic Sovereign, ex-Southern Wealth, ex-Moroiso)*. IMO 8419908. Bulk carrier. Length 225 m, 9,704 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Oppama (Japan) by Sumitomo HI. Owned by Guangdong Shipping Co Ltd (China). Sold for demolition in China.

*Guang Yue*, arriving at Port Kembla (Australia), November 2006 © Peter Karberg



*Hai An Cheng*. IMO 9063263. Bulk carrier. Length 174 m. Chinese flag. Classification society China Classification Society. Built in 1995 in Shanghai (China) by Shanghai Shipyard. Owned by COSCO (China). Detained in 2009 in Quangninh (Vietnam). Sold for demolition in Jiangyin, China.



*He Fu* (ex-Tiarella, ex-Deo Gloria, ex-Sby Seven, ex-Sprite, ex-Norman Sprite, ex-Theofilos J Vatis). IMO. Bulk carrier. Length 170 m, 6,628 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1977 in Oshima (Japan) by Oshima Shipbuilding. Owned by He Fu Maritime SA (Taiwan). Detained in 1999 in Uusikaupunki (Finland), in 2003 in Lisbon (Portugal) and Vlissingen (Netherlands), in 2010 in Quanzhou (China) and in 2013 in Xiamen (China). Sold for demolition in Bangladesh.



*He Fu*, berthed at Taiwan, mars 2011 © Marine Traffic

*Hei Bao Shi* (ex-Aditya Gaurav, ex-Kelvin Enterprise, ex-Musica, ex-Muse). IMO 8309256. Bulk carrier. Length 183 m, 8,040 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Chiba (Japan) by Mitsui. Owned by Fujian Xiamen Shipping Co Ltd (China). Detained in 2001 in Thevenard, (Australia). Sold for demolition in China. 280-300 \$ US per ton.

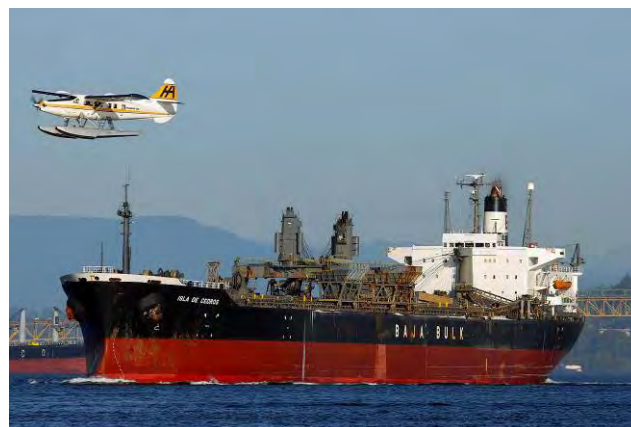


*Hong Ocean* (ex-Sea Panther, ex-Genmar Nestor, ex-Anja, ex-Antilla, ex-Umm Said). IMO 8902773. Bulk carrier. Length 247 m, 15,435 t. Marshall Islands flag. Classification society China Classification Society. Built in 1990 in Marugame (Japan) by Imabari Zosen ; ex-tanker converted to bulk carrier in 2009 by COSCO (Zhoushan) Shipyard. Owned by Hongyuan Shipping Co Ltd (China). Sold for demolition in China. 250 \$ US per ton.

*Hua Du Hai* (ex-Wadi Al Molouk). IMO 8309892. Bulk carrier. Length 195 m. Chinese flag. Unknown classification society. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Guangzhou Pan-Ocean Shipping (China). Detained in 2003 in Hong Kong and in Yeosu (South Korea). Sold for demolition in China.



*Isla de Cedros* (ex-Titian Jaya, ex-Poseidon Breeze, ex-Miyajima Maru). IMO 8000484. Bulk carrier. Length 223 m, 12,648 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Mihara (Japan) by Koyo DY Co. Owned by Fairmont Shipping Ltd (China). Sold for demolition in India. 485 \$ US per ton.



*Isla De Cedros*, at Vancouver (British Columbia, Canada), August 2007 © Marek


*J.B. Ford* (ex-E.C. Collins, ex-Edwin F. Holmes). IMO 5166378. Bulk carrier. Length 134 m. United States flag. Classification society American Bureau of Shipping. Built in 1904 in Lorain (Ohio, United States) by American Shipbuilding Corp. The *Edwin F. Holmes*, renamed *E.C. Collins* in 1916 after acquisition by Pittsburgh Steamship Co, has been carrying coal, iron ore and grain on the Great Lakes. Her demolition was planned in 2009 but was delayed thanks to the Great Lakes Steamship Society which nevertheless had to halt its efforts to save the vessel in 2014. In autumn, the status of the venerable *JB Ford*, 110 years of age, turned to "to be broken up" in the Equasis database. See the chapter "Great Lakes / St. Lawrence Seaway" p 4.

*Jimilta II* (ex-*Highland Trust*, ex-*Camellia Estrella*, ex-*Camellia Star*, ex-*Sanko Dahlia*). IMO 8307387. Bulk carrier. Length 190 m, 7,778 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Windforce Maritime Enterprises Inc (Greece). Detained in 2005 in Izmit (Turkey). Sold for demolition in India. 477 \$ US per ton.



*Jin Pu Hai*. IMO 9156125. Bulk carrier. Length 225 m. Panamanian flag. Classification society China Classification Society. Built in 1996 in Shanghai (China) by Hudong Shipyard. Owned by COSCO (China). Detained in 2006 in Esperance (Australia). Sold for demolition in Jiangyin, China.



 *Jindal Varad* (ex-*Petka*, ex-*Romandie*). IMO 9082879. Bulk carrier. Length 225 m. Panamanian flag, pavillon St. Kitts and Nevis for her last voyage as *Dal Va*. Classification society Bureau Veritas. Built in 1994 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Jitf Waterways (India). Detained in 2003 in Port Hedland (Australia) and in 2013 in Brake (Germany) and in Murmansk (Russia). Sold for an unknown destination of demolition.



*Kifangondo* (ex-*Pudu*, ex-*Ocean Gulf*, ex-*Kieldrecht*, ex-*Labe*). IMO 8701492. Bulk carrier. Length 195 m, 8,980 t. Cook Islands flag. Classification society Phoenix Register of Shipping. Built in 1989 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Lognar Maritime Ltd (Ukraine). Detained in 2004 in Port Giles (Australia) and in 2011 in Capetown (South Africa). Sold for demolition in Bangladesh. 494 \$ US per ton.



*Kifangondo*, at Viktor Lenac shipyard, Rijeka, Croatia May 2013 © **Dragec**

*Mare Doro* (ex-*Elise D*, ex-*Surya Kripa*, ex-*Bulk Garland*). IMO 8401298. Bulk carrier. Length 183 m, 7,339 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Chiba (Japan) by Mitsui. Owned by Genesis Seatrading Corp (Greece). Detained in 2003 in Quebec City (Canada), in 2005 in Dampier (Australia), in 2012 in Venice (Italy) and in 2013 in Yantai (China). Sold for demolition in Bangladesh. 480 \$ US per ton including 350 t of bunkers.



*Mega Grace* (ex-*Big Grace*, ex-*Iwanuma Maru*). IMO 9009126. Woodchips carrier. Length 200 m, 9,689 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Marugame (Japan) by Imabari. Owned by Hanaro Shipping Co Ltd (South Korea). Sold for demolition in India. 453 \$ US per ton.

*Mercury* (ex-*Aegean Castle*, ex-*IDC 1*, ex-*Nand Swasti*, ex-*Hansa Trader*, ex-*IBF Trader*, ex-*Sanko Trader*, ex-*Sanko Altair*). IMO 8307624. Bulk carrier. Length 183 m, 7,452 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Glory Ship Management (Singapore). Detained in 2008 and in 2013 in Novorossiysk (Russia). Sold for demolition in India. 437 \$ US per ton.



*Mo Xing Ling*. IMO 8601317. Bulk carrier. Length 164 m, 5,980 t. Chinese flag. Unknown classification society. Built in 1985 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China in Wenzhou by Zhejiang Huahang Industries Co.




*Nan Chang Hai*. IMO 9160279. Bulk carrier. Length 169 m, 6,217 t. Chinese flag. Classification society China Classification Society. Built in 1998 in Guangzhou (China) by Guangzhou Shipyard. Owned by COSCO Bulk (China). Sold for demolition in China.

*Pacific Career*. IMO 9040376. Bulk carrier. Length 185 m, 7,088 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hong Kong Ming Wah Shipping Co (Hong Kong, China). Detained in 2010 in Port Hedland (Australia). Sold for demolition in China.



*Pacific Embolden*. IMO 9040388. Bulk carrier. Length 185 m, 7,107 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hong Kong Ming Wah Shipping Co (Hong Kong, China). Sold for demolition in China.

 *Pacific Success*. IMO 8821656. Bulk carrier. Length 186 m, 8,101 t. Deflagged from South Korea to St. Kitts and Nevis for her last voyage as *Pacific-I*. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in Singapore for demolition in Bangladesh. 470 \$ US per ton.


*Pacific Vigorous*. IMO 9040364. Bulk carrier. Length 185 m, 7,149 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Oshima (Japan) by Oshima Shipbuilding. Owned by Hong Kong Ming Wah Shipping Co (Hong Kong, China). Sold for demolition in China.

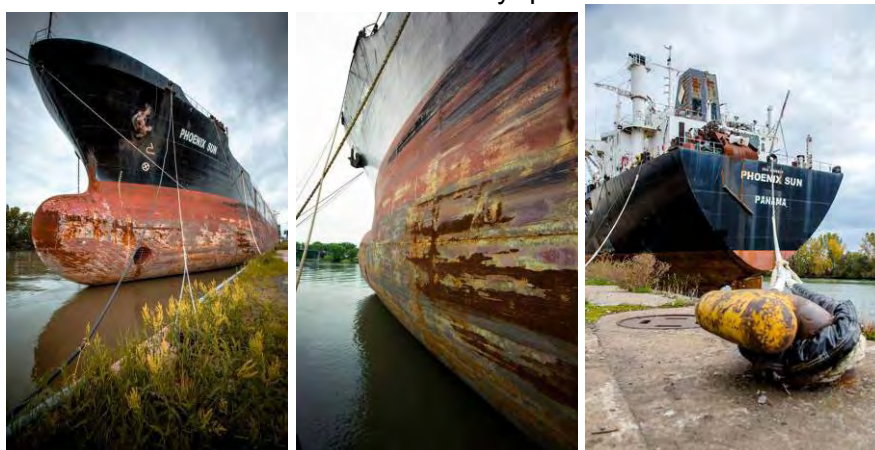
*Panamax Jade (ex-Noble Jade, ex-Henza, ex-Cielo Hesta, ex-West Point)*. IMO 8708232. Bulk carrier. Length 225 m, 9,215 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Mizushima (Japan) by Sanoyas Corp. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2003 in Iquique (Chile), in 2006 in Gunsan (South Korea) and in 2012 in Tianjin (China) and in New Orleans (United States). Sold for demolition in India. 505 \$ US per ton.



*Paris-Y (ex-Serra Deval, ex-Behram Kaptan, ex-Ieda Maria)*. IMO 7433426. Bulk carrier. Length 146 m, 4,117 t. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by Eastern Shipping Co Ltd (Lebanon). Detained in 2000 in Ravenna (Italy), in 2001 in Naples (Italy) and in 2003 in Ravenna again. Sold for demolition in India.



 *Phoenix Sun (ex-VSL Centurion, ex-Beststar, ex-Sagittarius)*. IMO 8506529. Bulk carrier. Length 186 m, 6,940 t. Canadian flag until November 2013, St. Kitts and Nevis flag for her last voyage. Unknown classification society. Built in 1987 in Ancona (Italy) by Fincantieri. Detained in 2010 in Tangshan (China) and in 2011 in St John's (Canada). Abandoned in Sorel Tracy (Canada) on Richelieu River by her bankrupt shipowner. Sold initially in November 2013, her departure for demolition in Turkey was impossible for lack of repairs. Sold a second time on auction on November 8th, 2014. See the whole story in the chapter « Great Lakes / St. Laurence Seaway” p 4.



At Sorel Tracy, June 13, 2013 © Olivier Blouin

*Polska Walczaca*. IMO 9011923. Bulk carrier. Length 229 m, 13,575 t. Vanuatu flag. Classification society Polish Register of Shipping. Built in 1992 in Copenhagen (Denmark) by B&W Skibsværft. Owned by POLSTEAM (Poland). Sold for demolition in Bangladesh. 440 \$ US per ton.



*Pramudita* (ex-Ambassador, ex-Algosea, ex-Ambassador, ex-Canadian Ambassador). IMO 8016653. Bulk carrier. Length 222 m, 10,960 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in St Catherines (Canada) by Port Weller Drydock. The *Canadian Ambassador* started her career on the Great Lakes and was operated on saltwater from 1986 on. She provided Canada and Europe with coal from the United States or Venezuela. Chartered by Algoma Central Corp in 2000, she was briefly back on the Great Lakes for a few months, but then left and carried on her career sailing on the world ocean.



*Ambassador*, January 2012, at Port Quebec (Canada) © Marc Boucher

In 2012, she was sold to the Indonesian Caraka Tirta Pratama Pt. She was to go on with coal trade and carry Kalimantan coal to the electric power plants around the Indonesian archipelago. In September 2013, the bulk carrier was unloading cargo at Banten plant, north of Java Island; a fire broke out in the engine room and extended to the cargo holds. *Pramudita* was pulled away and the fire finally extinguished. The ex *Canadian Ambassador* had survived a previous fire in 1994 then a collision in a quay in 2004. This time, this is the end. In October 2014, she was finally towed and beached for demolition in Pakistan as the shortened *Pramuda*. Her sistership, the ex-*Canadian Pioneer* (IMO 7925613), was demolished in July 2014 in Aliaga, Turkey (Cf. [Ship-breaking # 37](#)).



© Berita TV Indo – screenshot Robin des Bois

*Princess Natalie* (ex-Dynasty, ex-Navios Dynasty, ex-Dynasty). IMO 8803446. Bulk carrier. Length 225 m, 9,161 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Mizushima (Japan) by Sanoyas Corp. Owned by Cyprus Maritime Co Ltd (Chypre). Detained in 2004 in Rotterdam (Netherlands) and in 2009 in Port Adelaide (Australia). Sold for demolition in Pakistan. 465 \$ US per ton including 200 t of bunkers.



*PSU Second* (ex-Arthur N, ex-Athesis Ore). IMO 8919350. Bulk carrier minéralier. Length 325 m, 35,276 t. Panamanian flag. Classification society RINA. Built in 1991 in Monfalcone (Italy) by Fincantieri Italiani. Owned by RGL Shipping Pte Ltd (Singapore). Sold for demolition in Bangladesh. 497 \$ US per ton.



*Qing Bao Shi* (ex-Smarta, ex-St. Thomas, ex-Akharja, ex-Boris Gordeyev). IMO 8623913. Bulk carrier. Length 215 m, 13,330 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Nikolayev (Ukraine) by Okean. Owned by Fujian Xiamen Shipping Co Ltd (China). Sold for demolition in China.


*Qing Quan Shan (ex-Liu He)*. IMO 8506191. Bulk carrier. Length 231 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Jiangnan Shipyard ; ex tanker converted to bulk carrier in 2008. Owned by China Shipping Bulk Carrier Co (China). Sold for demolition in China.

*Ricstar (ex-Soyang, ex-Ri Zhao Steel No,1, ex-Lanikai, ex-Magic Wand, ex-Magic Wang, ex-Penelope V, ex-Iolcos Sapphire, ex-Sapphire)*. IMO 8715297. Bulk carrier. Length 224 m, 9,724 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1988 in Sasebo (Japan) by Sasebo H.I. Owned by Shinhan Capital Co (South Korea). Detained in 2005 in Rhode Island (United States). Sold for demolition in Bangladesh. 470 \$ US per ton.



*Rose of Sea (ex-Pearl of Sea, ex-Androniki, ex-Manora Naree, ex-Federal Bergen, ex-Thunder Bay, ex-Federal Bergen, ex-High Peak)*. IMO 8306797. Bulk carrier. Length 181 m, 6,594 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Muroran (Japan) by Hakodate. Owned by Sea Gate Management Co SA (Egypt). Detained in 1998 in Kingston (Canada), in 2010 in Durban (South Africa), in 2011 in Vishakhapatnam and in Kandla (India), in 2012 de nouveau in Kandla, in 2013 in Tuticorin and in 2014 de nouveau in Kandla. Sold for demolition in Pakistan.



 *Sampan (ex-Tribuno)*. IMO 8404874. Bulk carrier. Length 199 m, 9,647 t. Deflagged to Liberia to Palau for her last voyage as *Sam*. Classification society RINA. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Detained in in 2003 in Cartagena (Spain), in 2004 in Newcastle (Australia), in 2005 in Naples (Italy), in 2007 in Cartagena again, in 2008 in Valencia (Spain) and in 2010 in Punta Arenas (Chile). Sold by her Uruguayan shipowner Latino Americana De Navegacion to the Indian Prayati Shipping Pvt Ltd just prior to her departure for demolition in India.



At Santa Fe (Argentina), April 2011 © Rodrigo L. Rivero

*Santa Barbara (ex-Parnassos, ex-Pandias, ex-Kepbay)*. IMO 8109010. Bulk carrier. Length 183 m, 8,103 t. Barbados flag. Classification society Det Norske Veritas. Built in 1984 in Chiba (Japan) by Mitsui. Owned by G Bulk Corp (Greece). Detained in 2004 in Kwinana (Australia). Sold for demolition in Pakistan. 485 \$ US per ton including 350 t of bunkers.



*Santa Barbara* at Kakinada anchorage, India, February 2012  
© Katsoulakis Manos



*Sea Baisi*. IMO 9125803. Bulk carrier. Length 172 m. Panamanian flag. Classification society China Classification Society. Built in 1997 in Tianjin (China) by Tianjin Xingang. Owned by COSCO (China). Detained in 2000 in Long Beach (United States) and in 2009 in Hamburg (Germany). Sold for demolition in China.



Entering Courtenay Bay at Saint John's, Canada. December 2013  
© **Andre Cas**



*Sea Harvest* (ex-*Great Harvest*, ex-*Agie SB*, ex-*Sky Duke*, ex-*Halla Fortune*, ex-*New Amity*, ex-*Hokoku MARU*). IMO 8501610. Bulk carrier. Length 225 m, 10,784 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Harvest*. Classification society Panama Shipping Registrar Inc. Built in 1986 in Mihara (Japan) by Koyo DY Co. Owned by Shipping Allied Corp (South Korea). Detained in 2003 in Gladstone (Australia), in 2007 in Bandar Abbas (Iran) and in 2014 in Donghae (South Korea). Sold for demolition in Bangladesh. 475 \$ US per ton.



*Tai Gu Hai*. IMO 8318300. Bulk carrier. Length 186 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shanghai (China) by Hudong Shipyard. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

*Tanais Leader* (ex-*Adventurer*, ex-*Sea Rose*, ex-*Handy Rose*, ex-*Sun Rose*, ex-*Hellespont Daring*, ex-*Sanko Daring*). IMO 8400206. Bulk carrier. Length 168 m, 5,651 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Tanais Shipping (Malta). Detained in 2012 in Rouen (France). Sold for demolition in India. 478 \$ US per ton.



*Trans Tenang* (ex-*Xanadu*, ex-*Maria*, ex-*Cedrela*, ex-*Western Jade*, ex-*Dimitros Critikos*, ex-*Kepbrave*). IMO 8307545. Bulk carrier. Length 183 m, 8,119 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Chiba (Japan) by Mitsui. Owned by Bintang Trans Lintas Pt (Indonesia). Detained in 2005 in Port Kembla (Australia), in 2006 in Aliaga and in KDZ Ereğli (Turkey), in 2007 in Bunbury (Australia), in 2008 in Tianjin (China) and in 2010 in Aqaba (Jordan). Sold for demolition in Bangladesh.



At Pantai Prigi (Java, Indonesia), June 2011 © **Carlo Kawilarang**

*Wan Li* (ex-*Atlantic Might*, ex-*Ulcas*, ex-*Kelvin Resource*, ex-*Bream*). IMO 8316479. Bulk carrier. Length 189 m, 8,275 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Wan Jia International Shipping (China). Detained in 2001 in A Coruña (Spain). Sold for demolition in Pakistan.



*Xin Peng* (ex-*Angel Pearl*, ex-*Surmene 4*, ex-*Neo Chrysanthemum*, ex-*Sanko Chrysanthemum*). IMO 8308965. Bulk carrier. Length 181 m, 7,140 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Aioi (Japan) by IHI. Owned by Zhonghang Maritime Service Co Ltd (China). Detained in 2002 in Newcastle (Australia), in 2007 in Bandar Abbas (Iran) and in 2010 in Vancouver (Canada) and in 2012 in Xiamen (China). Sold for demolition in Bangladesh. 493 \$ US per ton.





*Xing Hua* (ex-*Ilena*, ex-*Spirit*, ex-*Norman Spirit*, ex-*John G*, ex-*John Gregos*). IMO 7526168. Bulk carrier. Length 169 m, 6,622 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Xin*. Classification society



Panama Shipping Registrar. Built in 1977 in Oshima (Japan) by Oshima SB. Owned by Fujian Huarong Marine Shipping Group Corp (China). Detained in 2001 in Coruña (Spain) and in 2014 in Xiamen (China). Sold as is in Keelung (Taiwan) for demolition in Bangladesh. 405 \$ US per ton.

At Keelung, Taiwan © Chun Hsi

*Xing Ji Da* rebaptisé *Ji Da* for her last voyage (ex-*Miltiades*, ex-*Toro*, ex-*Ulloa*, ex-*Astart*, ex-*Liberty*, ex-*La Liberte*). IMO 8208323. Bulk carrier. Length 178 m, 6,354 t. Cambodian flag. Classification society International Register of Shipping. Built in 1983 in Setoda (Japan) by Naikai. Owned by Glory Ships Co Ltd (China). Detained in 2006 in Sept-Iles (Canada) and in 2007 in Quebec City (Canada). Sold for demolition in India.



*Xuchanghai*. IMO 9158379. Bulk carrier. Length 175 m. Panamanian flag. Classification society China Classification Society. Built in 1997 in Shanghai (China) by Hudong Zhonghua Shipbuilding. Owned by COSCO Bulk (China). Detained in 2010 in Townsville (Australia). Sold for demolition in Jiangyin, China.



*Yialia* (ex-*Newlead Esmeralda*, ex-*Grand Esmeralda*, ex-*Santa Esmeralda*, ex-*Oceanic Ensign*, ex-*Oceanic Esprit*, ex-*Merchant Pride*). IMO 8920062. Bulk carrier. Length 225 m, 9,483 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Tsu (Japan) by NKK. Owned by Karlog Shipping Co Ltd (Greece). Detained in 2002 in Lisbon (Portugal). Sold for demolition in Pakistan. 504 \$ US per ton.



*Yin Peng* (ex-*English Eminence*, ex-*Schwyz*, ex-*Aztlan*, ex-*Orient River*). IMO 8901781. Bulk carrier. Length 186 m, 8,015 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Numakuma (Japan) by Tsuneishi Shipbuilding. Owned by Shanghai Time Shipping Co Ltd (China). Sold for demolition in Jingjiang, China by Su Heng Ocean Engineering Co.



*Yin Peng* at Shanghai (China), May 2005 © Andreas Schlatterer



*Yu Qi Hai* (ex-*Western Trade*, ex-*Platon*, ex-*Kyriaki*). IMO 8000563. Bulk carrier. Length 225 m, 10,647 t. Deflagged to St. Kitts and Nevis for her last voyage as *Yu Qi*. Classification society China Classification Society. Built in 1981 in Tsurumi (Japan) by Nippon Kokan. Owned by COSCO (China). Detained in 2003 in Newcastle (Australia). Sold for demolition in Bangladesh. 440 \$ US per ton.



*Zhe Hai 126 (ex-Giorgis, ex-Halla Moon, ex-Ocean Cosmos)*. IMO 8507597. Bulk carrier. Length 159 m. Chinese flag. Unknown classification society. Built in 1985 in Imabari (Japan) by Imabari Zosen. Owned by Zhejiang Wenzhou Marine Shipping Ltd (China). Sold for demolition in China by Zhoushan Changhong International.



*Zhong Chang 58 (ex-Maltigua, ex-Millennium Dawn, ex-Golden Alpha, ex-Maersk Cedar, ex-Melanie, ex-Marimo)*. IMO 8511718. Bulk carrier. Length 167 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Hakodate (Japan) by Hakodate ; completed in Onishi by Kurushima. Owned by Shengsi Zhongchang Shipping (China). Sold for demolition in China.

*Zhong Chang 88 (ex-Sea Blessing, ex-Irene, ex-Trans Effort, ex-Okeanis)*. IMO 8401303. Bulk carrier. Length 183 m, 7,347 t. Chinese flag. Unknown classification society. Built in 1987 in Tamano (Japan) by Mitsui. Owned by Zhoushan Zhongchang Shipping (China). Detained in 2003 in Bunbury (Australia), Hong Kong and Port Lincoln (Australia). Sold for demolition in China. 260 \$ US per ton.



*Zi Bao Shi (ex-Tai Yang Hai, ex-Sun Sea, ex-Konkar Theodora, ex-Flavia, ex-Anafi)*. IMO 8401389. Bulk carrier. Length 222 m, 9,229 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Tsurumi (Japan) by NKK. Owned by Fujian Xiamen Shipping Co Ltd (China). Sold for demolition in China.




*Zi Bao Shi* on the coal berth, Tianjin Xingang, China January 2008 © Craig Feierabend

## Cement carrier

*Corregidora (ex-Iowa Trader)*. IMO 7821166. Cement carrier. Length 187 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Orange (United States) by Levingston Shipbuilding. Owned by Surat Deniz Evi Ticaret Ltd (Turkey). Detained in 2008 in Canakkale (Turkey) and in 2011 in Damietta (Egypt). Sold for demolition in Turkey.



*Corregidora*, September 2013. Leaving harbour after repairs at Palumbo dockyard. Valletta, Malta © Emmanuel./ L M.Schembri.

 *Morning Carrier (ex-Morning Sea Gull, ex-Duchess, ex-Sinar Anita, ex-Sinar Azlina)*. IMO 8518649. General cargo carrier converted to cement carrier in 2006. Length 108 m. Deflagged from Panama to Tanzania for her last voyage as *Mor*. Classification society Korean Register of Shipping. Built in 1986 in Saiki (Japan) by Honda. Owned by Seabulk Shipping (Greece). Detained in 2001 in Bangkok (Thailand) and Rizhao (China) and in 2003 in Hong Kong (China). Sold for demolition in Turkey.





## General cargo

*A Hamadah* (ex-*Barwaaqo*, ex-*East Castle*, ex-*East Cas*, ex-*East Cast*, ex-*Blue Stone*, ex-*Marika*, ex-*Agios Mattheos*, ex-*Ivan Gorthon*). IMO 7229411. General cargo. Length 103 m, 3,310 t. Tanzanian flag. Classification society



Intertek Maritime Bureau. Built in 1972 in Rauma (Finland) by Hollming ; jumboized in 1975 and lengthened from 103 to 115 m. Owned by Al Huda Shipping Co SA (Panama). Detained in 1998 in Raahe (Finland), in 2005 in Venice (Italy) and in 2010 in Suez (Egypt). Sold for demolition in India.

*Barwaaqo*, Berbera (Somalia) arrival, February 2012.  
© J Brodersen

*Adi* (ex-*Aladin*, ex-*Aladin I*, ex-*Aladin*). IMO 8128896. General cargo. Length 82 m. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1982 in Wewelsfleth (Germany) by Hugo Peters. Owned by Tomini Trading Srl (Romania). Detained in 1999 in Belfast (United Kingdom), in 2007 in Santander (Spain), Antwerp (Belgium), Moerdijk (Netherlands), Brest (France) and Shoreham (United Kingdom), in 2008 in Cagliari (Italy) and Coleraine (United Kingdom), in 2009 in Nikolayev (Ukraine) and Barking (United Kingdom), in 2010 in Ashdod (Israel) and Antalya (Turkey) and in 2013 and 2014 in Constanta (Romania). Gold medalist on the podium of substandard ships in this 38<sup>th</sup> issue with 14 detentions. Sold for demolition in Turkey.



*Al Marwa* (ex-*Nabil H*, ex-*Ayhan Atasoy*, ex-*Frio Espana*, ex-*Etalon*, ex-*Frost Express*, ex-*Esquimal*). IMO 7911698. Ex reefer used as general cargo carrier since 2006. Length 103 m, 2,022 t. Togolese flag. Classification society Intertek Maritime Bureau. Built in 1981 in Gijon (Spain) by Juliana Gijonesa. Owned by Sea Star Marine Services LLC (United Arab Emirates). Detained in 2006 in Izmit (Turkey). Sold for demolition in India in Mumbai.



*An Ning Jian*. IMO 8400830. General cargo. Length 149 m, 5,579 t. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by COSCOL (China). Sold for demolition in China.

*Anja Funk* (ex-*Lever*, ex-*Dever*, ex-*Karat II*, ex-*Europe*, ex-*Nautilus*, ex-*Ville d'Aurore*, ex-*Baracuda*, ex-*Deichland*, ex-*Bomberg*, ex-*Roxane Kersten*, ex-*Bomberg*). IMO 7120720.



General cargo. Length 91 m. Panamanian flag. Classification society International Register of Shipping. Built in 1971 in Neuenfelde (Germany) by Sietas. Owned by Arabella Entreprises Corp (Iles Canary Islands, Spain). Detained in 1999 in Arkhangelsk (Russia), in 2000 in Belfast (United Kingdom), in 2002 in Setubal (Portugal), in 2003 in Bassens (France), in 2006 in Bordeaux (France) and in 2007 in Cadiz (Spain) and Lisbon (Portugal). Sold for demolition in Turkey.

Old Lady *Anja Funk* in Las Palmas (Canary Islands, Spain), March 2012 © Rico Voss



*Anthea (ex-Skauboard)*. IMO 9112973. General cargo. Length 196 m, 13,453 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Shanghai (China) by Jiangnan Shipyard. Owned by NSC Schiffahrtsgesellschaft mbH & Cie KG (Germany). Detained in 2013 in Rotterdam (Netherlands). Sold for demolition in India. 470 \$ US per ton including 150 t of bunkers.



*Atlantic Impala (ex-Rotorua, ex-Nord I, ex-Nordana Surveyor, ex-Bremer Falcon, ex-Global Falcon, ex-Georgiy Tovstonogov)*. IMO 8902280. General cargo. Length 173 m, 9,025 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Warnemünde (Germany) by Warnowwerft. Owned by Atlantic Ship Management (Ukraine). Detained in 2007 and 2009 in Montreal (Canada). Sold for demolition in Bangladesh.



*Beauty (ex-Jin Hai 8, ex-Quiang Shun, ex-Prosperity Ocean, ex-Chang Xiong, ex-Bunga 5, ex-Balsa 6, ex-Balsa VI)*. IMO 8103937. General cargo. Length 106 m, 2,169 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1981 in Akitsu (Japan) by Taihei Kogyo. Owned by Jian Da International Shipping (China). Detained in 2012 in Xiamen (China), in 2013 in Xiamen again, then in Fuzhou (China) and in 2014 in Xiamen once more then in Miyakojima (Japan). Sold for demolition in Bangladesh.



Port of Keelung, Taiwan; March 2010. © Stephen Chester


*Bright (ex-Bright Marine, ex-Inter David, ex-Dvina, ex-Kathryn, ex-Maya n°3, ex-Ho Ming n°3)*. IMO 8118669. General cargo. Length 119 m, 2,877 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1981 in Akitsu (Japan) by Taihei. Owned by Fuh Fung Navigation (Taiwan). Detained in 2004 in Hong Kong (China), in 2009 in Yangzhou (China), in 2011 in Nantong (China) and in 2012 in Tianjin (China), Dalian (China) and Taicang (China). Sold for demolition in Bangladesh. 450 \$ US per ton.




*Bright*, at Port: Sovetskaya, Gavan, Russia, September 2014 © Bushmakin



*Bright Future (ex-Hai Ning, ex-Bell Korea, ex-Jin Korea, ex-Fareast Pilot, ex-Western Venture)*. IMO 8304103. General cargo. Length 96 m, 1,878 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1984 in Hakata (Japan) by Murakami Hide. Owned by Union Rich International (China). Detained in 2001 in Fushiki (Japan), in 2005 in Gunsan and in Masan (South Korea), in 2008 in Tokyo (Japan), in 2009 in Changshu (China), in 2010 in Onahama (Japan), in 2013 in Zhenjiang (China) and in Ho Chi Minh City (Vietnam) and in 2014 in Taizhou (China). Sold for demolition in Bangladesh. 395 \$ US per ton.







 *Danum 151 (ex-Johan Bright, ex-Permai II, ex-Nordbay, ex-Tiger Bay, ex-Nordbay, ex-Mediterranean Sky, ex-Nordbay)*. IMO 7707463. General cargo. Length 120 m, 2,660 t. Deflagged from Malaysia to Panama for her last voyage. Classification society Biro Klasifikasi Indonesia. Built in 1980 in Singapore by Singapore Shipyard. Owned by Shin Yang Shipping Sdn Bhd (Malaysia). Detained in 2001 in Singapore. Sold for demolition in Bangladesh.








*Danum 153* (ex-*Johan Star*, ex-*Sima Star*, ex-*Nordstar*, ex-*Tiger Star*, ex-*Nordstar*, ex-*Maersk Primo*, ex-*Nordstar*, ex-*Mediterranean Sun*, ex-*Nordstar*, ex-*City of Salerno*). IMO 7707437. General cargo. Length 120 m, 2,659 t. Malaysian flag. Unknown classification society. Built in 1981 in Singapore by Singapore Shipyard. Owned by Shin Yang Shipping (Malaysia). Sold for demolition in Bangladesh. 

 *Deryoung Sky* (ex-*Brother Troth*, ex-*Kertau*). IMO 8130916. General cargo. Length 96 m, 1,675 t. Deflagged from Panama to Tuvalu for her last voyage as *Young Sky*. Classification society Nippon Kaiji Kyokai . Built in 1986 in Akitsu (Japan) by Taihei Kogyo. Owned by Deryoung Maritime Co Sa (Taiwan). Detained in 2000 and 2002 in Hong Kong (China), in 2008 in Quanzhou and in Shenzen (China), in 2009 in Shenzen again and in 2012 in Xiamen (China). Sold for demolition in Bangladesh. 

 *Dneprovets 4*. IMO 8936047. General cargo. Length 84 m. Deflagged from Ukraine to Tanzania for her last voyage. Unknown classification society. Built in 1989 in Nijni Novgorod (Russia) by 40-aya Godovshchina Oktyabra. Owned by Ukrrihflot JSC (Ukraine). Sold for demolition in Turkey. 

*Edmondo* (ex-*Cesme I*). IMO 7604556. General cargo. Length 80 m. Turkish flag. Classification society Turk Loydu. Built in 1986 in Tuzla (Turkey) by Celiktekn Sanayi ; completed in Camialti by Turkiye Gemi. Owned by Mena Denizcilik (Turkey). Detained in 2001 in Marina Di Carrara (Italy), in 2004 in Tulcea (Romania), in 2005 in Constanta (Romania) and in 2009 in Damietta (Egypt). Sold for demolition in Turkey.  

 *Express* (ex-*Magexpress*, ex-*Golden Progress*, ex-*Pancon Progress*, ex-*Progress Carrier I*). IMO 8129058. General cargo. Length 104 m, 2,233 t. Deflagged to Palau for her last voyage. Classification society International Register of Shipping. Built in 1982 in Singapore by Asia-Pacific Shipyard. Detained in 2006 and 2010 in Bandar Khomeini (Iran) and in 2014 in Asaluyeb (Iran). Sold for demolition in India.  

 *Falshoeft* (ex-*Nirint Spirit*, ex-*OXL Fakir*, ex-*Nirint Pride*, ex-*CEC Atlantic*). IMO 9214575. General cargo. Length 134 m, 4,714 t. Deflagged from Liberia to Tuvalu for her last voyage as *Scorpio*. Classification society Germanischer Lloyd. Built in 2000 in Dalian (China) by Dalian SY Co. On August 30th, 2009, as the *Nirint Pride* flying the Isle of Man flag, she collided with the Panamanian container ship *MSC Nikita* (257 m in length) off Hook of Holland (Netherlands). The 2 vessels were towed to Rotterdam but *MSC Nikita* did not survive: in April 2010, she headed to China under tow, nicknamed *Niki* and deflagged to Belize (Cf. [Ship-breaking # 19](#), p 2 and 26). *Nirint Pride* was repaired, renamed and resumed sailing. She has just been sold by her German shipowner Brise Schiffahrts GmbH to the Indian Doehle Danautic, deflagged and renamed prior to her departure for demolition in India. 



*Nirint Pride*  
© Cargolaw



after collision

*MSC Nikita*  
© Pilot Frans

*Fidelity I* (ex-Parnassos II, ex-Maria, ex-Mindaugas, ex-Chaplanovo). IMO 8901016.



General cargo. Length 97 m, 2,608 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Ships and in 2013 in Trieste (Italy). Sold for demolition in Turkey.

*Fidelity I* at Drapetsona Bay (Piraeus, Greece), May 2014  
© Dennis Mortimer

*Freedom* (ex-Jin Man Yang, ex-Jin Man Chuan). IMO 9145633. General cargo. Length 128 m, 3,663 t. Hong Kong flag. Classification society China Classification Society. Built in 1997 in Stralsund (Germany) by Volkswerft. Owned by Shanghai Jinjiang Shipping (China). Detained in 2009 in Incheon (South Korea). Sold as is in Shanghai for demolition in Bangladesh. 380 \$ US per ton including 300 t of bunkers.



*Golden Time* (ex-Red River, ex-Asian Palm, ex-Asian Phoenix, ex-Queenly). IMO 8518792. General cargo. Length 100 m, 2,392 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Kochi (Japan) by Kochi Jyuko. Owned by Dalian Panocean International (China). Detained in 2012 in Zhanjiang (China). Sold for demolition in Bangladesh.



*Hai Neng* (ex-Hai Nun, ex-General Tirona, ex-William Oldendorff, ex-General Tirona, ex-Lanka Amila, ex-General Tirona, ex-Jepsen Tauranga). IMO 8307636. General cargo. Length 175 m, 7,749t. Chinese flag. Classification society Det Norske Veritas. Built in 1985 in Tsu (Japan) by Nippon Kokan. Owned by Shanghai Time Shipping Co Ltd (China). Detained in 2001 in Guangzhou (China). Sold for demolition in China by Taizhou Weiye Ship Scrapping.



March 1999, *General Tirona* in Rotterdam (Netherlands)  
© Har / Shipspotting



May 2013, *Hai Neng* on the Yangtze River  
© aquarius78 /Shipspotting

*Haja K* (ex-Sinjar, ex-Susie, ex-Husi). IMO 7941978. General cargo. Length 131 m, 3,500 t. Panamanian flag. Classification society Isthmus Bureau of Shipping Built in 1980 in Braila (Romania) by Braila Santierul Naval. Owned by IM Marine Services Ltd (United Kingdom). Detained in 2001 in Setubal (Portugal), in 2002 in Santander (Spain), in 2003 in Southampton (United Kingdom) and in 2011 in Alexandria (Egypt). Sold for demolition in Turkey.



*Hannes* (ex-Corally, ex-Coralli, ex-Bremer Banken, ex-Coralli, ex-Carina, ex-Hackling Blue, ex-Skanden, ex-Margret, ex-Margret Knuppel, ex-Pinto, ex-Hannes Knuppel). IMO 7117503. General cargo. Length 88 m. Panamanian flag. Classification society Overseas Marine Certification Service. Built in 1971 in Neuenfelde (Germany) by JJ Sietas. Owned by Arabella Enterprise (Canary Islands, Spain). Sold for demolition in Turkey.



*Helene* (ex-Saturn, ex-Monagas, ex-Saturn, ex-Fas Trieste, ex-EWL Rotterdam, ex-Saturn, ex- Zim Caribe II, ex-Gothia, ex-Medipas Sky, ex-Nicolo Gazzolo, ex-Gothia, ex-Jumna Pioneer, ex-Gothia, ex-Concorde Antilles, ex-CCNI Andino, ex-Gothia, ex-European Eagle, ex-Gothia). IMO 8007183. General cargo. Length 126 m. Faroe Islands flag. Classification society Germanischer Lloyd. Built in 1980 in Bremerhaven (Germany) by Rickmers. Owned by Storesletten Rederi AS (Norway). Detained in 2011 in Cuxhaven (Germany). Sold for demolition in Grenaa, Denmark.



*Kertu* (ex-AB Liverpool, ex-Saar Liverpool). IMO 9125683. General cargo. Length 90 m, 1,306 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1996 in Galati (Romania) by Galati SN ; completed in Foxhol (Netherlands) by Damen Hoogezand. Owned by Hansa Ship Management (Estonia). On October 28, 2014, the *Kertu* ran aground on an islet off Nynashamn, south of Stockholm (Sweden). The hull was damaged, the ship was taking in water and an undetermined quantity of fuel started to leak. The coast guards moved in to evacuate the crewmen and control the pollution. The vessel was towed to Sweden for investigation purpose then towards Grenaa, Denmark for demolition.




The salvage of *Kertu* © Swedish Coast Guard

*Khudozhnik Tsyganov* (ex-Orient Wind, ex-Dong Chuan, ex-Emerald, ex-Mirny). IMO 8957479. General cargo. Length 108 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1977 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Morservis Co Ltd (Russia). Detained twice in 2002 and 2003 in Nakhodka (Russia), in 2004 in Akita (Japan), in 2008 in Taicang (China), in 2012 in Vladivostok (Russia) and in 2014 in Niigata (Japan), Akita (Japan) and Changshu (China). **Silver medal** on the podium of substandard ships with 10 detentions and gold medal for the master. In October 2014, she finally left for demolition in Jiangyin, China. See in front page, "*Khudozhnik Tsyganov*, for the worse and for the better " .



At Nakhodka (Russia), July 2012 © Andy.ru

 *Klos C* (ex-Klostertal, ex-Otztal). IMO 8918710. General cargo. Length 110 m. Deflagged from Panama to Belize first then Tanzania for her last voyage as *Madra*. Classification society Inter maritime Certification Services. Built in 1996 in Saint-Petersburg (Russia) by Severney. Sold to Madra Marine Co, a Marshall Islands-based shell company prior to her departure for demolition in Turkey.



*Kota Berkat* (ex-Cape Howe, ex-Newpac Cirrus, ex-Oceania Chief, ex-Tolteca, ex-NDS Kuito, ex-Tower Bridge, ex-Lykes Leader, ex-Tower Bridge, ex-Nordana Challenger, ex-Tower Bridge, ex-Maersk Abidjan, ex-Tower Bridge, ex-Kapitan Moshchinskiy, ex-Isla Pinzon, ex-Kapitan Moshchinskiy, ex-Nedlloyd Cristobal, ex-Kapitan Moshchinskiy, ex-Zim Jamaica, ex-Kapitan Moshchinskiy). IMO 8918071. General cargo. Length 155 m, 7,170 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1992 in Rostock (Germany) by Neptun-Warnow. Owned by Pacific International Lines (Singapore). Detained in 2009 in Brisbane (Australia) and in 2010 in Bunbury (Australia). Sold for demolition in Bangladesh. 490 \$ US per ton.



Singapore, November 2014 **John Regan**

*Kyme* (ex-Beverly, ex-Beverli, ex-Beverly, ex-Sioux, ex-Volgo-Balt 154). IMO 8866199. General cargo. Length 114 m, 1,006 t. Cambodian flag. Classification society Overseas Marine Certification Services. Built in 1972 in Komarno (Slovaquie) by ZTS. Owned by Puta Denizcilik Gemi (Turkey). Sold for demolition in Turkey.



*Kyme*, southbound through the Istanbul Strait. June 2013 © **Cavit Ege Tulça**

*Lily Regal* (ex-Hanseduo, ex-Armada Holland, ex-Hanseduo, ex-Sea Mariner, ex-Kent Explorer, ex-Johanna Borchard, ex-Emcol Carrier, ex-Caravelle, ex-Holcan Elbe, ex-Kahira, ex-Caravelle). IMO 8324725. General cargo. Length 117 m, 3,348 t. Mongolian flag. Classification society Germanischer Lloyd. Built in 1984 in Neuenfelde (Germany) by Sietas. Owned by Lily Enterprises (Iles Maldives). Sold for demolition in Bangladesh.



*Lim* (ex-Limpopo, ex-Margrethe, ex-Margret Knuppel, ex-Sea Expedition, ex-Sea Pilot, ex-Cielo di Venezia, ex-Christine Delmas, ex-Maersk Caracas, ex-Sea-Land Salvador, ex-Maya Tikal, ex-Sleipner, ex-Wiking, ex-Karyatein, ex-City of Salerno, ex-Kahira, ex-Wiking, ex-Woermann Ulanga, ex-Wiking I, ex-Dalsa, ex-Jork Eagle, ex-Wiking). IMO 8407747. General cargo. Length 133 m, 4,265 t. St.Vincent and Grenadines flag. Classification society Germanischer Lloyd. Built in 1984 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Anamila Doo (Croatia). With 22 renamings, she sets the highest record ever, better than *Kota Berkat* (see above). Sold for demolition in India.



*Marie* (ex-Marie Rickmers, ex-CCNI Amadeo, ex-CCNI Austral, ex-CSAV Genoa, ex-Lykes Challenger, ex-CCNI Austral). IMO 9145061. General cargo. Length 171 m, 9,909 t. Liberian flag. Classification society



Germanischer Lloyd. Built in 1999 in Szczecin (Poland) by Szczecinska Porta. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2014 in New Orleans (United States). Sold for demolition in India. 505 \$ US per ton.

*Marie* at Davant, Plaquemines (United States), August 2014 © **Captain Ted**



*MPP Arrow* (ex-*Ual Nigeria*, ex-*CEC Culembourg*, ex-*Seaboard Eagle*, ex-*CEC Culembourg*). IMO 9225146. General cargo. Length 100 m, 3,541 t.

Renamed *Arrow* for her last voyage, she was deflagged from Germany to Comoros. Classification society Bureau Veritas. Built in 2000 in Shanghai (China) by Zhonghua Shipyard. Detained in 2010 in Odessa (Ukraine) and in 2012 in Mersin (Turkey). Sold by her Greek shipowner Elmira Shipping to Manio Shipping Inc, a St. Kitts and Nevis-based shell company just prior to her departure for demolition in India. The 3 sisterships *MPP Arrow*, *MPP Shield* and *MPP Triumph* have had the same fate, resale and deflagging.



*MPP Arrow*, at Port Kembla (Australia), January 2014 © Peter Karberg



*MPP Shield* (ex-*Hual Houston*, ex-*CEC Cardiff*, ex-*Seaboard Explorer*, ex-*Clipper Cardiff*, ex-*Maersk Brooklyn*, ex-*Clipper Cardiff*). IMO 9169847.

General cargo. Length 100 m, 3,647 t. Deflagged from Marshall Islands to Comoros for her last voyage. Classification society Bureau Veritas. Built in 1998 in Shanghai (China) by Hudong Zhonghua Shipyard. Owned by Elmira Shipping & Trading SA (Greece). Detained in 2010 in Bandar Abbas (Iran) and in 2013 in Novorossiysk (Russia). Sold for demolition in India.



*MPP Triumph* (ex-*OXL riumph*, ex-*CEC Castle*). IMO 9235139. General cargo. Length 100 m, 3,560 t. Deflagged from Marshall Islands to Comoros.

Classification society Bureau Veritas, Union Marine Classification Society for the last voyage as *Triumph*. Built in 2001 in Shanghai (China) by Hudong Zhonghua Shipbuilding Group. Detained in 2012 in Qinhuangdao (China) and in 2013 in Singapore. Sold to Ruyek Maritime Inc just prior to her departure for demolition in India.



*MSC Isabelle* (ex-*Prinsengracht*). IMO 8414740. General cargo. Length 113 m, 3,590 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Shimizu (Japan) by Miho. Owned by MSC Mediterranean Shipping Company (Switzerland). Detained in 2007 in Barcelona (Spain). Sold for demolition in India. 414 \$ US per ton.



*Ocean Land* (ex-*Oceanic Land*, ex-*Grumant*, ex-*Western Falcon*, ex-*Spraynes*, ex-*Barkald*, ex-*Wani Tiger*, ex-*Spraynes*). IMO 8300626. General cargo. Length 170 m, 7,142 t. St. Kitts and Nevis flag. Classification society Bureau Veritas. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Osman Shipping Llc (United Arab Emirates). Detained in 2003 in Newcastle (Australia), in 2004 in Vancouver (Canada), in 2005 in Houston (Texas, United States), in 2011 in Aliaga (Turkey) and in 2012 in Madras (India). Sold for demolition in Bangladesh.



*Ocean Land* at Safaga, Egypt, December 2012 © Brian Brady

*Perun* (ex-*Phoros*, ex-*Sea Prospect*, ex-*Nobility*, ex-*Express Prudence*, ex-*Prudence*, ex-*Annagel Prudence*, ex-*Chefoo*, ex-*Alpha Challenge*). IMO 8314823. General cargo. Length 145 m, 4,275 t. St. Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Canpak Marine & Trading (United Arab Emirates). Detained in 2012 in Aliaga (Turkey). Sold for demolition in Pakistan.




*Red Tower* (ex-*Mariner II*, ex-*Mariner*, ex-*Mariner II*, ex-*Mariner*, ex-*Sofia S*, ex-*Cierzo*). IMO 7627625. General cargo. Length 106 m, 2,320 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1979 in Meira (Spain) by Construcciones. Owned by Tower Shipping Co SA (United Arab Emirates). Detained in 2000 in Aveiro (Portgal), in 2006 in Larnaca (Chypre), in 2008 in Alexandria (Egypt) and in 2011 in Koper (Slovenia). Sold for demolition in India.




As *Sophia S*, i.e. in the years 1991-2002, approaching the lock at King George Dock, Hull (United Kingdom)  
© PWR / Shipspotting

*Reina Rosa*. IMO 9112569. General cargo. Length 128 m, 4,256 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Hachinohe (Japan) by Kitanihon. Owned by Far-East Transport Co Ltd (Japan). Detained in 2002 in Vancouver (Canada) and in 2013 twice in Yokohama (Japan). Sold for demolition in Bangladesh.



 *Saros* (ex-*Livadiya*, ex-*Lidiya*, ex-*Kakurnyy*). IMO 8423519. General cargo. Length 55 m. Deflagged from Ukraine to Togo for her last voyage as *Sar*. Unknown classification society. Built in 1985 in Khabarovsk (Russia) by S.M.Kirova; ex trawler ship converted to general cargo carrier in 2000. Owned by Ellada Shipping Co (Ukraine). Detained in 2000 in Kavala (Greece) and Civitavecchia (Italy), in 2001 in Bilbao (Spain) and in 2005 in Istanbul (Turkey). Sold for demolition in Turkey.



 *Slavutich 13*. IMO 8841527. General cargo. Length 109 m, 1,312 t. Deflagged from Cyprus to Belize for her last voyage. Classification society Russian Maritime Register of Shipping. Built in 1988 in Kiev (Ukraine) by Kiyevskiy SSZ. Owned by ING e Mantovani Spa (Italy). Detained in 2004 in Rostov-on-Don (Russia), in 2009 in Rimini and in Venice (Italy) and in 2011 in Trieste (Italy). Sold for demolition in Turkey.



*Sophie* (ex-*Sophie Rickmers*, ex-*CCNI Aviles*, ex-*CCNI Antofagasta*, ex-*CSAV Barcelona*, ex-*CCNI Antofagasta*, ex-*CSAV Barcelona*, ex-*CCNI Antofagasta*, ex-*Contship Mexico*, ex-*CCNI Antofagasta*). IMO 9131278. General cargo. Length 171 m, 9,914 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1999 in Szczecin (Poland) by Szczecinska. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold for demolition in India. 485 \$ US per ton.




*Sophie* at Maassluis, Rotterdam (Netherlands), April 2014  
© Hannes van Rijn



*Southern Sea* (ex-Lanka Mahapola, ex-X-Press Trisuli, ex-Lanka Mahapola). IMO 8203971. General cargo. Length 129 m, 4,057 t. Moldovan flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Ocean Marine Services (Sri Lanka). Detained in 2010 in Bandar Abbas (Iran) and in 2012 twice in Durban (South Africa). Sold for demolition in India.



 *Tanto Karunia II* (ex-Oriental Pearl, ex-Sin Hai, ex-Annapurna, ex-Ocean Crown, ex-Moanna Pacific, ex-Seahawk, ex-Atkantic Carrier, ex-Ruth Drescher). IMO 8129943. General cargo. Length 148 m, 5,168 t. Indonesian flag, Tuvalu flag for her last voyage as *Karunia*. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Tanto Intim Line Pt (Indonesia). Sold for demolition in Bangladesh



At Belawan, Indonesia, December 2010  
© Vladimir Knyaz



*TCI XPS* (ex-Tavake Ome, ex-Southern Moana II, ex-Tavake Oma, ex-Princess Cathryn, ex-Campbell, ex-Feng Shun, ex-Alex). IMO 8331962. General cargo. Length 83 m, 1,636 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Viareggio (Italy) by Codecasa Ugo. Owned by TCI Seaways (India). Detained in 2001 in Sydney (Australia). Sold for demolition in Bangladesh.



*Thai Dawn* (ex-Caria, ex-Victoria Bay, ex-Caria, ex-Santa Fe de Bogota, ex-Lanka Abhaya, ex-Norasia Caria, ex-Caria). IMO 8310956. General cargo. Length 169 m, 7,780 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1985 in Kiel (Germany) by Howaldtswerke-DW. Owned by MSI Ship Management Pte Ltd (Singapore). Detained in 1999 in Lisbon (Portugal). Sold for demolition in India. 410 \$ US per ton.



*Thai Harvest* (ex-Belo Oriente). IMO 8606305. General cargo. Length 174 m, 8,155 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Mizushima (Japan) by Sanoyas Corp. Owned by MSI Ship Management Pte Ltd (Singapore). Detained in 2009 in Antwerp (Belgium). Sold for demolition in India. 410 \$ US per ton.



*Trio Vega* (ex-Myrtind, ex-Ina, ex-Sanna, ex-Inger, ex-Sanna, ex-Teka). IMO 7116133. General cargo. Length 71 m. Sierra Leone flag. Classification society Overseas Marine Certification Service. Built in 1971 in Westerbroek (Netherlands) by Westerbroek SW. Owned by Arabella Enterprises Corp (Canary Islands, Spain). Detained in 2000 in Belfast (United Kingdom), in 2002 in Santa Cruz de Tenerife (Canary Islands, Spain), in 2006 in Las Palmas (Spain), in 2007 in Setubal (Portugal), in 2008 in Santa Cruz again, in 2011 in Las Palmas again and in 2013 in Setubal again. Sold for demolition in Turkey.



*Trio Vega*, at Las Palmas (Canary Islands, Spain) May 2013 © Eddie Walker



*Uni R* (ex-Sea Carrier, ex-Privilege, ex-Misty, ex-Lex Naranjo, ex-Ebano). IMO 8113138. General cargo. Length 120 m.



Tanzanian flag. Classification society Dromon Bureau of Shipping. Built in 1983 in Gijon (Spain) by Juliana Gijonese. Owned by Unimar Shipping Management (Egypt). Detained in 2011 and 2012 in Alexandria (Egypt) and in 2013 in Damietta (Egypt). Sold for demolition in Turkey.

*Uni R*, Kos, Greece on the Aegean Sea on June 2014 © Rob Renes

*Union Emma* (ex-Hopi Princess, ex-African Sanderling, ex-DS Attica, ex-Albert Oldendorf, ex-Attica, ex-Vaima, ex-Attica, ex-Ushuala, ex-MOstween 8, ex-Silver Gulf). IMO 8314756. General cargo. Length 153 m, 6,861 t. St. Vincent and Grenadines flag. Classification society RINA. Built in 1984 in Shimonoseki (Japan) by Hayashikane. Owned by Tranglory Shipping (China). Detained in 2000 in Hamburg (Germany) and in 2004 in Newcastle (Australia). Sold for demolition in India.



*Vinh Hoa* (ex-Asian Saffron, ex-Asian Lilac, ex-Sun Glory, ex-Sound Royal, ex-Southern Cross). IMO 8915172. General cargo. Length 97 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1989 in Imabari (Japan) by Nishi Zosen. Owned by VOSCO (Vietnam). Detained in 2000 in Hong Kong, in 2001 in Singapore and in 2009 in Mokpo (South Korea). Declared a « total loss » in December 2013, *Vinh Hoa* was toed for demolition in Busan in South Korea in Autumn 2014.



Photos Lappino



October 23



October 30



November 5

*Volgo Balt 121*. IMO 7226134. General cargo. Length 114 m, 1,205 t. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1970 in Komarno (Slovaquie) by ZTS Yard. Owned by Poseidon Ltd (Ukraine).



Detained in 2002 in Ortona (Italy), in 2005 and in 2007 in Izmit (Turkey), in 2009 in Samsun (Turkey) and in Azov (Russia), in 2012 in Aliaga and in Mersin (Turkey), in 2013 in Kherson (Ukraine) and in 2014 in again and twice in Aliaga. **Silver medallist** on the podium of substandard ships with 10 detentions. Sold for demolition in Turkey.



At Belgorod-Dnestrovsk (Ukraine), November 2011 © Fisher

*Xiang An Cheng* (ex-Kota Singa). IMO 8316431. General cargo. Length 146 m, 5,365 t. Panamanian flag. Classification society China Classification Society. Built in 1985 in Kobe (Japan) by Mitsubishi. Owned by COSCO (China). Detained in 2012 in Bandar Abbas (Iran). Sold for demolition in Jiangyin, China.



## Miscellaneous

### Dredger

★  *Arabatskiy*. IMO 6611681. Dredger. Length 82 m. Deflagged from Ukraine to  Panama for her last voyage. Classification society Global Shipping Bureau. Built in 1966 in Linthouse (United Kingdom) by Stephen. Owned by Black Sea & Azov Sea Dredging (Ukraine). Sold for demolition in Turkey.



*Arabatskiy* at berth in Odessa (Ukraine), August 2011  
© Vladimir Knyaz

### Research

*Beaufort* (ex-*Buk*). IMO 8895097. Research vessel. Length 54 m, t. German flag. Classification society Germanischer Lloyd. Built in 1969 in Gdansk (Poland) by Polnocna. Ex buoy and lighthouse tender vessel for the East-German Navy converted to research vessel in 2010. Owned by Frisia Offshore GmbH & Co KG (Germany). In September 2013, due to a technical failure, the *Beaufort* crashed into the jetty of Norderney, her homeport and the oldest German spa resort on the North Sea, causing damages for a cost of 20,000 €. One year later, she left to be demolished at Esbjerg, Denmark.



In Rostock-Warnemünde (Germany), August 1976  
© Bernd Bauer



December 13, 2014, *Beaufort* at Smeedegardens Recycling-Yard in Esbjerg. © Arne Jürgens

*Search* (ex-*Polar Search*, ex-*Mobil Search*). IMO 8014411. Seismic research vessel. Length 98 m. Norwegian flag. Classification society Det Norske Veritas. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by GC Rieber Shipping AS (Norway). Sold for demolition in Belgium.



Research in the Mediterranean © Equipage



Demolition in Ghent © bs1mrc / Shipspotting

**Offshore supply vessel**

*Maersk Gabarus* (ex-*Gabarus Bay*). IMO 8204949. Offshore supply vessel. Length 72 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. One of the 6 vessels designed by the Vancouver firm of Cleaver & Walkingshaw but only 2 of which were built in Canada, one in Vancouver by Bel-Aire Shipyard and the other one in Delta by Vito Steel Boats ; the other members of the family, among which the ex-*Gabarus Bay*, were delivered by the South Koreans shipyards. They had been ordered by Husky Oil Marketing Ltd and Bow Valley Resource Services Ltd to serve off Nova Scotia and Newfoundland. They were all acquired by A P Moller Maersk (Denmark) in 1988 but most of them went on working in Canada. On October 4<sup>th</sup>, 2014, *Maersk Gabarus* left St John's (Newfoundland) bound for the Galloo Recycling yard at Ghent (Belgium).



March 15, 1988. St.John's, NL. Maersk had just taken over the Husky boats, renamed them, and painted Maersk funnel marks. *Maersk Chignecto* and *Maersk Gabarus* (foreground) still have their unique Husky Bow Valley hull colours. © Tugfax / Mac Mackay



*Maersk Gabarus* at the Galloo Recycling scrapyard (VHR) group on October 15, 2014. © G.Gyssels

*Mainport Oak* (ex-*Smit-Lloyd 32*). IMO 8213902. Offshore supply vessel. Length 57 m, 1,151 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1983 in Hoogezand (Netherlands) by Hoogezand SW. Owned by Mainport International Corp (Ireland). Sold for demolition in Turkey.



*Smit Lloyd 32* assisting a tanker, offshore Cameroon, 2000. © Erwan Guéguénat



Arriving at Aberdeen, June 2008 © Paul Gowen

*Neel Kamal*. IMO 8316558. Offshore supply vessel. Length 59 m, 1,136 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Miyazaki (Japan) by Tonoura Dock. Owned by Varun Shipping Co Ltd (India). Sold for demolition in India.



*Neel Kamal* at Kakinada, India, August 2007 © Foggy

*Offshore Supplier* (ex-*Seahorse Supplier*, ex-*Stirling Oak*). IMO 7342249. Offshore supply vessel. Length 55 m, 640 t. Indian flag. Classification society Indian Register of Shipping. Built in 1974 in Selby (United Kingdom) by Cochrane & Sons. Owned by Raj Shipping Agencies Ltd (India). Sold for demolition in India in Mumbai.



At Mumbai © Pete Roberts / Marinetrffic

*Oil Valour* (ex-*Toisa Intrepid*, ex-*Omega 802*, ex-*Terra Nova Sea*, ex-*Balder Hesnes*). IMO 8121484. Offshore supply vessel. Length 65 m. Belize flag. Classification society American Bureau of Shipping. Built in 1983 in Arendal (Norway) by Aker Vindholmen. Owned by Tidewater Marine International Inc (United States). Detained in 2004 and 2008 in Darwin (Australia). Sold for an unknown destination of demolition.



*SCI 03*. IMO 8308472. Offshore supply vessel. Length 59 m, 1,278 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Singapore by Robin. Owned by SCI-Shipping Corporation of India (India). Sold for demolition in India in Mumbai.

*Subsea 5* (ex-*Fratelli Neri*, ex-*Asso Cinque*, ex-*Augustea Cinque*, ex-*Off Barcelona*). IMO 7504756. Offshore supply vessel. Length 60 m. St. Kitts and Nevis flag. Classification society RINA. Built in 1977 in Bilbao (Spain) by Maritima de Axpe. Owned by Subsea Petroleum Services (Egypt). Sold for demolition in Turkey.



*Tourmaline* (ex-*Mansal*, ex-*OSA Jaguar*). IMO 7430527. Offshore supply vessel. Length 57 m, 1,071 t. Indian flag. Classification society Indian Register of Shipping. Built in 1976 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Samson Maritime Ltd (India). Sold for demolition in Mumbai, India.

*Viva* (ex-*Statesman Service*). IMO 7414066. Offshore supply vessel. Length 62 m, 1,079 t. Indian flag. Classification society Indian Register of Shipping. Built in 1975 in Vancouver (Canada) by Bel-Aire Shipyard Ltd. Owned by Prince Marine Transport Services (India). Sold for demolition in Mumbai, India



© Prince Marine Transport Services

## The Sunken Ones

The protocol which entered into force in March 2006 within the framework of the London Convention outlines specific guidelines to apply when out of use vessels are sunk to create artificial reefs. The nature and volume of waste must be known, other possible management options must be taken into account, the impacts on the marine environment must be analysed and a post sinking management plan must be implemented. An official permit must be granted by coastal States. Regional Conventions have established the principle of prohibiting the dumping of old vessels. Such is the case of the OSPAR Convention (Protecting and Conserving the North-East Atlantic and its resources) and of the Barcelona Convention (for the Protection of the Marine Environment and the Coastal Region of the Mediterranean). These Conventions authorize the implantation of artificial reefs under the condition that the supports be of an inert nature such as stones or concrete modules and that environmental achievements be monitored.

The artificial reef industry is supported by suppliers of diving gear and by extremely active lobbying from the tourist business across the globe. This practice is more and more criticized by environmental NGOs, which have been slow to understand that old shipwrecks are contaminated habitats, and by countries pioneers in dumping, such as The United States where the scuttling of old hulls containing Persistent Organic Pollutants has been suspended. Merchants of diving suits, flippers, air cylinders and regulators present artificial reefs as biodiversity oases susceptible of mitigating the global impoverishment of the seabed. If this reasoning was correct and had any scientific basis, the world oceans would be lush and fertile given the number of wrecked vessels and planes in the ocean depths from accidents or war. One should add the 10 to 100 000 containers that fall into the sea each year and that are also wrecks. In that context, the highways of the seas should be a paradise for soles and rattails.

Slowly but surely, the firing window for artificial reef-wrecks is closing. International regulations also contribute to the wiping out of this hypocritical practice which allows waste holders to avoid the costs and responsibility of dismantling their ship under due process: the Convention on the Removal of Wrecks (Nairobi International Convention, adopted in 2007)<sup>1</sup> will enter into force on April 14, 2015 and will provide the legal basis for State Parties to call for the removal of wrecks for safety reasons or for the protection of the environment. EU Directives demand that Member States provide a place of refuge for ships in distress on the high seas.

All old vessels converted into artificial reefs are underwater polluting sites. They contaminate the ecosystem. They contain:

- asbestos in various forms in paints, navel pipes, seals, cables, line laggings, flooring adhesives and sub layers, partitions and suspended ceilings,
- PCBs (Poly Chloro Biphenyls) in linoleums, hydraulic oil and lubrication oil, paints, seals and mastics, capacitors and other electrical equipments
- Heavy metals (cadmium, chromium, lead, mercury, tributyltin) in paints and anods
- oil sludge and oily bilge water
- scales in the lines
- batteries and accumulators
- radioactive gauges and smoke detectors

One day, in the name of the Convention on the Removal of Wrecks, old hulls used as artificial reefs will have to be removed.

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<sup>1</sup> (Fifteen States have ratified the Convention as at January 31<sup>st</sup>, 2015: Antigua & Barbuda, Bulgaria, Republic of Congo, Cook Islands, Denmark, Germany, India, Iran, Liberia, Malaysia, Marshall Islands, Morocco, Nigeria, Palau and United Kingdom)

**The Galápagos Islands** have no available tugs. In case of trouble, tugs must be sent from the mainland and cross over the 600 nautical miles. This response time is far too long when one has to deal with an emergency situation. After the unforgettable *Jessica* oil spill in 2001 and the damages suffered by the most famous Marine Reserve in the world, the positioning of at least 2 tugs in the archipelago was considered to be a priority. Thirteen years later when the *Galapaface 1* ran aground on the reef off the coast of San Cristobal, one of the islands of the archipelago, it took several days for the salvage tugs to arrive from Guayaquil.

May 2014 © Deniz Haber Ajansi



In the meantime, the position and state of the vessel have worsened. After 2 months of work, she was refloated and towed towards...a dumping site 200 miles away from the island to a depth of 2500 m where it is assessed “there will be no impact or virtually no impact on the environment”.

With political good will, international technical expertise and financial aid, the participation of the owner and insurer, the vessel could have been towed or carried to the continent. What was accomplished for the *Concordia* could have been tried for the *Galapaface 1*.

After the sinking, the question of the permanent availability of tugs in the Galápagos has resurfaced. “It must seriously be considered” states the director of the Galápagos Marine Reserve. Lorena Tapia, Minister of Environment of Ecuador, is satisfied: “Today, [the day of dumping] we see the fruits of our hard work”. Galápagos Conservation Trust congratulates the government for its responsiveness. In fact, the state of emergency was declared one week after the grounding. Each year, there are 4 emergency situations in the waters of the archipelago.



Towing and sinking © Galapagos Conservation Trust

*Galapaface 1* (ex-*Fenja*, ex-*Viking Frio*, ex-*Green Frio*, ex-*Borcan*). IMO 7805241. Reefer. 81,8m in length. Equator flag. Built in 1979 at Ulsteinvik (Norway) by Ulstein Hatlo. Detained in 2011 in Lerwick (United Kingdom) and in 2012 in Klaipėda (Lithuania) and Motril (Spain).

**Along the Canadian Pacific Coast**, the dumping of waste is an industry. Boeing 737, wagons, historical vessels: the Artificial Reef Society or their counterparts in cooperation with Environment Canada do not hesitate to send to the bottom of the sea out of use vehicles now turned waste. A number of environmental NGOs in British Columbia opposed the scuttling of the *HMCS Annapolis*, a warship 115 m in length. Save Halkett Bay Marine Park Society, Islands Trust, Georgia Strait Alliance and United Church have joined their voices to denounce a practice of yesteryear and the contamination of the ocean depths with PCBs, lead, asbestos and other toxic substances. The opponents to the scuttling of the *Annapolis* put forward the new US doctrine which has suspended the sinking of all old vessels containing PCBs and other Persistent Organic Pollutants. The Artificial Reef Society claims that the ex-destroyer will be the cleanest vessel ever to be scuttled. “The *Annapolis* will provide a unique recreational diving experience for all diver skill levels, and will be a strong tourism draw due to its close proximity to Greater Vancouver.”



The waste anchored at Long Bay © John Buchanan



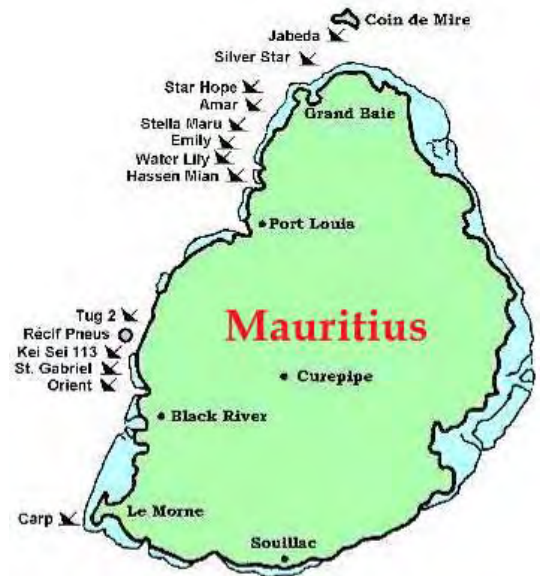
Halkett Bay, sinking site

On January 5, the Supreme Court of British Columbia authorized the sinking of the old destroyer. The date is set for January 17. The vessel will be towed from the neighbouring Long Bay (Port Graves) and sunk in the Halkett Bay Marine Provincial Park. Yet, environmental NGOs did not surrender and filed a petition based on a report on TBT concentrations in the hull paint: a Canadian federal judge put the authorization on hold and scheduled a hearing on January 27, 2015.

*HMCS Annapolis. DD 265.* Steam powered destroyer of the Royal Canadian Navy. 111,6 m in length. Built in 1961 at Halifax (Nova Scotia, Canada) by Halifax Shipyards, launched in 1963, commissioned in 1964, decommissioned on November 15, 1996.

### Mauritius

Since 1980, under the guise of good will and benefits for the environment, the Mauritius Marine Conservation Society has been contaminating all of the island's west coast. No less than 13 abandoned vessels have been scuttled after a quick cleaning carried out by "volunteers". Asian ship owners have found an efficient partner in Mauritius to reduce to the minimum the demolition costs of derelict vessels or of ships involved in illegal fishing. Give Olivier Tyack, director of the Mauritius Marine Conservation Society, your old wreck, he will get rid of it for you. The costs are minimal, at the most you pay 200 000 RS (6300 \$) per wreck. The Mauritius Marine Conservation Society, sinks everything even tyres (Cf. diving spot named "Récif Pneus").



Map of contaminated sites off the West Coast of Mauritius

The last to be sunk is the old Chinese tuna fishing boat *Tian Xiang*, an out of use vessel "generously donated" by her last owner, the Mauritius-based group Ireland Blyth Ltd. The *Tian Xiang* has joined fishing vessels, a tug, a restaurant boat and tankers along the coastline.



The old tuna fishing boat *Tian Xiang* ready to be scuttled © L'Express



**Monaco**

Despite a considerable culture in oceanographic history, the Principality of Monaco has not resisted the “artificialisation” of the sea bed and the advertising sea campaign. It is in this context that the wreck of a tug that was scuttled in 1991 outside of the port of Monaco was refloated and ... sunk again 2 km further away. The *Toulonnais 11*, ex *Provençal 11* was acquired in 1981 by the Toulon-based towing company SNFEM, from the Société Provençale de Remorquage, founded in 1889 and Marseille-based. The *Toulonnais 11* was built in 1963 along with 3 sister-ships, the *Provençal 7, 9 and 10*.

At the end of her life the *Toulonnais 11* was placed on the sea bed next to a fake ancient wreck loaded with amphoras. The aim was to create an attraction for the clients of the *Subsea*, a leisure vessel with a transparent bottom and underwater views, away from the port. Since 2003 and the extension of the port of Monaco, the wreck of the *Toulonnais 11* was located inside the port and was no longer visible or accessible to divers.



*Provençal 11* © Marius Bar - Toulon



The wreck of *Toulonnais 11* - screenshot Facebook

The 250 tonnes of polluted scrap metal are now lying, according to the project promoters, on a “virgin” bottom off the Oceanographic Museum.

|   |
|---|
| <i>Toulonnais 11</i> , ex- <i>Provençal 11</i> . 26,45 m in length. Light weight 250 t. Built by Industrie Navali Meccaniche Affini at La Spezia (Italy). |
|---|

**In Vietnam**, the availability in dismantling facilities is unclear. Yards would reportedly break up ships in Vung Tau and Haiphong, afloat and in precarious conditions. The vessels of the State-owned company Vinalines are most often at the end of their working lives, not to mention the large deteriorating fishing fleet. Influential maritime engineers are pushing to convert old ships into prisons, into floating islands or into artificial reefs in order, so they say, to stabilize sand bars. The last option, “would be the best; I have a whole plan outlaid for it” states a former director of Vinaship.



Shipbreaking at Haiphong © Vietnam Law Magazine



or dumping © Vietnam.net

“The only difficulty is to get the authorization”. According to him, recycling has no economic or environmental sense.

In Indonesia, the government decided to dynamite and sink all foreign vessels caught fishing in their waters. On December 21, 2 vessels, under a Papua-New Guinea flag – manned by 62 Thai crew members – were scuttled. Three other boats were already subject to the same fate and another 6 will follow pending legal proceedings.

These destructions are as spectacular and polluting as they are deafening for the marine environment. They are intended to appeal to the emotions and discourage foreign fishermen from working in Indonesian waters. Hydrocarbons are removed before the destruction.



Anambas Islands (Indonesia) © Antara Photo / Jakarta Post

**Kiani Satu and Smart. Western Cape and KwaZulu-Natal Provinces. South Africa**

Statistically speaking commercial vessels are not demolished in Africa. One of the only cases known to the Ship-Breaking bulletin was the France Telecom cable layer *Chamarel* which was spectacularly dismantled on the site of her grounding in Namibia (Cf. [Ship-Breaking # 31](#), p. 88, The END: no answer from the France Telecom cable layer *Chamarel*). In South Africa, accidentally grounded vessels are pulled off the beaches at a huge cost, with the impressive means of the American and European companies Titan Salvage and Smit Salvage. Everybody applauds and in the end, the vessels or the half parts that can still float are dumped at sea. If the grounding of the *Concordia* had taken place off Durban or Capetown, the wreck would have been drowned after a minimal cleaning. The places of refuge doctrine is debated in the European Union and dismissed in South Africa.



The stranded *Kiani Satu*, August 9, 2013 © Penny Foyne



Oil spill © Alix Carmichele

*Kiani Satu*. August 8, 2013, the bulk carrier *Kiani Satu* was carrying rice to Ghana. She suffered engine problems and ran aground on a sandbank near Knysna seaside resort (South Africa). Some of the 330 tonnes of fuel leaked into the sea threatening Goukkama Nature Reserve. Thirty-seven penguins were rescued; 8 were dead. The salvage teams quickly transferred the fuel into an undamaged tank and, 10 days later, towed the ship 110 nautical miles away from the coastline where she “sunk on her own” to a depth of 1000 m. According to the South African Maritime Safety Authorities (SAMSA) “so far away and so deep, the vessel and fuel no longer pose a serious environmental risk to the South African coast”.



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Dump site © Robin des Bois based on Winward Maritime Analytics-photo Captain Ian Carrasco

Smart. Once gotten rid of the *Kiani Satu*, the South African coastline inherited another bulk carrier which had just finished loading 147 500 tonnes of coal at Richards Bay, north of Durban (South Africa). On August 19, 2013 the *Smart* ran aground on a sand bar close to a surfing spot and broke in two. In September, the salvage teams removed 1700 tonnes of fuel; in a second phase, the cargo of coal was offloaded from the holds. In October 2013, the stern section was refloated, towed out to sea and sunk. In December 2014, 17 months after the disaster, the American technicians from Titan Salvage exult: the bow section was also pulled out of the sand, towed and scuttled in an area designated by the South African authorities.



The 2 sections of the *Smart* stranded at Richards Bay, South Africa © Subtech Group

The 2 sections of the *Smart* stranded at Richards Bay, South Africa © Subtech Group



October 2013, scuttling of the bulk carrier stern section © Subtech Group



December 2014, the bow section being towed before scuttling © Titan Salvage

**Cosette. Martinique. Carribean Sea. French Overseas Department.**

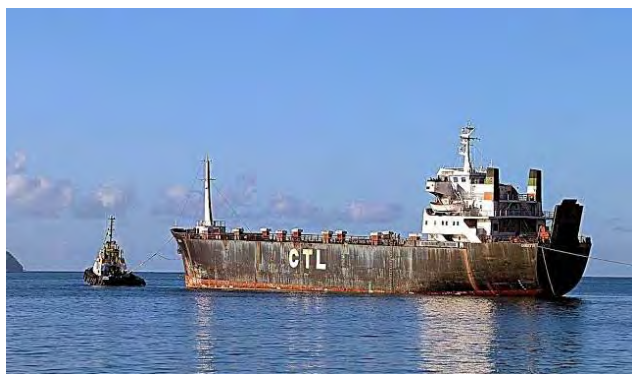


Photo Yvon Perchoc

Departure and dumping under surveillance

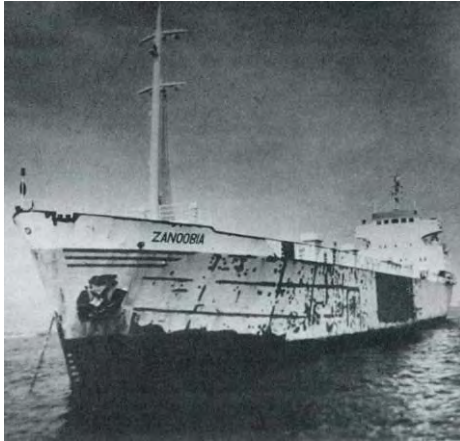


Screenshot from Martinique 1ère

See the following pages “**The END: they scuttled the ex-Zanoobia**”

## The END : they scuttled the ex-*Zanoobia*

The *Zanoobia* is a founder vessel. She was the last to transport the 10,000 toxic waste drums produced by European industries and exported from Italy bound for Djibouti, then for Venezuela and finally Syria before returning to Italy. The timeframe of this aborted attempt to export chemical waste to the "Third World" lasted from January 1987 up until the end of May 1988. The *Zanoobia* is the most famous of these ships that tried to return to the European Union with their hazardous cargo and were received as if they were plague carriers.



*Zanoobia* © Editions CETIM



Unloading the hazardous drums in Italy © [Dino Fracchia](#)

### **Cosette. Martinique. Caribbean Sea. French Overseas Department.**

After being held hostage by waste trafficking, the ex-*Zanoobia* has been mainly used in the last ten years to carry second-hand cars between New York, Boston, Miami and Saint-Marc in Haiti. The January 12, 2010 earthquake definitely disrupted this routine, all the more as the Cook Islands-based ship owner Pinafore Shipping Corp Ltd and the Florida-based ship manager Kopko Marine Services Inc no longer kept up the vessel or paid the crew. At every call in New York, the *Cosette* has been inspected and most of the time detained for days or weeks due to deficiencies: 10 days in January 2009, 56 days in August, 6 days in September and 26 days in November 2009.



Car traffic New York, March 8, 2006  
© Ivan Meshkov



and public works machinery, Puerto Cabello  
(Venezuela), April 8, 2009 © Captain Ted

Mid-January 2010, the *Cosette* arrived off Fort-de-France in Martinique, a French Overseas Department, chartered by a mysterious Haitian community of which the honest intentions would have been to transport "vehicles full of goods for survivors". Besides the fact that Haitian ports were inaccessible for a couple of weeks, this initiative was all the more unreasonable as the *Cosette* was in a pitiful physical and moral state. The Romanian captain and the Latin American crewmen were no longer paid and were in a state of complete distress. Chartering the *Cosette* for a humanitarian purpose was to add a potential disaster to a genuine disaster. The American Justice has just sentenced Alejandro Gonzalez, a 60 year old Maritime Inspector from Miami, to a 21 month prison term. He had issued, on behalf of the Bolivian maritime administration, a fake certificate of seaworthiness for the *Cosette*, while she was berthed at Fort Pierce, Florida, in December 2009, one month before settling herself down in the sea landscape of Martinique. At the end of February 2010, the *Cosette* was allowed to enter the harbour of Fort-de-

France. Safeguarding human lives was at stake. The 17 sailors were running out of water and food. Life was very hard on board.



January 20, 2010, the *Cosette* in the bay of Fort-de-France © Wil Weijsters

Late February 2010, a bailiff notified the captain that his vessel was seized for unpaid invoices issued in the United States and related to towage and bunker costs.

March 12, 2010, a fight broke out and the captain of the *Cosette* was severely beaten up by some of the international crewmen, 11 Romanians, 2 Guatemalans, 1, American, 1 Honduran and 1 Dominican.

On April 27, 2010, all the sailors were repatriated at the cost of the French government but their salaries due since December 2009 were never paid. The physical state of the *Cosette* was degrading day by day. She was left to rust and ruin, from time to time copper was stolen and the ship was vandalized. The American ship owner twice received a formal notice to cease the ship abandonment, in vain.



© France Antilles



CTL, Caribbean Transport Line  
© Association Rivelto

In July 2012, the French State authorities asked the Transport Minister to declare the loss of *Cosette*'s property against a certain Kirk Palmquist director of the US-based shipping companies Kopko and CTL.

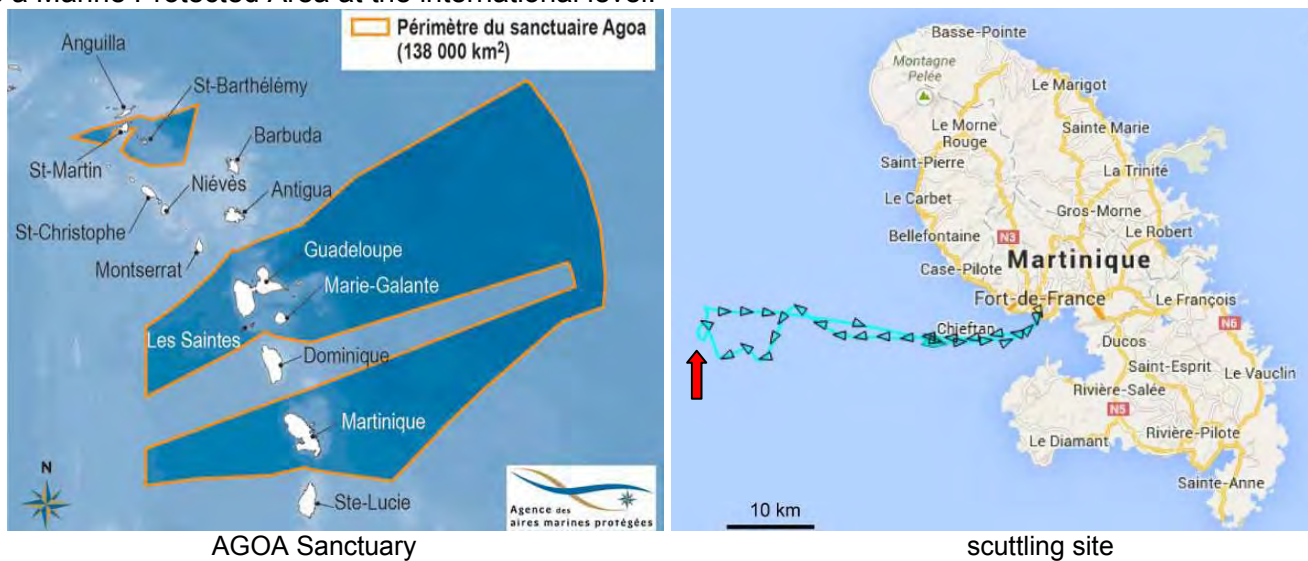
It was only in April 2014, when the port of Fort-de-France and the French State Authorities in Martinique considered for the 1<sup>st</sup> time to scuttle the *Cosette* that oils and slops, batteries, fire extinguishers and acetylene cylinders as well as many cans, drums, pipes, tarps, fluorescent tubes, tyres and other pumpable and removable items were extracted.

This 1<sup>st</sup> scuttling attempt was postponed thanks to the response of Robin des Bois, local NGOs and industrialists on the Island who would like to see the development of a local shipbreaking industry for merchant, pleasure and service vessels.

It was only on November 1, 2014, 3 days before the scuttling at sea of the *Cosette* that the loss of property of the presumed owner was pronounced by the French Government. On November 3, the Board of Trustees of Fort-de-France port decided "to move the *Cosette* to the administrative boundaries of the port in order to reduce risks to port infrastructures should the *Cosette* be shipwrecked.

In spite of growing opposition from the population and Martinique elected representatives, in spite of the interventions by Robin des Bois, in spite of commitments taken in 2008 on the establishment of a ship breaking industry in Martinique and in Guadeloupe, this 2<sup>nd</sup> scuttling attempt was for good and done beyond the administrative boundaries of the Martinique Greater Harbour.

The *Cosette ex-Zanoobia* was torpedoed in the heart of the AGOA sanctuary which was recognized under The Convention for the Protection and Development of the Marine Environment in the Wider Caribbean Region (WCR) or Cartagena Convention (Colombia) in October 2012. The AGOA sanctuary is a Marine Protected Area at the international level.



The priority of the management plan of the 138,000 km<sup>2</sup> sanctuary is to better know and protect marine mammals. Either permanently living or passing through the zone, 21 cetacean species have already been identified in the Caribbean maritime area where the *Cosette* and her hazardous materials were dumped. Among the species listed are humpback whales, 4 species of dolphins, pilot whales, killer whales, pygmy killer whales and sperm whales. Sperm whales plunge below 2,000 m in depth. The Dominican Republic, The Netherlands in the name of the Netherlands Antilles and France all played a role in recognizing AGOA. Two French Ministers participated on October 24, that is to say 15 days before the “oceanization” of the old Ro Ro in the 1<sup>st</sup> AGOA advisory council meeting. The council brings together 53 members from civil society, communities, relevant experts and institutions from Martinique, Guadeloupe, St. Martin and St. Barthelemy. The 3 main objectives are “to prevent, reduce and fight all pollution” “to establish regional and international cooperation” and “to enforce the declaration of establishment of the sanctuary.”

These 3 objectives were trodden on regardless of the advices, recommendations and the alternative options presented for months and even years by Robin des Bois, by Mr Marcelin Nadeau, Mayor of Le Prêcheur municipality off which the *Cosette* was sunk, by Mr Garcin Malsa, Department counsellor and by ASSAUPAMAR a Martinique-based NGO for the protection of the environment.



DR Robin des Bois



The *Cosette* leaving at dawn © France Antilles

The *Cosette* is now lying and polluting at a depth of 2500 m, with PCB, asbestos, hazardous paints and residual hydrocarbons. In addition, the sinking point of *Cosette* is situated in the heart of the future

Martinique Natural Marine Park which would be validated in the course of 2015 or 2016. This park is presented as a recognition label of the extraordinary marine and coastal biodiversity in the Martinique Island.



*Lady Grace II* © Robin des Bois

In the neighbouring islands and in Fort-de-France, there are dozens of out-of-use pleasure crafts left and one rather bulky and unseaworthy wreck, the *Lady Grace II*, ex-*Mogens Graesborg* built in 1964 in Denmark, 48 m in length, St.Vincent and Grenadines flag. On October 17, 2008, the coaster was anchored in the bay of Fort-de-France, waiting for cyclone Omar to calm down. Her anchor chain(s) broke and the winds drifted the vessel aground on the rockfill embankment that protects the current container platform.

*Lady Grace II* is the last opportunity that can be seized to finally initiate the ship dismantling industry which the Regional Council of Martinique called for in its unanimous motion passed on November 13.



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#### Sources:

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