Veronica born Kungsholm, from Clydebank to Alang beach, 1966-2015 †

December 14, 2015, Alang © Franz A. Havranek

See p 58
January 1, 2006 - Dec. 31, 2015: 10 years of shipbreaking

In 10 years, Robin des Bois’ bulletin “Shipbreaking” has noted and observed the demolition of more than 8,000 ships, humbles, stars, monsters or wonders. A convoy of 1400 km, 64 million tons of metal to be recycled, 3 million tons of waste for disposal.

In 2006, the so-called Eldorado of 1000 merchant ships to be dismantled each year was a fantasy. The balance sheet actually reached a maximum of 300 ships. The threshold of 1000 was reached in 2009 after the outbreak of the global financial crisis; the peak was reached in 2012 with over 1,300 ships dismantled that year. This abundance has not fathered an industry in Europe; the demolition of large vessels remains a niche business, by opportunity or necessity. At the end of a ship’s life, the dominant criterion of the shipowner is the price offered by the demolition site. It is by far much higher in Asia. In 2015, even the Chinese shipowners send their ships to Bangladesh.

The industry is concentrated in five countries representing 95% of the dismantled tonnage over the decade. India and Bangladesh share the 1st place alternately. China goes from runaway phases and purchase prices close to those of the Indian subcontinent to stagnation phases to the point of demolishing only Chinese and north Korean ships. Pakistan is installed in the segment of large tankers or bulk carriers, Turkey on the freighters and ferries operated in the Mediterranean and Royal Navy’s ships.

Failing to have become a global challenge issue, ship breaking remains confined in Asia with the sea mark of the Hong Kong Convention on ship recycling at the horizon. Signed in May 2009, its implementation is still far. However, it is from now a focal point calling shipbreaking yards to gradually improve sanitary and safety conditions for workers and environmental protection.
10 years of "Shipbreaking" bulletin: 16 ex vessels, outstanding, controversial, historical, magnificent, cursed.

1. Q 790. The Mother of all hulls gave birth to the "Shipbreaking" bulletin in 2006.

2. France. She died in 2007 at Alang renamed Blue Lady.


4. MC Ruby. Cast in stone. 9 stowaways thrown overboard between Takoradi and Le Havre.


7. Presidente Floriano. Robin des Bois’ experts have immediately identified her as sistership of the Speedol Star. Built in Japan in 1960, scrapped in India in 2010.

8. Al Zahraa, homeport Bassorah. The Ro Ro was used to carry Saddam Hussein’s armoured vehicles. Broken up in Klaipeda (Lithuania) in 2011.

Probo Koala. Trafigura’s floating refinery spread panic in Abidjan (Côte d’Ivoire) in 2006.

Exxon Valdez. 27 years after, Alaskan herrings still remember her.

Ocean Shearer. The ex container ship could take 120,000 sheeps on cruise from Australia to the Middle East.


Hebei Spirit. After darkening South Korea in 2007, the tanker was scrapped in Bangladesh in 2012.

JB Ford. The eldest one, the Great Lakes veteran, launched in 1903. Broken up in Duluth (Minnesota, United States)

Costa Concordia. The Gigantic is being deconstructed in Genova.

Cameroon: *Chantal Biya*, forgotten in Douala

The *Chantal Biya* IMO No. 9150004 was built in 1997 in Gemersheim (Germany) by Neue Germersheimer Schiffswerft. Cameroon State wanted to own a vessel for dredging national ports and primarily that of Douala. Named in honor of the second wife of the President of the Republic Paul Biya, the *Chantal Biya* enters the service of the National Ports Office of Cameroon; she works for the maintenance of the access channel to the port of Douala in the Wouri estuary, which suffers from chronic silting up. Despite her efforts, the *Chantal Biya*, through the fault of her low capacity, one grab and a 630 m³ hopper, has not been able to ensure the safety of ship traffic in a port which receives 95% of maritime traffic of the country. A tender is launched in 2013 and won by a private Chinese company, China Harbour Enterprise Company (CHEC). The *Hanjun 4012* with a 4500 m³ hopper capacity, built in 2006, is now in charge since August 2014 of the daily dredging of Douala port. The *Chantal Biya* is forgotten in a corner of the port. She is waiting to sink or to be demolished.

**Brest: Captain Tsarev, wherewhenwhat**

The *Captain Tsarev* endlessly clouds the skyline of Brest. The matter becomes urgent, we dare say as every 4 years, periodicity of the maritime festival "Tonnerres de Brest" (Thunders of Brest). Prestigious guests are expected, but once again, the unwanted occupy the docks. In 2008, the * Clemenceau* overstayed in the military port since returning from India two years earlier. In 2012, the reefer *Matterhorn* was expelled in extremis to Bordeaux and the *Captain Tsarev* - already - exiled to a remote part of the commercial port. In 2016, the *Captain Tsarev* is still there, along...
with new galley companions gathered at basin No. 5, the *Antigone Z* and the *Karl*.

Brittany Region took the matter in hand and announced plans to evacuate the ship no later than May 2016. The termination of ownership rights was signed. Complications are financial. The container ship is heavily in debt. 7 years of dock fees, unpaid towing fees, and moreover a mortgage of € 1 million that the detaining Greek bank refuses to release or negotiate, making it unsellable. In 2012, the services of the Ministry of Ecology estimated its value between € 700,000 and 1 million.

Facing the touristic emergency, the risk is that the region yields her to a buyer unconcerned about legal proceedings which could order a hurried demolition, afloat and at risks.

*Methania*

According to information received by Robin des Bois, the gas carrier *Methania* is about to be sold for export and demolition. The potential buyer is based in Asia; the sale would take place under cover of continuation of operations. The ploy was used by Gaz de France for the *Descartes* sold in 2007 to Taiwan Maritime Transport and demolished in Bangladesh straight away. After more than one year docked at Marseille, and although a small crew is responsible for routine maintenance, is the *Methania* really seaworthy? Her new owner must request and obtain departure clearance from the Ship Safety Centre.

See also "A Belgian LNG Carrier stranded in Marseille", September 17 2015 and "Shipbreaking" # 41, p 4.
Military and auxiliary vessels

Italian diesel submarines in Sicily

They are in the process of self-demolition in Augusta Bay at Punta Cugno, in the bad company of rusty or capsized wrecks surrounded by anti-pollution booms.

- The Bagnolini, identification number 505, was launched in 1967 and decommissioned in 1991. According to the official website of the Italian Navy "she was named after a valiant submarine which during the Second World War first days sank the British cruiser Calypso".

- The Lazzaro Mocenigo, identification number 514, has long been dedicated to a museum project threatened today not to say abandoned.

The 2 twin submarines 46.20 m long, 4.75 m wide and 593 t displacement submerged, were propelled by 2 Fiat engines. They were intended to track Russian and Warsaw Pact submarines and were equipped with an innovative system of wire-guided torpedoes.

The French nuclear submarines in Cherbourg

The military port of Cherbourg is preparing for the deconstruction of French nuclear powered submarines. Vagueness is surrounding the dismantling planning. The lack of radioactive waste storage facilities availability and the fear of espionage do not foster a precise timing and the transparency of informations.
Phases 1 and 2 have completed extraction of spent fuel that has been immersed in a cooling pool down the past watchtower of the military port pending a possible reprocessing or disposal. After radioactive liquids were drained and pipes sealed, the reactor and heat exchanger compartment of each submarine was routed to an extensible warehouse, agricultural style, pending radioactivity decay, cutting of internal structures, packaging of these in large dimension packets and a hypothetical storage location. This will be the distant and uncertain stage 3. Each reactor compartment measures 10 m in diameter, 8 m long and weighs 700 tons.

Removal of a reactor unit © DGA

At this stage, the Redoutable, the Terrible, the Foudroyant, the Tonnant, the Indomptable and the Inflexible have been subjected to phases 1 and 2. After cutting and removing the reactor units, the front and rear sections have been welded together; except for the Formidable turned into a museum, the first generation nuclear submarines are afloat in the Napoleon III basin and used as maintops by seagulls.

Reduced hulls, approximately 7000 tons in weight and 120 m long, are considered to be free from radioactivity. After scraping algae, mussels and other invaders from the outer shell, and after removal and stripping of cables, equipment and paints containing PCBs and asbestos, metals, high-strength steel, aluminum, lead, brass, stainless steel and copper, will be cut, sorted and recycled. The monitoring of each project will be carried out by DCNS and 3 subcontractors specialised in asbestos removal, chemical clean-up and metal recycling. 18 months would be needed for each Redoutable type submarine.

Laid-up submarines in Cherbourg © Vincent Groizeleau/Mer et Marine

Then will come the turn of the 6 Ruby-class SSN submarines and around 2035 of 4 nuclear power ballistic missile submarines of the second generation Triumphant-class. In 2040, if this nuclear powered vessels dismantling and deconstruction commitment still prospers in Cherbourg, the cumbersome aircraft carrier Charles de Gaulle with her 2 nuclear reactors will follow. Rainwater and process water will be discharged in the Bay of Cherbourg after pre-treatment or directed through pipes to the urban water treatment plant. To reduce the risk of fire spreading within the hulls, 4 fire hydrant of 60m3 / h flow rate will be available and the fire marine brigade should be able to take action within 5 minutes. The most vulnerable populations are the maritime policemen, the military and their families which are accommodated less than 150 m away from the dry docks. A radioactivity-monitoring portal will check outgoing waste.

The public hearing which ended up at the beginning of this year does not specify the modalities for inspection of the sites by French Nuclear Safety Authority.
French Navy auxiliary vessels
The Clemenceau effect is prolonging for the benefit of decommissioned vessels of the French Navy. A contract for the demolition of 7 ships was awarded in November 2015 in accordance with the now well-oiled procedure of European calls for tenders. The ex-landing platform docks Orage L9022 and Ouragan L9021, the ex-transport and support vessel Bougainville L9077, the ex-repair ship Jules Verne A620, the ex-supply tug Rari R634 and the ex-light ferry ships Francis Garnier L9031 and Jacques Cartier L9033 will be dismantled in Ghent (Belgium) by Galloo Recycling.

The first ones expected in Belgium in the Spring of 2016 will be the Jules Verne, decommissioned at Toulon and the Rari, decommissioned at Brest.

United States, the National Defense Reserve Fleet
Flint. T-AE-32. OMI 8970720. Kilauea class ammunition ship, the 5th of the series. She was first deployed in Fall of 1972 during the Vietnam war. Length 172 m, 11,915 t. United States flag. Built in 1971 in Pascagoula (United States) by Ingalls Litton. In 1995, she was transferred to the US Military Sealift Command (MSC). She kept serving as a support vessel for the US Navy or on emergency operations with a crew reduced to 125 civilian sailors; she used to accommodate up to 400 mariners when she was serving the US Navy. In November 2013, she was decommissioned and laid up in the Beaumont Reserve Fleet. She will not leave Texas and will be dismantled at Brownsville by All Stars Metals.

© US Navy courtesy of Vallejo Naval and Historical Museum.
4th quarter 2015 overview

<table>
<thead>
<tr>
<th>tonnage recycled</th>
<th>ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bangladesh 723,000 t (45%)</td>
<td>1 Bangladesh, 61 (35%)</td>
</tr>
<tr>
<td>2 India 579,000 t (38%)</td>
<td>2 India, 61 (35%)</td>
</tr>
<tr>
<td>3 Pakistan, 182,000 t (11%)</td>
<td>3 Pakistan, 19 (11%)</td>
</tr>
<tr>
<td>4 China, 43,000 t (6%)</td>
<td>4 Turkey, 11 (6%)</td>
</tr>
<tr>
<td>5 Turkey, 28,000 t (2%)</td>
<td>5 China, 6 (3%)</td>
</tr>
</tbody>
</table>

172: compared to the 3rd quarter (121 ships), the number of scrapped ships rebounded in India, Bangladesh, and to a lesser extent in Pakistan. Still, the total remains low compared to the boom years counting 1000 ships (from 250 up to 400 ships each quarter). Bangladesh takes back the lead. Together these three countries, Bangladesh, India and Pakistan, account for 94% of the scrapped tonnage.

The price per ton continued to erode. The highest dropped below $ 300; the threshold of $ 250 is in sight. The most expensive ship of the quarter is the chemical tanker Bow Victor, awarded $ 450 per ton for her stainless steel tanks.

The lightweight tonnage of this quarter amounts to 1,6 million tons against more than 2 million in the first two quarters. 33 ships (19%) were built in Europe, 64 (37%) belonged to European shipowners (EU or EFTA), 158 (92%) were demolished in shipbreaking yards of the Indian subcontinent, China or Turkey, 7 (10%) including 5 ships operated by the oil industry in the North Sea are being dismantled in European Union sites.

60%: bulk carriers (86 vessels) represent the majority of the scrapped tonnage. Large capesize vessels (over 110,000 dwt) and panamax (60 to 80,000 dwt) represent 70% of the tonnage of the family, the average age from cradle to grave is 25 years.

Container ships are the other scrap champions. The order frenzy for giant ships in the past years continues to push toward the exit small to medium carriers. In November, 238 container ships were considered as "idle", including 31 of 8,000 boxes or over. The lifetime of a container ship is short. The average age in 2014 was 22 years. Experts expect this trend to accentuate in the coming months. The operating life of a container ship is getting close to that of a truck.

<table>
<thead>
<tr>
<th>tonnage recycled</th>
<th>category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : bulk carriers, 960,000 t (60%)</td>
<td>1 : bulk carriers, 86 (50%)</td>
</tr>
<tr>
<td>2 : container ships, 370,000 t (23%)</td>
<td>2 : container ships, 28 (16%)</td>
</tr>
<tr>
<td>3 : tankers, 145,000 t (9%)</td>
<td>3 : general cargo and tankers, 17 (10 %)</td>
</tr>
<tr>
<td>4 : general cargo, 64,000 t (4%).</td>
<td>4 : offshore supply vessels, 9 (5%)</td>
</tr>
</tbody>
</table>

At least 38 vessels (22%) were deflagged just before departing for demolition in Bangladesh, India, Pakistan and Turkey. The pace is accelerating: it was 16% in the previous quarter. This time, Comoros (15 ships) is the favorite funeral flag ahead of the Palau archipelago (6 ships).

After the bars, the scrap yard
26 of the ships (15%) were controlled by a classification society that does not belong to the IACS (International Association of Classification Societies) or without classification. The substandard ships are still priority scrap choice: at least 98 (57%) have been previously detained in world ports with a detention rate of 73% for bulk carriers, 65% for general cargo carriers, 54% for container ships and 29% for tankers.

The podium of substandard ships is occupied by 3 general cargo carriers: tied for gold medal with 13 detentions each the Reijo 1 demolished in India (p 18) and the Creac'h demolished in Turkey (p 16). Bronze medal for the Milano Sky which would have deserved gold: banned from European ports in 2013,
11 detentions only but during 57 days in Durban, South Africa and 45 days in Bayonne, France (p 17). With 7 detentions of which 91 days in 2001, the reefer *Wind Forrader* (p 10) deserves a special mention.

Ages and sizes
The broken ships range between 56 years of age for the ore transhipment vessel *Priyamvada* (p 47) and 7 years for the damaged tanker *Fair Afroditii* (p 30). The average age drops to 27 years - 25 years for bulk carriers and 21 for container ships. The *Philadelphia*, dismantled in India, was only 13.

49 vessels have a length of less than 150 m, 56 measure between 150 and 199 m and 67 over 200 m. The convoy of ships demolished this quarter would stretch out over 31 km.

The largest and heaviest, is the *Margot N* (p 45), built in South Korea, scrapped in Bangladesh: 322 m long, 255,028 dwt, for a lightweight of 38,505 t.
Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).

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

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

Ship and crew detained in a port for deficiencies.

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

Flags of the last voyage

Comoros  Kiribati  Libéria  Niue  Palau  Panama  St. Kitts & Nevis  Togo

Reefer


Wind Forrader, in Brest (France), November 2014 © Erwan Guéguéniat
Fishing ship / factory ship

8 factory ships from 54 to 101 m in length have left to be broken up. Unfortunately, the race to gigantism does not slow down. The Chinese group Jiangsu Sunline Deep Sea Fisheries has just ordered a new factory ship designed to fish krill around the Antarctic continent. 115 m in length. Baleen whales feed on krill. In addition to conventional net trawling, the new mechanical monster will use continuous pumping to catch schools of krill. Krill oil is very appreciated for its high omega 3 content.

Aleksandra (ex-Alexandra, ex-San Fernando de Maldonado, ex-Ligita, ex-Mozhayskiy). IMO 8721909. Fishing ship. Length 54 m, 948 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Volgograd (Russia) by Volgogradskiy SZ. About 290 ships of the Alpinist class, or project 503 have been built from 1971 to 1994 by the shipbuilding yards of Iaroslav, Volgograd and Kiev; a few units have been modified for crab fishing. Owned by Magadanryba (Russia). Sold for demolition in Busan, South Korea.

December 12, 2015, the crow’s nest and the gantry have gone, dismantling operations have started, Busan (South Korea) © Lappino

Gissar. IMO 8131790. Factory ship. Length 101 m, 3,120 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. One of the 201 ships of the Prometey class, or project Atlantik 464; they were equipped for fishing and for the production of frozen fish, canned fish-liver, fish-meal and fish-liver oil. Built in 1981 in Stralsund (Germany) by Volkswerft VEB. Owned by Pacific Marine (Russia). Sold for demolition in Bangladesh.

Gissar, off Vladivostok (Russia), April 2015 © Sergei Skriabin

Gissar. IMO 8131790. Factory ship. Length 101 m, 3,120 t. Deflagged from Russia to Palau for her last voyage. Classification society Russian Maritime Register of Shipping. One of the 201 ships of the Prometey class, or project Atlantik 464; they were equipped for fishing and for the production of frozen fish, canned fish-liver, fish-meal and fish-liver oil. Built in 1981 in Stralsund (Germany) by Volkswerft VEB. Owned by Pacific Marine (Russia). Sold for demolition in Bangladesh.

Gissar, off Vladivostok (Russia), April 2015 © Sergei Skriabin

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Gissar, off Vladivostok (Russia), April 2015 © Sergei Skriabin

Gissar, off Vladivostok (Russia), April 2015 © Sergei Skriabin
3 more ships of the *Barentsevo More* class, or project 1332, have been sent to the breakers this quarter. 61 ships of this type left the Lithuanian shipyard SZ Baltiya of Klaipeda between 1973 and 1983. The basic type was equipped for fishing, salting, canning and for the production of fish oil and meal. “Shipbreaking” # 41 had already noted the departure of *Klintsy* for demolition at Klaipeda.

**Khvalynsk.** IMO 8033285. Factory ship. Length 62 m, 1300 t. Russian flag. Classification society Russian Maritime Register of Shipping. N°51 of the serie, Built in 1982 then modified and equipped with freezing machinery (Project 1332 M). Owned by JSC Arkhangelsk Trawl Fleet (Russia). In the course of being scrapped at Arkhangelsk (Russia).

In the foreground, *Khvalynsk*, call sign UAWX © Vitaliy Vashutkin

**Menzelinsk.** IMO 7833183. Factory ship. Length 59 m, 1,290 t. Russian flag. Classification society Russian Maritime Register of Shipping. N°42 in the series, built in 1980. Owned by JSC Arkhangelsk Trawl Fleet (Russia). In the course of being scrapped at Arkhangelsk (Russia).

*Menzelinsk*, call sign UAWQ © Vitaliy Vashutkin

**Novoazovsk.** IMO 7642613. Factory ship. Length 70 m, 1,633 t. Russian flag. Classification society Russian Maritime Shipping Register. N° 12 in the series, built in 1976; like the *Klintsy*, she was jumboized, lengthened from 59 to 70 m, and equipped with freezing machinery (project 1332 MU). Owned by JSC Arkhangelsk Trawl Fleet (Russia). Sold for demolition in Klaipeda, Lithuania.

April 1993, *Novoazovsk* at Cuxhaven (Germany) © Ulf Kornfeld

October 2015. Arriving at Klaipeda for demolition © Gena Anfimov
General cargo


**Banglar Mamata.** IMO 7913270. General cargo. Length 154 m, 5,706 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1980 in Shimonoseki (Japan) by Mitsubishi. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2009 in Jinzhou (China) and in 2010 in Xiamen (China) and Kandla (India). Sold for demolition in Bangladesh.

Spotted in Nantes (France) in 2000 © Pascal Riteau

**Banglar Moni (ex-Antje).** IMO 8120818. General cargo. Length 150 m, 6,090 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1983 in Rostock (Germany) by Neptun VEB. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Singapore and twice in 2007 in Bandar Abbas (Iran). Sold for demolition in Bangladesh. She was one of the last Neptun 421 still in service. There is only one survivor now. See the chapter The END, p 61.

**Creac’h (ex-Marika, ex-Stropus, ex-Baltiskiy-52).** IMO 6801212. General cargo. Length 96 m. Cambodian flag. Classification society International Register of Shipping. Built in 1966 in Kaliningrad (Russia) by Yantar. Owned by Oldington Invest Corp (Georgia). Detained in 2001 in Naples, Genova and Leghorn (Italy), in 2005 in Izmit (Turkey) and in Varna (Bulgaria), in 2006 in Gemlik (Turkey) and in Nikolayev (Ukraine), in 2009 in Trabzon (Turkey) and again in Izmit and in Nikolayev, in 2010 in Nikolayev again and in 2015 in Tulcea (Romania) and in Fatsa (Turkey). With 13 detentions, she is gold medallist of substandard ships this quarter, tied with Reijo 1. Sold for demolition in Turkey.

© Bengt-Rune Inberg

Elans, southbound on the Bosphorus on June 2010 © Wil Weijsters

Elans, northbound on the Bosphorus on June 2010 © Wil Weijsters


Me Linh at Ho Chi Minh City, Vietnam, February 2015 © Gordon Dalzell

Milano Sky (ex-Westwind II, ex-Westwind, ex-Tertia). IMO 8515635. General cargo. Length 101 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1985 in Wewelsfleth (Germany) by Hugo Peters. Owned by Engy Shipping Lines (Egypt). Detained in 2002 in Hamburg and in Husum (Germany), in 2004 in Szczecin (Poland), in 2009 in Bartin (Turkey), Izmir (Turkey) and Alanya (Turkey), in 2010 in Damietta (Egypt) and during 57 days in Durban (South Africa), in 2011 during 45 days in Bayonne (France) and then in Portland (United Kingdom) and in 2013 in Slatine (Croatia).
Banned from European ports for multiple detentions. Bronze medallist of substandard ships this quarter with 11 detentions. Sold for demolition in Turkey.


**Reijo 1 (ex-Sea Master, ex-Bonex Pride, ex-Gracia, ex-Atlas, ex-Daisy, ex-Sea Highway, ex-Osa Grande).** IMO 8319897. General cargo. Length 110 m, 2,259 t. Deflagged from Panama to Kiribati for her last voyage as Eijo. Classification society Intermaritime Certification Services. Built in 1984 in Ulsan (South Korea) by Donghae SB Co. Detained in 2008 in Incheon and in Ulsan (South Korea), in Rizhao (China) and twice in Guangzhou (China), in 2009 twice again in Incheon, in 2010 in Lianyungang (China), in Pyeongtaek (South Korea) and again in Ulsan, in 2014 again in Rizhao and in 2015 in Caofeidian (China) and in October in Yantai (China). With 13 detentions, she is gold medallist of substandard ships this quarter, tied with Creach’t. Sold by her Chinese ship-owner to the Mumbai-based Elektrans Shipping Pvt Ltd a few days prior to be beached for demolition in India.

**Reijo 1, November 11, 2015, Singapore.** © Martin Klingsick

Tanto Fajar II (ex-Bernina, ex-St Spirit, ex-Nikolay Kantemir, ex-Baykovo). IMO 8901004. General cargo. Length 98 m, 2,462 t. Deflagged from Indonesia to Kiribati for her last voyage. Classification society International Ship Classification. Built in 1992 in Gebze (Turkey) by Sedef Gemi Endustrisi. Detained in 2002 in Rijeka (Croatia) and in 2009 in Hong Kong. Sold by her Indonesian ship-owner Tanto Intim to the Indian broker Elektrans Shipping Pvt Ltd just prior to her departure towards Bangladesh. US $ 275 per ton.


The Rickmers Group disposed of 3 ships among the 11 of the 2200 boxes family. The Taiwanese sisters all headed towards the Indian shipbreaking yards. They were only 17 years of age.

Alice Rickmers (ex-Kota Maju, ex-Alice Rickmers, ex-Direct Kea, ex-CMA CGM Cezanne, ex-CGM Cezanne, ex-Alice Rickmers). IMO 9152765. Container ship, 2226 teu. Length 196 m, 11,459 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Sold as is in Fujairah to Indian breakers. US $ 293 per ton including 150 t of bunkers.

Alice Rickmers arriving at Iquique-Chile on March 4, 2006 coming from Callao-Peru. © Osvaldo Morales Cáceres

Andre Rickmers (ex-Marfret Provence, ex-CGM Matisse, ex-Andre Rickmers). IMO 9152789. Container ship, 2210 teu. Length 196 m, 11,459 t. Deflagged from Liberia to Comoros for her last voyage as Andi. Classification society Germanischer Lloyd. Built in 1998 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Rickmers Reederei GmbH & Cie KG (Germany). Detained in 2011 in Dunkirk (France) and in 2012 in Antwerp (Belgium). Sold for demolition in India. US $ 293 per ton including 200 t of bunkers.


Leaving from Valencia Port (Spain) on February 25, 2013. © Manuel Hernández Lafuente
APL Malaysia (ex-MOL Value, ex-APL Malaysia, ex-Northern Glance). IMO 9196917. Container ship, 4890 teu. Length 294 m, 20,058 t. Liberian flag, Palau flag for her last voyage as Sia. Classification society Germanischer Lloyd. Built in 2000 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH & Co KG (Germany). Detained in 2001 in Onomichi (Japan) and in 2003 in Hong Kong. In November 2015, she was acquired by the well-known Prayati Shipping, renamed, deflagged and then beached for demolition in Bangladesh on December 11. US $ 317 per ton.

Off Florida, July 2013 © Steve OBrien

Sia, ex APL Malaysia, beached at Chittagong, Bangladesh, December 16. © Viral Shah


Despina P at Tanjung Pelepas, Malaysia, January 16, 2014 © Viktor

Dongtai Fortune (ex-Seavoyager, ex-Thailand Star I, ex-Seavoyager, ex-Saudi Damman, ex-Westerbrook, ex-Zim Paraguay, ex-Puente Atlanticco, ex-Magdalene, ex-Nedlloyd Zaandam, ex-Woermann Ubangi, ex-Westerbrook). IMO 8508412. Container ship, 1033 teu. Length 151 m, 5,124 t. Deflagged from Hong Kong to Sierra Leone in October 2015 and then Kiribati for her last voyage as Fortune. Classification society Germanischer Lloyd. Built in 1985 in Rendsburg (Germany) by Nobiskrug. Detained twice in 2003 in Hong Kong. Sold by her Chinese shipowner to the Mumbai-based Elektrans Shipping Pvt Ltd just prior to her departure from Dalian (China) bound for India as final destination.

CMA CGM Quetzal, port of Le Havre (France), November 15, 2007 © Pascal Bredel

Dorikos idle at Valletta (Malta), July 29, 2015 © Captain Peter


Ever Racer September 04, 2008 Flushing, Vlissingen, Netherlands © Ron van de Velde


Federal, departing Busan New Port, bound for Alang and demolition, January 2016. © Lappino
**Hanjin Marseilles.** IMO 9015541. Container ship, 4024 evp. Length 290 m, 19,007 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1993 in Pusan (South Korea) by Hanjin HI. Owned by Hanjin Shipping Co Ltd (South Korea). In spring 2014, Hanjin Marseilles was bound for demolition. Her Equasis status became « to be broken up ». The Korean ship-owner is taking delivery of its 10,000 teu capacity new units (Cf “Shipbreaking” # 35). Nevertheless, Hanjin Marseilles has been going on operations for a year and a half. This time, it’s for real. She ended up on Alang beach. Hanjin Los Angeles (IMO 9128130) 4024 teu, Hanjin Paris (IMO 9128128) and Hanjin Rome (IMO 9161766) 5302 teu, were also all bound for demolition according Equasis, but their service has been as well extended. In the first quarter 2014, Hanjin had sold for demolition 15 container ships at an average price of US $ 480 per ton; Hanjin Marseilles fetched US $ 310

![Hanjin Marseilles leaving Le Havre (France), October 12, 1997. © Pascal Bredel](image)


![In Melbourne (Australia) © Marc Ottini](image)


![HH Nikol C leaving Port 2000, Le Havre (France), June 6, 2015 on her first and last call under this name. © Pascal Bredel](image)


Since January 2015, this vintage vessel had been laid up in Brownsville, Texas, close to the ship-breaking yards used by the US MARAD to dismantle decommissioned ex naval ships. Her ship-owner Horizon Lines had been taken over in late 2014; her new owner, Matson, announced in the summer 2015 that the Horizon Trader will be the very last ship of its fleet to be demolished on the Asian beaches. The container ship left the Gulf of Mexico towed by the Miss Gaunt, ex Gauntlet IMO 7716957, built in 1976 by Mc Dermott (Louisiana, United States) which has just been renamed and deflagged to Curacao. She is the one giving the position of the convoy through the Automatic Identification System (AIS). The AIS of the Horizon Trader is shut off, which entailed rumors and phantasms by some American NGOs: the ship would be carrying dangerous, or even radioactive materials and would be hiding to discharge them at sea. Another story is told: the Horizon Trader would be down on the sea bottom. In fact, the convoy was off South Africa in November 2015 and then called at Mauritius in early December. Eventually, the 2 ships headed to Alang. The Horizon Trader was delivered to the breakers on January 8, 2016.


Northern Vitality (ex-Laguna, ex-Northern Vitality, ex-MSC Rio Plata, ex-Northern Vitality, ex-Ming Trusty, ex-Hyundai Trusty). IMO 9122423. Container ship, 2808 teu. Length 196 m, 11,107 t. Deflagged from Antigua & Barbuda to Palau for her last voyage as Vita. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundai. Owned by Norddeutsche Reederei H Schuldt GmbH& Co KG (Germany). Detained in 2005 in New York (United States). Late August 2012, while Wilhelmshaven was waiting for the MSC Flaminia struck by a fire, spotlights turned on the Northern Vitality. She had been for several months at Jade Weser Port, Wilhelmshaven’s new container terminal; she was sold for demolition. The last Port State was European; the ship-owner was German; the Northern Vitality should in theory be dismantled in Europe or in an OECD State. The authorization for her departure was postponed. The container ship finally left Germany in mid-October 2012 for further operation (See “Shipbreaking” # 29 p 37). 3 years later, usual trick, the container ship left South-East Asia and headed for Alang beach without any media noise.


Philippine, visiting Melbourne, Australia, August 06, 2015, © Paul Finnigan
**Pusan (ex-MSC Navegantes, ex-Pusan, ex-MSC Kenya, ex-Pusan Senator).** IMO 9139488. Container ship, 4688 teu. Length 294 m, 18,851 t. German flag, Palau flag for her last voyage as San. Classification society Germanischer Lloyd. Built in 1997 in Ulsan (South Korea) by Hyundia. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2012 in Seattle (United States). Sold as is in Singapore for demolition in Bangladesh. US $ 315 per ton including a 69 t propeller.

**Singapore.** IMO 9143063. Container ship, 5390 evp. Length 276 m, 24,225 t. Deflagged from Hong Kong to Liberia for her last voyage. Classification society RINA. Built in 1997 in Nagasaki (Japan) by Mitsubishi. Owned by Con Chart Commercial Inc (Greece). Sold as is in Singapore for demolition in Bangladesh.

**Tanto Satria (ex-Da Li, ex-Tiger Stream, ex-Sea Success 1, ex-Eagle Success, ex-Sea Laurel, ex-Marivia, ex-Eagle Nova, ex-Marivia, ex-EA Endeavour, ex-Husa II, ex-Marivia, ex-Mississippi, ex-Marivia, ex-European Eagle, ex-Marivia).** IMO 8104498. Container ship, 584 teu. Length 127 m, 3,280 t. Deflagged from Indonesia to Kiribati for her last voyage as Satria. Classification society Bureau Veritas. Built in 1982 in Bremerhaven (Germany) by Rickmers Werft. Sold by her Indonesian ship-owner Bauhinia Shipping Pte Ltd to the Indian broker Elektrans Shipping. Sold for demolition in India.

**Da Li at Singapore anchorage in 2002 © John White**


**City of Hamburg at Terneuzen (Netherlands) on August 2006. © Marc Ottini**
Ville d’Aquarius (ex-Lykes Tiger, ex-Ville d’Aquarius). IMO 9125607. Container ship, 4113 teu. Length 259 m, 15,887 t. Cyprus flag. Classification society Bureau Veritas. Built in 1996 in Okpo (South Korea) by Daewoo for the German ship-owner Conti Reederei. From the start, she has been chartered by CMA CGM (France) along with her sisterships Ville d’Orion, Ville de Taurus, Ville de Mimosa, Ville d’Antares and Ville de Virgo. In 2005, CMA CGM acquired the 2 elder ones, Ville d’Aquarius and Ville d’Orion, 38 millions $ each, and sold them 2 years later to the subsidiary company Global Ship Lease. Since April 2014, the 2 ships have been chartered by X-Press Feeders on the India / United Arab Emirates service. Detained in 2011 in Shenzhen (China). Sold for demolition in India. US $ 337 per ton.

Ville d’Orion (ex-ANL California, ex-Ville d’Orion). IMO 9125619. Container ship, 4113 evp. Length 259 m, 15,904 t. Cyprus flag. Classification society Bureau Veritas. Built in 1997 in Okpo (South Korea) by Daewoo. Owned by CMA CGM (France). On March 24, 2001, Ville d’Orion made a spectacular call at Los Angeles, with her collapsed container stacks. 70 damaged containers were unloaded. None would have been lost at sea. Detained in 2006 in Miami (United States) and in 2011 in Shenzhen (China). Sold for demolition in India. US $ 328,25 per ton according to GSL press release.

Kanmon Kaikyo, Japan, March 2014 © V Tonic


Rio Haina, Dominican Republic, August 26, 2012 © b47b56 /shipspotting

Ro Ro


Span Asia 16, July 26, 2014, Manila, Philippines © Viktor
Tanker


Piraeus Roads, August 14, 2010 © Peter j. Fitzpatrick

At Gadani, Pakistan, Decembre 21, 2015 © Shahid Ayub

Ba VI (ex-M Nuri Cerrahoglu, ex-Bralanta). IMO 7389065. Tanker converted to Floating Production Storage Offloading unit (FPSO). Length 285 m, 21,900 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1976 in Göteborg (Sweden) by Gotaverken Arendal. Sold in 1985 to Cerrahogullari Umumi Nakliyat Varpcurulk ve Ticaret AS from Istanbul (Turkey) then in 1994 to Vietsovpetro, joint Russian-Vietnamese enterprise for offshore oil and gas exploration and production. The tanker is converted to FPSO and operated on the Bach Ho oil field (White Tiger Oil and Gas Field) off Ho Chi Minh City. Sold for demolition and towed to Bangladesh by Mtide Salvage 1 (IMO 8409977).

Super tanker M. Nuri Cerrahoglu. © Steinar Norheim


The Georgian tanker Bonsu, May 2005 © MarineTraffic
**Fair Afroditi.** IMO 9447419. Tanker. Length 135 m, 4,259 t. Liberian flag. Classification society China Classification society. Double hull ship built in 2008 in Yueqing (China) by Xinshun Group. Owned by Fairdeal Group Management SA (Greece). Detained in 2013 in Gunsan (South Korea).

Singapore, April 2009 © M Klingsick

On August 14, 2015, *Fair Afroditi* was anchored off Lome (Togo). Prior to loading, she suffered an explosion during tank cleaning. The engine room got flooded, the ship developed a list. After bunkers and oily waters were removed, the ship was reinforced, watertight sealed, towed to Turkey and finally beached for demolition late December 2015.

![Image of Fair Afroditi after the explosion](after_explosion.jpg)

© Tsavliris


**Kosiam (ex-Asif II, ex-Kinmei).** IMO 7810519. Tanker. Length 97 m, 2,372 t. Deflagged from Tuvalu to St. Kitts & Nevis for her last voyage as *Siam 1*. Classification society Global Marine Bureau. Built in 1978 in Onishi (Japan) by Kurushima. Owned by Coam Co Ltd (South Korea). Sold for demolition in Bangladesh. 280 $ per ton.

**Moskovskiy C (ex-Moskovskiy Festival).** IMO 8206947. Tanker. Length 179 m, 9,540 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Caroil Transport Marine Ltd (Cyprus). Sold as is in Cuba for an unspecified destination of demolition. US $ 205 per ton.

Calland Canal (Rotterdam Europoort), December 2004 © Aart van Bezooijen
Nanhai Kai Tuo (ex-Java, ex-H.J. Haynes). IMO 7008855. Ex supertanker of Chevron Shipping Co converted to Floating Production, Storage and Offloading unit (FPSO). Length 285 m, 30763 t. Deflagged from Liberia to St. Kitts & Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1970 in Malmö (Sweden) by Kockums MV; shortened in 1980 from 316 m to 285 m then converted in 1994 to FPSO. Owned by China National Offshore Oil Co / CNOOC (China). Nanhai Kai Tuo was operated on Xijiang oil field, off Hong Kong. Nevertheless, she left South China Sea under tow of the Resolve Monarch up to the shipbreaking yards of Bangladesh.

Supertanker HJ Haynes © Seaman / Navi e Armatori


Revanna 1, ex Esperanza, ex Hari Kripa… © Shahid Ayub

Gadani Beach, November 25, 2015 © Shahid Ayub


Chemical tanker


Gas tanker

Korea Gas. IMO 8515879. Gas tanker. Length 109 m, 2,461 t. Deflagged from South Korea to Togo for her last voyage. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Smart Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.

Oceanus (ex-Oceanus 09, ex-Snowdon). IMO 8811754. Gas tanker. Length 99 m, 1,990 t. Deflagged from South Korea to Togo for her last voyage. Classification society Korean Register of Shipping. Built in 1989 in Imabari (Japan) by Higaki Shipbuilding. Owned by Youngsan Marine Co Ltd (South Korea). Sold for demolition in Bangladesh.


Kwangyang Gas at Yeosu, Yosu, South Korea, May 14, 2013 © Tord Avnses Sæle

September 2014, still in South Korea © Yun Dylan


On the Yangze, April 2011 © AF van Rhijn
### Bulk carrier


March 13, 2013 proceeding to Bassens to load cargo © Pascal Riteau

**Anangel Ambition.** OMI. Bulk carrier. Length 280 m, 19,215 t. Deflagged from Greece to Comoros for her last voyage as Bambi. Classification society American Bureau of Shipping. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Sold as is in Singapore for demolition in Bangladesh. US $ 307 per ton.

Anangel Ambition, Europoort, Rotterdam, Netherlands, March 16, 2014 © Arjan Elmendorp


Vancouver, June 2011, © Malcolm Milar

Guanabara Bay, Rio de Janeiro (Brazil), May 2009 © Edson de Lima Lucas


Arctic Ocean at Lisbon, Portugal October 30, 2013 © Pedro Amaral

At Alang, December 2015 © Viral Shah


Gadani, December 17, 2015 © Shahid Ayub


AT 30, ex-Olympic Mentor lost her flame.


Cape Cathay. IMO 9043603. Bulk carrier. Length 271 m, 18,530 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1993 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by U-Ming Marine Transport Corp (Taiwan). Sold as is in Singapore for demolition in India. US $ 287 per ton including enough bunkers for the voyage.

C Cape Cathay, anchored at Guanabara Bay/Rio de Janeiro (Brazil). © Edson de Lima Lucas

C. Summit, anchored at Guanabara Bay/Rio de Janeiro (Brazil). © Edson de Lima Lucas


Cape Cathay. IMO 9043603. Bulk carrier. Length 271 m, 18,530 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1993 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by U-Ming Marine Transport Corp (Taiwan). Sold as is in Singapore for demolition in India. US $ 287 per ton including enough bunkers for the voyage.

C Cape Cathay on its way to Berendrechtlock in Antwerp. She is escorted by four tugs to get in to the lock, July 2006. © Marie Anne


Choulex, August 19, 2011 at Flushing, Vlissingen, Netherlands © Gerolf Drebes

Collonges, Sydney Harbour, completing turn under North Head. 3 March 2009. © Clyde Dickens

Countess Sea, August 19, 2011 at Flushing, Vlissingen, Netherlands © Gerolf Drebes

Courage, August 19, 2011 at Flushing, Vlissingen, Netherlands © Gerolf Drebes


Electronica (ex-Antonis G. Pappadakis, ex-Atlantica, ex-Atlantic Crown, ex-Atlantic Rose). IMO 9087271. Bulk carrier. Length 225 m, 10,454 t. Deflagged from Malta to Niue for her last voyage as « Tronica ». Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Kassian Maritime Navigation Agency Ltd (Greece). Detained in 2008 in Qingdao (China), in 2009 in Ghent (Belgium), in 2010 in Bunbury (Australia) and in 2013 in Norfolk (United States). Sold as is in Singapore for demolition in Bangladesh. US $ 281 per ton including 750 t of bunkers.

Singapore, December 27, new identity and new flag prior to her departure for demolition.

![Everglory](image1.jpg)

**Felicia (ex-Coral Wind).** IMO 9154139. Bulk carrier. Length 225 m, 10,166 t. Deflagged from Panama to Comoros for her last voyage as *Eli*. Classification society Nippon Kaiji Kyokai. Built in 1997 in Sasebo (Japan) by Sasebo HI. Owned by Carras SA (Greece). Detained in 2014 in Guangzhou (China). Sold for demolition in Bangladesh. US $ 262 per ton including 770 t of bunkers.

![Felicia](image2.jpg)

**Force-One (ex-Vina del Mar, ex-MST Callao, ex-Navios Pioneer, ex-Western Hope, ex-Sanko Taurus).** IMO 8309000. Bulk carrier. Length 180 m, 7,218 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Force Shipping (Egypt)). Detained in 2005 in Vancouver (Canada), in 2008 in Patillos (Chile) and in 2014 in Tuticorin (India) and in Kandla (India). Sold for demolition in India. US $ 282 per ton.

![Force-One](image3.jpg)


Goodfaith (ex-CK Goodfaith, ex-Torres Bulker, ex-Nego Wes, ex-Elliott Bay). IMO 9076404. Bulk carrier. Length 165 m. Deflagged from Cyprus to Togo for her last voyage towards the demolition yards. Classification society Nippon Kaiji Kyokai. Built in 1994 in Shimonoseki (Japan) by Mitsubishi. Owned by Star Marine Management Inc (Greece). In February 2015, the Goodfaith ran aground on a rock of Andros Island in the Aegean Sea. She was sailing empty from Elefsina, near Athens, to Odessa (Ukraine). The 22 crew members were rescued. The coast guard observed a minor pollution. The ship remained pinned on Andros rocks; the stern section was cut up in order to free the vessel. Goodfaith was first towed to Salamis shipyards and then eventually beached for demolition in Turkey on October 19.


Hao Yin Dao, Koh Si Chang Transhipment Area, Thailand July 16, 2014 © Geir Vinnes

![Tanker times, Archangelos R, June 2006 leaving Santos (Brazil) © Rafael Ferreira Viva](image1)

![Bulker times, He Bang, at Mizushima, Japan, February 2011 © Kozo1356/Vesseltracker](image2)


![Hui Hong II (ex-Bianco ID, ex-Bandai)](image3)


![Infinity in the Kola Bay near Murmansk, Russia June 2012 © Maksim Abramov](image4)


![Irene, April 28, 2015, at Perama, Piraeus, Greece © Giorgos Mertis](image5)

Thailand (Siam port), May 2012
© Osman Ismail


Li Hua (ex-Evpo Agnic, ex-World Candour). IMO 7632412. Bulk carrier. Length 176 m, 6,912 t. Deflagged from Panama to Comores for her last voyage. Classification society Panama Shipping Registrar. Built in 1977 in Shimizu (Japan) by Kanasashi. Owned by Fujian Huaron Marine Shipping Group Corp (China). Detained in 1998 in Middlesbrough (United Kingdom) and in 2008 in Xiamen (China). Sold as is in Taiwan to be demolished in Bangladesh, Li Hua was finally beached in India as Clio. US $ 215 per ton including 200 t of bunkers.

© Chun Hsi

Li Hua at Keelung, Taiwan, May 2012

Robin des Bois - 44 - Shipbreaking # 42 – January 2016
**Lucija (ex-Pacific Premier)**. IMO 9114141. Bulk carrier. Length 185 m, 8,039 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Splosna Plovba Doo (Slovenia). Sold for demolition in India. US $ 320 per ton including 1000 t of bunkers.

December 16, 2015, *Lucija*, beached at Alang
© Viral Shah

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**Nagil Batar (ex-Guang Ying, ex-Antarios Breeze, ex-Florence, ex-Denbulk, ex-Neo Pelargonium, ex-Sanko Pelargonium)**. IMO 8313130. Bulk carrier. Length 185 m, 7,180t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1984 in Osaka (Japan) by Osaka Zosensho. Owned by Chahaya Shipping & Trading Co Pte Ltd (Indonesia). Detained in 2010 in Xiamen (China). Sold to be demolished in India, she was finally beached in Bangladesh with a 6860 t damaged coal cargo.

*Nagil Batar*, Sabang, Indonesia © Cekmint Cekmus


Pacific Navigator. IMO 9126780. Bulk carrier. Length 288 m, 22,370 t. Deflagged from Hong Kong to Niue for her last voyage as Navigator. Classification society American Bureau of Shipping. Built in 1997 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Island Navigation Corp International Ltd (Hong Kong, China). Detained in 2014 in Newcastle (Australia). Sold as is in Singapore for demolition in Bangladesh. US $ 323 per ton including 500 t of bunkers.

Pacific Vitality. IMO 9126778. Bulk carrier. Length 288 m, 22,339 t. Deflagged from Hong Kong to Niue for her last voyage as Vitality. Classification society American Bureau of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Island Navigation Corp International Ltd (Hong Kong, China). Sold as is in Singapore for demolition in Bangladesh. US $ 323 per ton including 650 t of bunkers.


Panamax Blessing loading grain at Cascadia terminal, Vancouver, BC, Canada, July 2014 © ML Jacobs


Priyamvada (ex-Jagar Swamini, ex-Otto Springorum). IMO 5267380. Bulk carrier. Length 161 m, 7,150 t. Indian flag. Classification society Indian Register of Shipping. Built in 1959 in Emden (Germany) by Rheinstahl Nordsee; converted in 1982 to ore trans-shipment vessel. Owned by Sesa Resources (India). Sold as is in Goa for demolition in India. US $ 205 per ton. At 56 years of age, she is the eldest one this quarter. Her sisterships have all been broken up more than 30 years ago: Rheinstahl in 1984 in Ulsan (South Korea), Anita Thyssen in Kaohsiung (Taiwan) in 1978 and Arenberg in Santander (Spain) in 1978 after she was fire-damaged in the Mediterranean while carrying phosphate ore from Casablanca (Morocco) towards Mumbai, (India).

December 02, 2008, at Goa Bay, India © John Wilson

Trans-shipment operations, November 15, 2003 © Erdem Turna

Qi Yuan © andy.ru73


Qinfa 8 © andy.ru73


Renuar © andy.ru73


Ribbon © andy.ru73


Rui Fu Star © andy.ru73


![RZS Fortune](image)

At Richards Bay, South Africa, March 2013 © Peter Terry-Lloyd

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![S Atlantic](image)

Kiel Canal, July 2007 © Michael Siebert

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![Samjohn Light](image)

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![SCF Suek](image)

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SCF Suek, February 2015, arriving Willemstad, Port of Curacao. Bound for Curacao Drydock Company (CDM) © Cees Bustraan

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Robin des Bois - 49 -

Shipbreaking # 42 – January 2016


Sea Venus (ex-Maratha Explorer, ex-Oceanic Explorer). IMO 8916152. Bulk carrier. Length 225 m, 9,937 t. South Korean flag, pavillon Comores for her last voyage as Venus. Classification society Korean Register of Shipping. Built in 1990 in Imari (Japan) by Namura. Owned by SW Shipping Co Ltd (South Korea). Detained in 1998 in Hamburg (Germany), in 1999 in Mobile (United States), in 2002 in Bremen (Germany), in 2006 in Murmansk (Russia), in 2007 in Hay Point (Australia) and in 2011 in La Plata (Argentina). Sold for demolition in Bangladesh. US $ 315 per ton including 400 t of bunkers.

Shadfar (ex-Admiral, ex-Dais, ex-Iran Shariati). IMO 8309696. Bulk carrier. Length 190 m, 9,203 t. Deflagged from Iran to Comoros for her last voyage as SPM then Winner. Classification society Bureau Veritas. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM.). Detained in 2002 in Hay Point (Australia), in 2007 in Hamburg (Germany), in 2008 in Hong Kong and in 2011 in Kandla (India). Sold by her Iranian owner Rahbaran Omid Darya Shipmanagement to the Indian broker Prayati Shipping prior to her departure for demolition in India.

Stellar Hope. IMO 9130602. Bulk carrier. Length 273 m, 17,792 t. Deflagged from Panama to Comoros for her last voyage as Larch. Classification society Nippon Kaiji Kyokai. Built in 1996 in Tsu (Japan) by NKK Corp. Owned by Toyo Sangyo Co Ltd (Japan). Detained in 2006 in Kawasaki (Japan) and Port Hedland (Australia). Sold as is in Singapore for demolition in Bangladesh. US $ 285 per ton.

Dais leaving Chiwan (China), June 2008 © Marc Ottini

Isla De Cedros, Baja California, Mexico, November 2010 © 7394 Jmmp


Island Kefallinia (Greece), October 2009 © MarineTraffic


Tuo Fu 1 (ex-Hong Yuan 1, ex-Frontier Express). OMI 9044451. Ex tanker converted to bulk carrier in 2010. Length 229 m, 14,050 t. Panamanian flag. Classification society RINA. Built in 1993 in Imari (Japan) by Namura. Owned by Tuo Fu Ocean Shipping Ltd (Hong Kong, China). Detained in 2010 in Alexandria (Egypt) and in 2014 in Guangzhou (China). Sold for demolition in Bangladesh.


Zhong De 1 (ex-Feggites, ex-Neelam, ex-Unity T, ex-Mui Kim). IMO 8715493. Bulk carrier. Length 224 m, 10,644 t. Deflagged to Palau then Comoros for her last voyage as Duke. Classification society Polish Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Detained in 2006 in Valencia (Spain), in 2011 in Yingkou (China), Vancouver (Canada) and Zhenjiang (China) and in 2013 and 2014 in Lianyungang (China). Sold, deflagged and renamed in April and then in June prior to her departure for demolition in Bangladesh. US $ 320 per ton.
Cement carrier


April 21, 2015   Bergen, Norway, shipspotting at Sotra-bridge. © Tomas Østberg- Jacobsen

Car carrier

_Autoracer_. IMO 9079200. Car carrier. Length 120 m. Portuguese flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Brattvaag (Norway) by Brattvaag Skipsverft. Owned by United European Car Carriers Unipessoal (Portugal). She arrived on her own powered in Grenaa (Denmark). She was partially dismantled but the hull and the castle were eventually towed to Gdynia (Poland).

December 6, 2014, _Autoracer_ entering Le Havre (France) © Pascal Bredel

November 18, 2015, 1 year later, dismantling in Grenaa © Bendt Nielsen

Miscellaneous

Offshore supply vessel

Oil prices collapse, offshore supply vessels leave to be broken up. Denmark and India are their main destinations. It may be noted that Grampian Sprite (ex-Stirling Sprite), IMO 8104345, built in 1983 at Great Yarmouth (United Kingdom) by Richards Drydock & Engineering, was ultimately saved. She arrived from Aberdeen (Scotland, United Kingdom) at Fornaes Shipbreaking in Grenaa (Denmark) in November. She was «sold for recycling» according to her classification society Bureau Veritas, and was in extremis put back in service as NSM Sea for the Norwegian North Marine Sea AS.


Mahaweli (ex-Darius). IMO 8104230. Offshore supply tug. Length 53 m, 985 t. Sri Lanka flag. Classification society Bureau Veritas. Mahaweli was built in 1982 at Cherbourg by Constructions Mécaniques de Normandie as the French Darius for SURF (Compagnie des Moyens de Surface adaptés à l’exploitation des océans, in short SURF), a company which was taken over by Groupe Bourbon in 1991. She was an offshore supply vessel mainly operated in West Africa. She was sold in 2007 to the State-owned Sri Lanka Shipping Company, renamed Mahaweli and reflagged to Sri Lanka. She was delivered to the Alang breakers on December 18, 2015.


Vos Emperor sailing from Lerwick, Shetland Archipelago (Scotland, United Kingdom). June 04, 2011 © Sydney Sinclair


Vos Patrol, April 15, 2013 Aberdeen, United Kingdom © George58


Vos Siren, inbound at Great Yarmouth from UKCS. May 05, 2014 © Paul Gowen


Research vessel

Ex Irish buoy and lighthouse tender boat converted in 2000. Owned by Gardline Shipping Ltd (United Kingdom). Sold for demolition, she arrived on her own power at Formaees shipbreaking yard in Grenaa, Denmark on December 18.

Tug
Ferry

This ferry was the third in a series of three built in 1980 for the English shipping company Townsend Car Ferries by the shipyard Schichau Unterweser, Bremerhaven. The first two were the Spirit of Free Enterprise and the Herald of Free Enterprise.

The Pride of Free Enterprise began her career on the Dover/Calais line. Due to the takeover of Townsend by P&O European Ferries, she came in 1987 under the control of that company and was transferred to the Dover / Zeebrugge line. She was renamed Pride of Bruges. From 1991 on, she returned for most of the time on the Calais line.

In 1998, during the merger between P&O and Stena becoming P&O Stena Line, she was renamed P&OSL Picardy. She was decommissioned at Dunkirk in early 2000 and purchased the following year by the Slovenian Transeuropa Ferries group who renamed her Oleander under Cypriot flag and assigned her to the Ostend / Ramsgate line.

In 2010, she left this line and was chartered between Almeria (Spain) and Nador (Morocco) first by the Moroccan ship-owner Comarit, then in 2012 by the Spanish Acciona Trasmediterranea. In 2013, year of the disappearance of Transeuropa Ferries, the Oleander was acquired by the Slovenian Novgorod Shipping, became the Sherbatskiy and kept sailing under Spanish charter until the end of 2015. Decommissioned, she was then sold for scrap and delivered on December 11, 2015 under the name of Sher in Alang (India). $ 220 per ton.

The Sherbatsky was the last survivor of the trio. The Herald of Free Enterprise capsized March 6, 1987 in the port of Zeebrugge (193 victims) following a water ingress through the front door left open; refloated, she was demolished in Kaohsiung (Taiwan) the following year. The Spirit of Free Enterprise, now the Pride of Kent, then the P&OSL Kent, became the Greek Anthi Marina in 2003 and was demolished in 2012 in Aliaga.
Passenger ship


Beached at Alang November 19, 2015, the Veronica was originally the Swedish liner Kungsholm delivered in 1966 to the Swedish American Line. Last regular liner between Göteborg and New York, she was also suitable for cruising.

1966, arrival at Göteborg  
© Göteborgs Posten

1969, Kungsholm cruising in Papeete - Tahiti (French Polynesia). © Michel Floch

© Göteborgs Posten

Sold in 1975 to Flagship Cruises (USA) and transferred under the Liberian flag, she keeps her name and continues to cruise.

Conversion into Sea Princess at Bremer Vulkan

Collection Hermann Rabbel

She is acquired in 1978 by P&O and becomes the English Sea Princess. During her overhaul at the German Bremer Vulkan shipyard, she loses one of her two funnels and the remaining one takes a more modern profile.
While remaining with the P&O, she is renamed *Victoria* in 1995

*Victoria* departing Turku (Finland), August 2002 © *Eerik Laine*

Acquired in 2002 by Bahama-based Leonardo Shipping, under Greek management, renamed *Mona Lisa* (the funnel is then decorated with the Gioconda), she sails under charter of the German company Holiday Kreuzfahrtten until its bankruptcy in 2006.

In the winter 2006/2007 she becomes a hotel ship during the "Asian Games" in Qatar, then is chartered in 2007 to the Spanish Pullmantur who renames her *Oceanic II*. She also operates for a few months in late 2007 and early 2008 as a floating university for the American organization "The Scholar Ship".

*Oceanic II*

Istanbul (Turkey), July 2007 © *Olaf Kuhnke*  
Darling Harbour, Sydney (Australia) © *Clyde Dickens*

She becomes the *Mona Lisa* again in 2008 and is regularly chartered by the German company Lord Nelson Seereisen, but also used during the winter 2008/2009 by the Japanese organization "Peace Boat" and early 2010 as a floating hotel in Vancouver for the Olympic winter Games.

*Mona Lisa* at Le Havre (France), August 29, 2009 © *Pascal Bredel*
The *Mona Lisa*, which is no longer in compliance with the SOLAS Convention (Safety Of Life At Sea), is finally acquired in October 2010 by DSME Oman, a subsidiary of Daewoo Shipbuilding & Engineering Company. She is then docked by the Korean group in the shiprepair complex port at Duqm on the coast of the Indian Ocean and has been used since summer 2011 under the name *Veronica* as a floating hotel and restaurant. The deluxe room there costs US $300 a night.

The hotel *Veronica* closed down in October 2013. After 2 years of lay-up on site, the former ocean liner is finally sold as is in Oman and towed for demolition in India. US $238 per ton.
Almost the end for the Neptun 421 series

The Banglar Moni, built in 1983 as Antje for Horst Oldendorff, Singapore, and immediately sold to the Bangladesh Shipping Corporation, was the penultimate of still active Neptun 421. It's almost the end of a cult series, named after the number of the first-born, the Cam Doussié.

This series built between 1977 and 1985 by the Neptun shipyard in Rostock, at the time in East Germany, counted 33 ships. They had as main features a length of 150.20 meters, a width of 21.05 meters and deadweight of 12,600 tons. They were versatile cargo ships with nevertheless a capacity of about 400 twenty-foot equivalent container units (TEU). Their "Velle" type derricks could tilt and move in all directions, with an endless cable and 2 winches.

The main initial purchasers were East and West German ship-owners (13 units including 7 for Vinnen of Bremen, namely the Merkur Sea, Merkur River, Merkur Bay, etc.), Norwegian (5 units) and the East German state Deutsche Seereederei (5 units, Pritzwalk, Pasewalk, Glauchau, Crimmitschau and the famous Fliegerkosmonaut der DDR Sigmund Jähn, perhaps the longest name of the Merchant Navy).

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Fliegerkosmonaut der DDR Sigmund Jähn, named in honor of the first German cosmonaut having flown in space to the Salyut 6 station on August 26, 1978.
Three of the *Neptun 421* flew the French flag at the Société Navale Caennaise (Naval Company from Caen). These were the *Thésée* (1980 to 1994), the *Galatée* (1982 to 1990) and the *Hébé* (1986-1994). The trio has mainly served the western coast of Africa, like many of their African sister-ships, namely the seeded Cameroonian *Cam Doussié*, sank following a collision on March 2nd, 1987 with the Spanish container ship *Puerto Santona* off the coast of Morocco and the Gabonese *M'Passa* and *L'Abanga*, used from 1983 to 1994 by Sonatram (Société Nationale de Transport Maritime).

The Safmarine, specialized in African routes, also appreciated the *Neptun 421*. It chartered 8 of those for long or short periods renaming them *Safmarine Lobito*, *Safmarine Gabon*, *Safmarine Palanca*, *Safmarine Boma*, etc.

The *Neptun 421* were known for their sturdyness. When they were not accident damaged, they approached or exceeded 30 years. The *Crimmitschau* even spent her entire career without changing name. She ended up in Bangladesh in 2009, at the age of 30 years.

The only survivor is the Panamanian *Port Said* owned by the Egyptian company Red Sea Navigation Company which is no other than the former Gabonese *L'Abanga*. She entered her thirty-third year.
Sources:

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