The Death of the Lion

After her arrival on March 21, 2000 in Sagunto, Spain, on the Gulf of Valencia, with a shipment of scrap metal, the Lion of Olympia was seized by port authorities at the request of a Greek bank. She would never leave again. The five Greek and Ukrainian sailors were repatriated a few months later. The captain stayed alone. His fleeting and solitary silhouette was captured by a photograph that was taken in March 2007, seven years after the ship’s arrival.
He was the ship’s owner. He didn’t want to lose everything in abandoning the ship. The ship itself had been released but the dock fees had accumulated, preventing any departure. The Greek captain resisted until 2011, after more than ten years of solitude.

In the summer of 2014, the sentence of termination of ownership was handed down. The Port of Valencia organized the sale of the ship at auction with an initial selling price of 78,000 €, not including the VAT.

In January 2015, after fifteen years moored at the Levant sea wall, the Lion was defeated: her dismantlement started afloat on the spot.

Abandoned in Brest

Brest, advanced port of the European continent is at the crossroads of several major seaways in the Atlantic Ocean. A number of ships in distress, substandard or diverted under a charge of drug trafficking, oil discharging, or after collisions or losses of cargoes, found here, out of obligation or caution, a refuge or a grave.

The Junior M, stucked from October 1999 until August 2000 with 6,300 t of ammonium nitrate, Victor, immobilized from April 2000 on and finally « oceanized » in January 2002, Han (ex-Palatial 1), have been for Robin des Bois and for the CGT seafarers’ union in Western France the first occasions to claim for a shipbreaking facility in Brest.


This pretty, small ship would have merited being displayed at the world museum of merchant navy, if it existed. Unfortunately, she was brutally destroyed on the wharfs of Brest in 2012. Ebba Victor, built for the Baltic, was heading to Africa under the responsibility of a Cameroon buyer. West Africa often inherits ships from Scandinavia and greater Northern Europe, which are reputed for the quality of their construction and maintenance.
Thus, pass off the coast of Brest merchant ships, dredgers, ferries or barges that practically change hemispheres – if they reach their destination safely. The variations in climate and mode of exploitation sometimes end very badly, when considering the tragic end of the Joola (the Senegalese Titanic, 1900 fatalities, built in Germany).

The Ebba Victor had suffered an engine failure just before venturing into the immense and – for her – almost unknown Bay of Biscay. The much reduced crew preferred to take refuge in Brest. This was in 2007. The penultimate owner was settled in the Netherlands. The Ebba Victor served as a training ship; she was also operated on day trips. The new, African ship owner never had the means to carry out the heavy repair works. The cost (400,000 to 500,000 euros) would have been four to five times greater than the purchase price.

Ebba Victor, Brest, January 21, 2010
In the background and right, the Matterhorn
© Robin des Bois

Ebba Victor still had the coat of arms of Härnösand, her first homeport.
© Robin des Bois

The lonesome chief engineer of the Ebba Victor has been supported and repatriated to Cameroon thanks to the efforts of the NGO Mor Glaz.


After she collided with the potter Sokalique on August 17, 2007 (1 fatality) but did not stop to rescue the crew nor alert the authorities of the accident, the Ocean Jasper was diverted to Brest by the French Navy and then seized in the framework of the judicial proceedings. The trial did not take place in the flag State, Kiribati Islands, but in France. On January 22, 2013, the court sentenced the master and the chief mate in absentia to 4 and 3 years imprisonment, the ship owner was acquitted. The prosecutor appealed against the acquittal. The Ocean Jasper is still stuck at the Brest Navy base.

Captain Tsarev

The former Precious River belonged to Chester Shipping Ltd, which, as its name indicates, was established in Athens… She arrived under tow of the tugboat Abeille Bourbon. Critical propulsion failure. Estimated cost: 500,000 euros. The Captain had quickly been abandoned. The sailors were repatriated at the cost of the French government.

In seven years, the robust, ice-strengthened hull has deteriorated damaged. The Captain rusted, was squatted, burned. Immobilization and idleness trigger in ships an accelerated aging. Captain Tsarev is soon going to be auctioned. The proceeds from the sale will not be enough to pay the 700,000 euros in debts accumulated by the old ship that will not have any future but demolition. She will not be destroyed outside of an OECD country. The perimeter is vast; it goes from Brest to Aliaga.

The matter is urgent; the wharfs of Brest and the bay will welcome next year the “Tonnerres de Brest” maritime event. The wharfs have to be clear and free in order to welcome ships much older than the Tsarev but more prestigious and better maintained, ships that attract crowds of visitors, not only metal recyclers.

It’s a reflex of cleanliness that everyone can agree on and serves as a deadline. Already, the Matterhorn had benefited from a broad sweep and had been sent away to be demolished; in her presence, the “Tonnerres de Brest 2012” would have been spoiled.


The ship had been well-known in Brest for many years. Too well-known. Between 2006 and 2010, she called four times in the Breton port and had been cited for 40 technical deficiencies and nine deficiencies in the working conditions. Thus, in four years the Antigone Z had been detained for fifteen days in the Port of Brest. In going back even further in the ship’s history, one realizes that under a number of different flags, the reefer received a critical and scrupulous reception on the part of maritime security inspectors in all the countries, including in Russia and in Egypt.
It was to bypass Brest that the Antigone Z came to Douarnenez, another Breton port, at the beginning of April 2012 to load a cargo of frozen herring and horse mackerel. She was bound for Egypt on behalf of the Dutch company Marine Seafood. Immediately targeted, the Antigone Z was abandoned by her Klaipeda-based owner after the ten Lithuanian and Russian sailors had been repatriated and had more or less received the $226,000 from their unpaid salaries.

After 330 days of solitude in Douarnenez, the Antigone Z was towed to the Port of Brest. She was anchored alongside Captain Tsarev, which was twice her size and another economic refugee waiting for demolition.

Karl (ex-Baroy, ex-Lena, ex-Nour Han, ex-Katla, ex-Burfell, ex-Hekla, ex-Vela, ex-Polstraum). IMO 7383114. Built in 1974 in Fevag (Norway) by Fosen MV. Length 76 m.

Karl arrived in Brest at the end of February with an impressive liability of 198 deficiencies, which were noted by the maritime security inspectors in all the European ports between 1998 and January 2015, from Setubal to Murmansk. The ship owner is Swedish. Several infringements of the Maritime Labor Convention (MLC) were pointed out. Karl’s classification society is the International Register of Shipping (IRS), a classification society that presents itself as “independent”. Indeed, it is not a member of the International Association of Classification Societies (IACS). IRS is established in Panama.

There are still some difficulties regarding the repatriation home of the 8 abandoned sailors. They come from Romania, Honduras and Guatemala.

Karl, before been held in the port under sequestration by State services for a heavy financial dispute, had already been loaded with 900 tons of potatoes bound for Mostaganem, Algeria. Unloading them may have become a problem, like the unloading of the ammonium nitrate bulk cargo aboard the Junior M. The potatoes are not a dangerous cargo, but they could very quickly become waste if their stay in the cargo holds goes on, if the refrigeration system turns defective and if the cargo holds are not completely sheltered from the rain. Their germination could result in a compact and slimy mass difficult to remove.
Part of the ammonium nitrate cargo aboard the *Junior M* had been discharged at sea. This time, the cargo was unloaded upon a court order before it was too late; it’s now waiting to be destroyed.

The *Karl* case is leading to food waste. Brest is the premier French shipping port of potatoes. Two shippers consult the Equasis and other databases in order to determine which ships are suitable for shipment, which is not easy. The small reefers leave for scrapping one after another. If no reefer is available, non-refrigerated cargo ships can be chosen on the condition that the trip and the waiting time in the arrival ports are short, which is not necessarily the case in North Africa. *Karl’s* shipper and its freight forwarding agent lacked rigor. They were encouraged by the fact that *Karl* had carried out – smoothly – a rotation between Brest and Algeria at the beginning of the year.

*Aqua Challenger*, continuation and (true) conclusion

Live from Pakistan by Shahid

After the previous announcement of her demolition in China (2012), followed by a year of reprieve turning to unemployment at Norfolk (United States) and then a very discreet reappearance at Montoir/Saint-Nazaire (France) – see *Shipbreaking # 38*, p 10-11 –, time for retirement has irreversibly come for the *Aqua Challenger*, ex-*Cape Viewer*, ex-*Front Viewer*. She was beached in Gadani on March 21, 2015.
The wrecked ones

Shipbreaking # 39 has identified several casualty cases; the ships involved have been declared lost and then broken up in breaking sites more or less remote from the wreck site. Subic Bay 1 remained in the Philippines (p 20), Yusuf Cepnioglu travelled 250 km from Mykonos to Aliaga (p 33), St Gregory the Great migrated from the Philippines to Bangladesh (p 20) and Helene Rickmers crossed a quarter of the world from Papua New Guinea all the way to India (p 34).

Drifts

Tsunami
Debris have just been spotted off the coast of Oregon. They are the remnants of the bow section of a fishing boat destroyed by the Tsunami that struck the Japanese coastline on March 11, 2011. A number of yellow tail jackfish native to the Japanese coastal waters made the 6,500 km journey in the holds. Contamination by invasive species is at low risk according to biologists from The University of Oregon but the fish will be removed and housed in the Oregon Coast aquarium. Once dried out and inspected, the wreck – made of fiberglass – will be taken to a landfill, if not radioactive.

Seriola quinqueradiata, print by Hiroshige - 1832
© Oregon Parks and Recreation Department

Excavadora Aldamiz
On February 27, 2015, the British-flagged tugboat MTS Vector was in distress in the Bay of Biscay. She was on her way to tow the barge Excavadora Aldamiz, used for dredging operations in the port of Bayonne, from the Basque Country to the port of Lorient in Brittany. The tow line got loose and the barge crashed on the rocks of Carré beach in Ciboure, in the Bay of Saint-Jean-de-Luz. The barge, 30 m in length, 9,50 in width, was too badly damaged to be refloated.

On the rocks at Ciboure – Photo Sud-Ouest

Late March, the Excavadora Aldamiz was cut off on the spot by the Vizcaya company REDENA. ALDAMIZ, the dredging company and owner of the barge will turn against the owner of the tugboat, namely the MTS Group, established in Falmouth (United Kingdom) and file a lawsuit for negligence.

See also photo report by Sud-Ouest - Arnaud Dejeans / Freddy De Aizpurua
Military and auxiliary vessels

United States

In the United States, vessels under Navy status, whether military or auxiliary, must be dismantled in US facilities. It is not yet the case with their "civilian" colleagues, owned by private companies although they have been chartered for years by the US army. In previous episodes, 1st Lt. Alex Bonnyman and PFC James Anderson (Shipbreaking # 17), Cpl. Louis J. Hauge Jr. (Shipbreaking # 21), LTC Calvin P Titus (Shipbreaking # 25) and TSGT John A. Chapman (Shipbreaking # 37) were beached for demolition in Alang under various nicknames ("Bonny") and flags of convenience. Today, LTC John UD Page is about to be scrapped in Turkey. However, she kept her American flag. But when will the demolition of the US Army servants be carried out in US sites?

Cape Lambert (ex-Avon Forest, ex-Federal Lake) IMO 7324390. Ro-Ro AKR-5077. Length 202 m, 12,000 t. United States flag. Built in 1973 in St Catherine (Canada) by Port Weller Dry Docks; Ro Ro vessel with side cargo ramps at both bow and stern. In the first part of her career, she was operated in the Burnett Steamship Co Merchant fleet then by Plute Energy & Transportation's based in Cleveland (USA). In 1987 she was acquired by the US Maritime Administration and regularly used by the US Military Sealift Command (MSC,) under number AKR-5077. Struck from the naval registry in 2006 and laid up in the James River Reserve Fleet then at Beaumont. She is eventually sold for demolition in Brownsville by International Shipbreaking Ltd.

James Mc Henry (ex-Paul Bunyan). IMO 7700489. Heavy load carrier HLS0-1. Length 91 m, 2,637 t. United States flag. Built in 1974 in Sturgeon Bay (USA) by Peterson Builders for American Heavy Lift Lines. After a career in the merchant fleet, she was acquired by the US MARAD in 1987. She was briefly used by the US Army as James McHenry and HLS-01 number as a training ship. From 1993 to 2008, she remained in the Reserve Fleet at Fort Eustis potentially as a military-useful vessel but was never activated for service. Since 2008, she has been waiting at James River for her ultimate fate. In 2015, she was finally sold for demolition in New Orleans by Southern Recycling.
LTC John UD Page (ex-Newark Bay, ex-Utah, ex-Irene D, ex-American Utah). IMO 8212714. Container, 4258 teu during her civilian (commercial) life, then reduced to 2500. Length 290 m. United States flag A. Classification society American Bureau of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM for the service of the United States Lines Co, founded in 1921, which operated freighters and passenger liners. The flagship of the company, the United States, launched in 1952, had won the Blue Ribbon of the fastest liner in the world over the Queen Mary. The passenger transport stopped in 1969, the United States Lines filed for bankruptcy in 1986 and closed down in 1992. The young American Utah was then sold to Econ Associates LP established in New York in 1987.

In 2000, after 15 years of trading life, she was acquired by Maersk Line Ltd-USA (USA), the American branch of the Danish AP Moller Maersk, and from then on will be chartered by the MSC (Military Sealift Command) under number T-AK-4543. In 2001, she entered the Norfolk Shipbuilding and Drydock Company yards to meet the specifications of the US Army supply ships: she was equipped with 4 cranes for easy unloading in poorly equipped ports and air conditioning and dehumidifier in all cargo compartments for the safe transport of ammunition. She was renamed LTC John UD Page and pre-positioned at the Diego Garcia base in the Indian Ocean as a supply ship for the US Army.

March 20, 2015 is the end of her career: she was beached for demolition in Turkey.

Her sistership, the ex-American Nebraska (8212673 IMO) now Sgt Edward A. Carter Jr aka T-AK-4544, is still in service for the MSC.
Monongahela. IMO 7638545. US Navy Cimarron class fleet oiler, AO-178. Her capacity was 180,000 oil barrels (28,000 t); she could also carry 600 t of ammunition. Sistership of Willamette and Platte respectively demolished in Brownsville, Texas and Amalia, Louisiana (Cf Shipbreaking # 34 and # 38). Length 213 m, 11,645 t. United States flag. Built in 1978 in New Orleans (United States) by Avondale Shipyards. In November 1989, while the ship was off the coast of Spain, 9 sailors suffered injuries from a fire in the engine room. Struck from the naval register in September 1999 and laid up in the James River Reserve Fleet (Virginia). Her sale to the Chilean navy was once considered. In November 2009, she broke her mooring, ran adrift and grounded half a mile away on a sandbar. Finally sold for demolition in Amalia, Louisiana, by Southern Recycling, she should leave Virginia in the coming weeks.

Spain

Marques de la Ensenada. Marques de la Ensenada. A-11. Spanish Navy Fleet oiler. Length 126 m, 4,000 t. Spanish flag. Unknown classification society. Built in 1990 in El Ferrol (Spain) by Bazan. Delivered to the Navy in June 1991, her first base-station was the arsenal of Las Palmas in the Canary Islands until July 2000, then she was transferred to the Naval Base of Rota. She has participated to the Atalanta operation against piracy off the Somali coast for 5 months in 2009 and to NATO surveillance missions in the Mediterranean. She was noticed for rescue operations. Yemeni fishermen in June 2009 (1). A stranded sailor on a small craft adrift in the Eastern Mediterranean in November 2010 (2). In January 2011, she rescued the Algerian fishing boat Mohamed Badri with her 7 fishermen; Marques de la Ensenada engineers repaired the electrical failure to allow the fishing boat (3) to sail home on her own power.
She was decommissioned on January 31, 2012 and auctioned in July 2014 with a reserve price of €200,000. February 24, 2015, she arrived for demolition at Leyal shipbreaking in Aliaga, Turkey.

Turkey remains the favorite last destination for ships of European Navies, especially British and German.

France

In France, the Navy’s tenders are exclusively European. The public contracts were awarded to shipyards in France, Belgium and United Kingdom; this willingness to withstand the beaching practices should be appreciated.

On February 8, the former dual-purpose frigate Jean Moulin left Brest harbor in tow for her final journey to Ghent in Belgium, under the end-of-life contract of 6 old navy hulls reaching a total volume of 13,000 t which was awarded to the Galloo Recycling yard in December 2013. The Commandant Rivière and the Duperré have already arrived in Ghent, Belgium, in 2014 and are currently being dismantled. The 3 remaining ships, La Galissonière, Détroyat and Enseigne de Vaisseau Henri, are scheduled for later in 2015.

In February 2004, another dual-purpose frigate Commandant Bory, sistership of Enseigne de Vaisseau Henry and Commandant Rivière, was scuttled off Brest. (See « Dégazage et dérapage de la Marine Nationale », February 26, 2004. French language only.)
Review: 1st quarter of 2015

Recycled metal
1 Bangladesh 646,000 t (27%)
2 India, 534,000 t (22%)
3, China 455,000 t (19%)
4, Pakistan 391,000 t (16%)
5 Turkey, 165,000 t (7%)

Ships
1 Bangladesh, 66 (25%)
2 India, 64 (25%)
3, China 40 (16%)
4, Pakistan 31 (12%)
5, Turkey, 30 (12%)

20 ships per week: the rate has progressed. The global rise is of 10% by unit and 18% by tonnage of recycled metal. Regarding tonnage, Bangladesh ranks 1st in scrapping with 27%, followed by India (22%), China (19%) and Pakistan (16%). Yet, prices set by breakers in the Indian sub-continent have gone under 400 $ per ton and remain low in China and Turkey (215-230 $).

257 ships have been removed from service over the 1st quarter of 2015. Scapping of the full amount will enable to recycle a total of 2million tons of metal. 78 (31%) were built in Europe (EU or EFTA countries), 85 (33%) belonged to European owners, 8 (3%) were demolished in EU shipbreaking yards, 233 (91%) in the Indian sub-continent, China or Turkey.

Recycled metal
category
1 : bulk carrier, 1.2 million t (57%)
2 : tanker, 372,000 t (17%)
3 : container ships, 273,000 t (13%)
4 : general cargo carriers, 152,000 t (7%)

At least 32 ships were deflagged just before leaving for demolition in Bangladesh, India, Pakistan and Turkey. A figure that must be revised - upwards- when the last sold ships get to their final destination. Competition is tough between funeral flag stars, Saint- Kitts- and-Nevis, Comoros, Tuvalu and their follow ups Palau (*), Togo, Tanzania, the Cook Islands, Panama and Sierra Leone.

Robin des Bois' Shipbreaking bulletin pays much attention to the deflagging of ships prior to the final voyage. The number of ships concerned in the matter remains stable: 14 % of all the ships in 2013 and 2014. This figure had gone up to 20% during the last quarter of 2014. One must remain vigilant.

© Mark Kenworthy

(*) Palau, archipelago in Micronesia, member of the United Nations since 1994, of the IMO since 2011 and signatory to the Nairobi Wreck Removal Convention that entered into force on 14 April 2015. 459 km², population 21,000. In 2009, Palau created the 1st shark sanctuary. Its flag, inspired by that of Japan, in a symbol of the full moon.
Demolition after bars

40 (16%) ships sent to demolition were inspected by a classification society not part of the IACS (International Association of Classification Societies) or without classification. The substandard ones are always first in line to go: at least 131 (51%) had previously been detained in world ports with a detention rate of 75% regarding reefers, 67% of general cargo carriers, bulk carriers, Ro Ros, car carriers and chemical tankers and 39% of container ships.

The gold medal for substandard ships is won by the Togolese-flagged general cargo carrier Albatoul (p 26), 16 detentions, demolished in Turkey. She is followed by two other ships of the same category, the Cambodian Easter (p 28), 13 detentions, demolished in China and another Togolese vessel, the Zortürk, abandoned and on the verge of being demolished in France (p 25), 12 detentions. The Ro Ro Kema (p 39) demolished in Bangladesh, 10 detentions, comes quite close.

Years and Meters

The age of the ships removed from service ranges between 15 years for the bulk carrier Cape Flora and the container ship Samaria demolished in India and 66 years for the ex British-built reefer Brandanger that finished her carrier as the training ship Petar Beron. The average age is of 28 years. It is of 41 years for passenger ships, from 36 to 32 for Ro Ros, factory-ships, car carriers, reefers and gas carriers and 22 years for container ships.

84 ships are of a length under 150 m, 89 measure between 150 and 199 m and 84 more than 200 m. The full convoy of ships demolished this quarter would be 46 km long as opposed to 38 km for the last quarter of 2014.

The heaviest is the ex American supertanker that became the FPSO Kuito, 43,000 Ldt; she has just arrived for demolition in Turkey. See her detailed carrier p 60.
European Regulation on Ship Recycling

Part 1

The « European ship recycling Regulation » dates back November 2013. It applies exclusively to ships flying the flag of a Member State. Within this issue 39 of "Shipbreaking", covering the months of January-February-March 2015, it applies to 26 ships out of 257; 3 ships flying a European flag were demolished or are going to be demolished inside the European Union, i.e. the Greek-flagged Lion of Olympia, abandoned and demolished in Spain, the Scan Fjell, a small cargo ship serviced in the Northern seas under the Feroe Islands flag and demolished in Grenaa (Denmark) and the Swedish-flagged nuclear waste carrier Sigyn in Sweden. 23 ships flying the flag of Bulgaria, Cyprus, Croatia, Spain, Greece, Italy, Malta, Portugal and the United Kingdom were demolished in Turkey (9), India (8), Bangladesh (5) and Pakistan (1).

The strategy of the European Union was at the beginning much more ambitious. It included the ship owners based in the European Union whose ships flew flags from outside Europe. Along the same lines as previous issues, “Shipbreaking” # 39 notes that 74 ships owned by a European owner and flying a flag from outside the EU left for demolition between January 1st and March 31. 67 left for demolition in India (24), in Turkey (14), in Bangladesh (14), in Pakistan (11) and in China (4). Only 2 ships belonging to a European owner and flying a flag from outside the EU were demolished in the European Union, precisely in Belgium. Within 10 years, the European Union has moved backwards. On its own initiative, it has lessened its weight in the world policy on the recycling of end-of-life ships by exempting from regulation the owners based within member states operating ships under flags of convenience.

For this low level regulation to be operative, the European Union in compliance with Article 13 must establish and publish a list of “authorized ship recycling facilities”. A first list of European facilities is expected in a few months. A second list regarding facilities outside Europe is expected at latest by the end of 2016. Each member state or non European state has authority and is competent to define its own list of authorized facilities. Inside the European perimeter, some preposterous applications are to be expected. Variations in breaking costs are such that the owner of a ship docked in Portugal or in France has financial incentive to have it demolished in, for example, a Baltic country (see for this matter the Marginella case p 16-17).

Also, the European regulation forgets to mention as a priority parameter the distance between the ship to be demolished and the shipbreaking site where it will be so. This is a serious concession to the free circulation of goods and waste dogma that slights maritime safety and protection of the environment.

The Onyx (Cf. the series “Hunting down the Onyx “), Canadian Miner (Shipbreaking # 25, p 2, « The risk of towing »), Lyubov Orlova (Shipbreaking # 31, p 5-6), Emsstrom (« Christos XXII, the tugboat which brings bad luck ») or Ocean Star Pacific (Shipbreaking # 38 p 24) are some of the many cases showing that the last voyage of a ship towards a demolition site may result in predictable troubles, human tragedies and pollutions that could have been avoided if the proximity criteria had been met.

To be continued in Shipbreaking # 40.
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

Factory ship / fishing ship

The United Nation convention on the Law of the Sea, which was opened for signature in 1982 at Montego Bay, mentions in its article 99 that:

« The transport of slaves is prohibited ». Their exploitation is apparently tolerated. Old factory ships are penal colonies.

According to her original characteristics, there were 94 beds for crew aboard the Dalniy Vostok. On the day of the shipwreck on April 2, 2015, 132 sailors were on board. No space to sleep for the workers, no space enough either for everyone to escape when the ship sank. Death toll, 69 dead or missing.

For the team of Shipbreaking, this is always a relief to see those galleys leave to be demolished. See also about Factory ships Shipbreaking # 37, « The Freon risk », p 11.


© МЧС России / Russian Ministry for Emergency Situations

Kurilskaya Gryada. IMO 8881436. Fish processing vessel. Length 85 m, 1,997 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Klaipeda (Lithuania) by Baltijos LS. One of the 6 Delta class factory ships or project 12913 T built from 1992 to 1995. They were designed for the transshipment of catches from small fishing ships; their capacity of frozen fish production was 25 t per day. The refrigerant fluid initially used was Freon 22. They
were manned by 40 sailors. Owned by Northern-Kurily Seiner Fleet (Russia). The homeport of Kurilskaya Gryada was Nevelsk, South on the Island of Sakhaline in the Russian Far East. Sold and beached for demolition in Bangladesh.

Marginella. IMO 8725498. Tuna seiner. Length 55 m, 959 t. Russian flag. Unknown classification society. Built in 1985 in Kaliningrad (Russia) by Yantar. Owned by Atlantalfloflot (Russia). The convoy reached Liepaja (Latvia) in the morning of April 4, 2015. Only the Marginella is to be broken up. Asbestos fibers may fly loose in the engine room. Serval, the St Vincent and Grenadines tugboat also deserves death penalty. She was born in 1977. We’re sick of these old tubs used to wipe out the European ports and tow wrecks in the Baltic, North Sea and in the Channel! Marginella, a long long time ago, was a Russian tuna seiner of the Tibiya class. 11 units of this type have been built in Kaliningrad (Russia) from 1980 to 1986. Marginella was the last survivor of the gang, with the exception of Tibiya herself converted to tugboat in the Caspian Sea.

In 2007, Marginella and her mosaic crew, typical of the ex Soviet Union, was sailing towards West Africa for a suspect or even illegal tuna fishing campaign in the Gulf of Guinea. Thanks for the South Atlantic bigeye and bluefin tunas, the engine suffered 2 fires on the departure of the expedition. She was towed to the port of Cherbourg, Normandy, by the Abeille Liberté. She has been stuck there for 7 years, guarded out by a man and a dog, then by a stray dog which had to be rescued by firemen.

Before the departure of the ex tuna fishing boat on March 21, the fishing gear was on sale on the online retail site “Le Bon Coin”.

Offres Equipement Nautisme Manche

Filets de pêche au thon professionnel URGENT


Prix : 70 000 €
Ville : Fermanville
Code postal : 50640

Description :
Armateur vends 2 filets de pêche au thon 1500 m de longueur.

Un PREMIER filet assemblé sur plage arrière du bateau, depuis plusieurs années il est resté exposé au climat de Normandie mais il n’a JAMAIS SERVI le bateau étant tombé en panne au large des Casquets bien avant d’arriver sur les côtes Africaines.

Un DEUXIÈME filet, en fond de cale, non assemblé, TOTALEMENT NEUF il n’a jamais vu la lumière du jour !

70 000 euros les DEUX filets,

la négociation est ouverte LES FILETS DEVANT ÊTRE VENDUS AVANT LE DÉPART DU BATEAU.

Si achat des deux filets l’acheteur pourra emporter TOUT ce qu’il y a à bord du thonier (55 m de longueur, équipage de 15 personnes !) tel que cordages, outillages, boutees, ballises satellites, antenne radars etc... etc....

Le bateau est amarré dans le port de Cherbourg.
Everything must go, the nets, « never used », « one of which has been exposed to the weather conditions in Normandy and the other one has never seen the light of day », but also 950 m of hawsers « brand new, fresh from their package and the hold » and even a nautical globe « origin Soviet fleet 1983 ».

Of course, it would have been wiser and would have comply with the rules of prudence and safety to break up the old fishing ship in Cherbourg, as was the old navy vessel *Lucifer* (Cf. Shipbreaking #2, p 32 and 37) but the ship owner Atlantrallflot, for unclear reasons, took responsibility and paid for the risky and 2,500 km long towing across the Skagerrak, the strait separating Denmark and Sweden. The rumour mill in Cherbourg said that the old Soviet tuna seiner was somewhere radioactive.

*Melilla n° 201 (ex-Banshu Maru No 85, ex-Taiyo Maru No 85)*. IMO 7338559. Factory ship. Length 77 m, 1,861 t. Deflagged from South Korea to Cook Islands for her last voyage. Classification society Korean Register of Shipping. Built in 1966 in Shimonoseki (Japan) by Hayashikane. In May 2013, the South Korean ship owned by Taejin Fisheries was seized for illegal fishing practices and has been since then detained at the port of Dunedin in South Island, New Zealand.

The 15 Korean officers, of whom 3 were facing illegal fishing charges, quickly flew home. The 42 Indonesian crewmen were left abandoned aboard the ship and repatriated in July 2013 only. The ship owner was a regular in terms of human rights and employment abuses: the successive crews claim for 4 million $ in unpaid wages. He walked away.

The forsaken ship suffered infestation from rats, cockroaches and lice, attracted by decomposing food and fish aboard. The Ministry of Primary Industry of New Zealand had to pay for a clean up crew to fumigate the ship in addition to the 222 $ a day in berthage fees.

In 2015, after nearly 2 years, a Napier-based company (on the North Island) has successfully tendered for the vessel. Items which could be resold like large fishing nets, net mending machinery and engineering supplies were removed. In February 2015, the old trawler left on her own power, bound for the shipbreaking yards of Alang, India.

*Melilla n°201 departing Otago (New Zealand)* © Gordon Allfrey

Her sistership, *Melilla 203*, remains berthed and detained in Dunedin under the same charges.

At Durban (South Africa), November 2014 © Dave Leonard

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**Reefer**

**The coming end of a poacher**

In Indonesia, the authorities are merciless. Ships caught while fishing illegally get blasted. At the end of 2014, 8 ships from Vietnam, Thailand and Papua New Guinea were destroyed this way (See Shipbreaking # 38, « The sunken ones », p 68).

Destruction of fishing ships, December 2014 © The Jakarta Post

The reefer *Hai Fa* is not enduring the same fate yet. Caught with 900,7 tons of frozen fish and 66 tons of shark fins – hammerhead shark and oceanic white tip sharks, 2 species listed under the appendix of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) thus making them illegal to catch – she was captured by the Indonesian Navy on December 27. The 24 crewmembers were Chinese. The *Hai Fa* was sailing under a dual flag, Panama or Indonesia, depending on the ports she called. She is now flying the true Indonesian flag and is temporarily used for the logistics of the national fisheries. Meanwhile, shipbreaking time is coming.

**Luchezarnyy (ex-Sun Rise n°3, ex-Sun Rise n°2, ex-Luchezarnyy).** IMO 7941813. Fish carrier. Length 55 m, 707 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Khabarovsk (Russia) by SM Kirova. She was number 30 in a series of 100 *Raduzhnyy* type reefers, or project 1350, which were built between 1974 and 1996 in the shipyard of the Russian Far East on river Amur. They were able to carry 310 t of frozen fish transshipped from vessels of the Soviet fishing fleet. Temporarily reflagged to Honduras, *Luchezarnyy* was later and under her first name back to Vladivostok, her original homeport and to the Russian flag. Owned by Svelna Trade (Russia). Detained in 2002 in Sendai / Shiogama (Japan). Sold for demolition in Bangladesh.

![A *Raduzhnyy* class fish carrier](Russian-Trawler.narod)


![*Punto Rosso*, in Las Palmas (Canary Islands, Spain), mai 2014 © WG 7000/ marine traffic](image)


![Loading for Dole Fresh Fruit International. Moin (Costa Rica), September 2006. © Vladimir Knyaz](image)
Wrecked in the storm in the Philippines

*Subic Bay 1* was operated by Carlos A Gothong Shipping Lines, alias CAGLI, on its Mindanao / Cebu service.

She had left Nasipit, North of Mindanao, early in the afternoon on January 14, 2014; she was expected to arrive in Cebu at 4: am. Shortly before 3: am, that is right before her safe berthing at Cebu passenger terminal, she encountered heavy sea conditions and ran aground off Lapu-Lapu. The Philippines Coast Guard rescued and evacuated the crew and passengers; there were no human casualties. *Subic Bay 1* was towed up to Cebu but won’t survive. She was declared a « total loss », and is to be broken up in the Filipino port.

The same night, 2 other vessels carrying passengers and cargo, the *Joyful Star* and *Our Lady of All Nation*, suffered casualties in the Vizayas Islands central area. Their final fate, repair or demolition yard, remains up to date unknown.

In the Philippines, shipping companies suffer competition from low cost air companies and have to reduce their fleet.

Another Filipino ferry, wrecked in 2013, the *St Gregory the Great*, has just been towed and beached for demolition in Bangladesh.

*Berkane* (ex-*Napoleon*). IMO 7401215. Ferry. Length 155 m. Moroccan flag. Classification society Bureau Veritas. This vessel was able to transport 1900 passengers and 500 cars; she was delivered in 1976 as *Napoléon* by Dubigeon-Normandie shipyard, at Nantes, to Société Nationale Maritime Corse-Méditerranée (SNCM). She was the the largest French ferry.
After years of operation mainly on the Corsica line, *Napoléon* was sold in 2002 to the Moroccan-Norwegian Maritime Company (Comarit) and renamed *Berkane* under Moroccan flag; she was mainly affected to the Nador-Almeria link. Detained in 2010 in Genoa (Italy).

Six vessels are still laid up after the Comarit-Comanav Group went bankrupt: *Al Mansour, Banasa, Boughaz* and *Ibn Batouta* in Algesiras, *Mistral Express* (ex-French *Esterel*) in Nador and *Boraq* in Tangier. *Berkane* which had been laid up in Almeria (Spain) since January 2012, arrived at Aliaga (Turkey) on February 19, to be demolished. She was under tow of the *Hellas*, the tugboat specialized in final voyage towards the shipbreaking yards (Cf. the *Canadian Miner* disaster, *Shipbreaking # 25*, p 2).

*Iginia*. IMO 6915051. Ferry. Length 141 m, 5,280 t. Italian flag. Classification society RINA. Built in 1969 in Ancona (Italy) by Tirreno e Riuniti. This ferry (cars, railway cars and passengers), owned by the Italian Railway (Rete Ferroviaria Italiana) and operated under the «BLUVIA» trademark, was serviced during her whole career on the Villa San Giovanni (Calabria) / Messine (Sicily) link. She was decommissioned in December 2013. Sold for demolition in Turkey. 260 $ per ton.

*Jazine* IMO 7713539. Ferry. Length 65 m. Croatian flag. Classification society Croatian Register of Shipping. Built in 1978 in Kraljevica (Croatia) by Titovo Shipyard. Ferry of the Yugoslavian then Croatian State-owned Jadrolinija, based in Rijeka. Mainly operated on the Zadar / Preko - Ugljan Island - service. Lengthened by 20 m in 1986 (from 44,60 m to 64,60 m) to cope with the traffic increase. Equipped with a new motorization in 2000. Sold for demolition in Turkey.

*Jazine* in Gazenica (Zadar, Croatia), June 2012 © Rivanj

Liburnija en route to Split (Croatia), September 2014
© Tony Martin

April 2015, at Aliaga
© Captain Selim

St Gregory the Great (ex-Superferry 20, ex-Sun Flower Kogane). IMO 9042726. Ferry. Length 151 m, 6,457 t. Deflagged from Philippines to Comoros for her last voyage under tow as Gregory. Classification society Bureau Veritas. Built in 1992 in Toyohashi (Japan) by Kanasashi. This vessel was originally the Japanese ferry Sun Flower Kogane owned by Kansai Kisen Kaisha (Mitsui OSK Lines group).

October 2006 Sun Flower Kogane
© Svein Atle Skarshaug

February 2011 Superferry 20 in Manille
© Manila Boy 45

In 2010, she became the Filipino Superferry 20 owned by Aboitiz Transport System, and was renamed St Gregory The Great in 2012 when she was acquired by Negros Navigation Company, which later became the 2GO Group. Operated on the Manila / Cagayan de Oro (Mindanao Island) line, St Gregory The Great hit a rock on June 15, 2013 near Iloilo (Panay Island) resulting in a rip below the waterline; there was a major ingress of water (up to 1,5 m of water in the engine room). The vessel was able to reach the port of Iloilo with her 364 passengers and around one hundred crewmembers all safe. It has been estimated that repair works would make no economic sense. In 2015, she was towed and beached for demolition in Bangladesh. 402 $ per ton.


She should have been in Shipbreaking # 36 (July-August-September 2014)
The Moroccan ferry Bni Nsar, IMO 7236335, which had been laid up since 2012 in Sète (France), was towed and discreetly beached for demolition in Aliaga on July 31, 2014 : she had become the almost anonymous Sar flying the Togolese flag.
Passenger ship

**Bahamas Celebration** (ex-Prinsesse Ragnhild), IMO 7904891. Ferry. Length 204 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1981 in Kiel (Germany) by Howaldtswerke-DW. Owned by Celebration Cruise Line LLC (United States). Launched as the Norwegian ferry **Prinsesse Ragnhild** for the Jahre Line, She was transferred to the Color Line in 1990 and lengthened by 35.25 meters in 1991-1992 by Astilleros Españoles, in Cadiz.

This ferry was mainly serviced on the Oslo-Kiel line and then from 2005 on, the Bergen-Stavanger-Hirtshals (Denmark) line.

Acquired in 2008 by Celebration Cruise Holdings, she was renamed **Bahamas Celebration** under the Bahamian flag and operated on two-nights cruises between Palm Beach (Florida) and Freeport (Bahamas). On October 31, 2014, **Bahamas Celebration** sailed from the Bahamas heading back to Palm Beach, Florida, with 960 passengers for a Halloween horror cruise. She hit an unidentified submerged object while leaving Freeport and suffered a major ingress of water. She came back to Freeport and has since then been declared loss. There were no human casualties. In February, she was replaced on the Palm Beach-Freeport link by **Grand Celebration** acquired by Bahamas Paradise Cruise Line (the latter was originally the **Celebration** owned by Carnival Cruise Line). Sold for an unknown destination of demolition. 180 $ per ton.
Lisboa (ex-Princess Danae, ex-Baltica, ex-Starlight Princess, ex-Anar, ex-Danae, ex-Starlight Princess, ex-Danae, ex-Therissos Express, ex-Port Melbourne). IMO 5282483. Ex cargo liner converted to passenger ship in 1976. Length 162 m. Portuguese flag. Classification society Rinave Portugesa. Built in 1955 in Belfast (United Kingdom) by Harland & Wolff. This cruise ship was originally the British reefer Port Melbourne of the Port Line (Cunard group) built for the United Kingdom – Australia – New Zealand service which implied an important space for refrigerated cargoes on the return travel to Europe (meat…). Under this initial design, she would transport 12 passengers.

![Port Melbourne, berthed at wharf n°19 in Port Adelaide (Australia) © Chris Finney](image)

She was acquired in 1972 by the Greek ship owner J.C. Carras to be converted into a car-ferry in Chalkis (Greece) as Therissos Express. She was resold in the midst of the works to Delian Artemis Cruises, renamed Danae and was actually refitted as a cruise ship. Once the works were carried out, she entered service in January 1977.

She was chartered late 1979, then purchased in 1984 by the Italian Costa. On December 10, 1991, during a technical stop in Genoa, she suffered a major fire, was declared a total loss, and was to be sold for demolition. Though, she was acquired by the Liberian Harbour Maritime, renamed Anar and repaired in Keratsini (Greece). In 1992, she was sold to Capricorn Maritime and renamed Starlight Express, then in 1994 to Flax International and became the Panamanian Baltica.

In 1996, she was acquired by the Greek-Portuguese ship owner George Potamianos (Classic International Cruises) and became the Panamanian Princess Danae; she was reflagged to Madeira, Portugal, in 2002. The vessel was often operated on the French cruise market. Classic International Cruises did not survive long after the death of her founder in May 2012. The vessels of its fleet were seized due to the accumulation of debts, Princess Danae being immobilized in Marseille in September 2012 (Cf. « Princess Danae and Athena, Two ships under early retirement at Marseille », September 19, 2012).

![December 2012, at Marseille © airaviation2000](image)

The ship was acquired in 2013 by the Portuguese businessman Rui Alegre, renamed Lisboa in the fleet of the new Portuscale Cruises Company and taken back to Lisbon to be repaired. The upgrading works proved to be much more important than expected and were halted in January 2014. Detained in 1999 in Southampton (United Kingdom) and in 2012 in Cairns (Australia). The departure of the ex cruise ship for demolition at Aliaga is imminent.

Princess Danae had a sister-ship, Princess Daphne (originally the cargo liner Port Sydney). She was delivered to the Indian breakers in Alang in June 2014 (Cf. Shipbreaking # 36, p 63-64).
General cargo.

Zortürk, ex-Aspet, the Saint-Nazaire refugee flying black flags
Zortürk (ex-Aspet, ex-Inia, ex-Maria-K, ex-Maria-K 1, ex-Maria K, ex-Nevskiy-21). IMO 8881682. General cargo. Length 111 m. Togolese flag. Classification society Inclamar. Built in 1983 in Petrokrepost at the mouth of the Neva River (Russia) by Nevskiy I SRZ. Owned by Ozturk Denizcilik (Turkey) since 2011. Detained in 1999 in Thessaloniki (Greece), in 2004 in Aveiro (Portugal), in 2005 in Izmit then in Aliaga (Turkey), in 2006 in Eregli and in Tuzla (Turkey), in 2007 in Thessaloniki, Eregli and Izmit again then in Iskenderun (Turkey), in 2008 during 132 days in Rostov-on-Don (Russia) and in 2009 during 115 days in Hull (United Kingdom). Bronze medalist of the substandard ship contest with 12 detentions.

The ex Aspet is one of a kind. Her previous flags were North Korea, Cambodia and Belize. Her last known classification society was Inclamar, authorized to perform statutory inspections on behalf of Honduras, Dominica, Mongolia and the 3 aforementioned flag administrations. Inclamar also represents Georgia.

It’s under the latter flag that the Aspet took in water (100 m3) off the port of Saint-Nazaire in Western France, at the mouth of the Loire River. French Authorities immediately sent a motor-pump to dry out the holds. The ex Aspet was later towed inside the port.

She was sailing unloaded, having departed from Hull, United Kingdom. She had bee detained in the English port for 115 days. 57 technical deficiencies had been pointed out on board, as well as 11 human elements deficiencies. On 9 July 9, 2009, Hull port inspection lifted the vessels sailing ban despite 7 residual deficiencies.

After 2 years in dry dock, the ship was « taken over » by a would-be ship owner, established in Turkey. The only physical and administrative works carried out have been the renaming of the vessel – the Aspet became the Zortürk – and her deflagging –Zortürk is now Togolese.

For 6 years the ship, occupied by supposed sailors, has been deteriorating. A sentence of termination of ownership was finally handed down after a long legal battle engaged by the port of Saint-Nazaire.

The Zortürk, the structure of which is irremediably defective, is going to be broken up in the dry dock; the facility is approved by the administrative authorities in charge of the ship recycling permits. Meanwhile, a local NGO has expressed reservation about the conditions of asbestos removal and disposal. The neighbouring populations would be under threat.

The buzz about the ex-Aspet is not over in Saint-Nazaire, in spite of the optimistic views of a local newspaper claiming in late July 2009 that the vessel would be leaving within a week after some welding works.

August 29, 2009, Aspet at the Joubert repair dock © camembtaroulette / see also photo gallery

November 2014 © Daniel Chaix / MarineTraffic

Albatoul (ex-Ali HRZ, ex-ADK Hassanbay, ex-Mercury III, ex-Sea Gull, ex-Marine Honor, ex-Crystal Rose). IMO 8106599. General cargo. Length 84 m. Togolese flag. Classification society Venezuelan Register of Shipping. Built in 1981 in Komatsushima (Japan) by Tokushima Sangyo. Detained in 2000 in Ōtaru (Japan) and Ulsan (South Korea), in 2001 in Vladivostok (Russia) and Chiba (Japan), in 2002 in Zhangjiagang (China), in 2003 in Chiba again then in Okinawa (Japan), in 2004 in Guam (United States) and in Hong Kong (China), in 2007 in Shanghai (China) and Tangshan (China), in 2011 in Chennai /Madras (India), in 2012 in Bandar Khomeini (Iran) and in 2014 in Antalya (Turkey), Gemlik (Turkey) and Damietta (Egypt). Sold for demolition in Turkey. Gold medalist of the substandard ship contest this trimester with 16 detentions.

At Bangkok under the Maldivian flags, October 2008. © Geir Vinnes


Just renamed Winterfell, in Bijela (Montenegro), October 2014 © Godra


At Melbourne (Australia), August 2014 © Paul Finnigan

**Deryoung Sunrise** (ex-Yamamoto). IMO 8508254. General cargo. Length 99 m, 2,143 t. Deflagged from Panama to Tuvalu for her last voyage as Sunrise. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kure (Japan) by Imamura. Detained in 2004 in Shenzen (China) and Xiamen (China), in 2005 in Hong Kong, in 2006 in Shenzen again, in 2009 in Fuzhou (China), in 2011 in Shenzen still and in 2012 one more time in Shenzen, in Quanzhou (China) and in Hong Kong again. Resold by her Taiwanese owner to Doehle Danautic just prior to her demolition… in Bangladesh.


**Forest Costa Rica** (ex-Ingrid Gorthon). IMO 7524213. General cargo. Length 141 m, 6,279 t. Cyprus flag. Classification society Lloyd’s Register of Shipping. Built in 1977 in Pusan (South Korea) by Korea SB & E Corp. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 1999 in Hamburg (Germany). Sold for demolition in India

Guang Rong (ex-Gloria, ex-Blue Ocean, ex-Gloria). IMO 9147667. General cargo. Length 152 m, 5,839 t. Deflagged from Antigua & Barbuda to Tuvalu for her last voyage as G Rong. Classification society Germanischer Lloyd. Built in 1997 in Neuenfelde (Germany) by JJ Sietas. Detained in 2006 in Singapore. The ex-Gloria was sold by her German owner to the Indian Doehle Danautic India Pvt Ltd and renamed twice. Destination Bangladesh.


Lion of Olympia. IMO 8219853. General cargo. Length 105 m. Greek flag. No classification society; previously American Bureau of Shipping. Built in 1986 in Perama (Greece) by Naus Philippou Bros. Arrived on March 21, 2000 in Sagunto, on the Gulf of Valencia (Spain), the Lion of Olympia was seized by the port authorities and later abandoned. In January 2015, after 15 years of solitude, she is being broken up afloat and on the spot. See Front page.

May 2008 © Angel Villalba


The Togolese Rand arrived for demolition in Aliaga, March 2015 © Captain Selim / Instagram

At Grenaa shipbreaking yard, March 2015 © bendt nielsen


Kiel Canal, October 2012 © J.Dohrn

Seen passing Rozenburg inward bound for Rotterdam, Netherlands, February 2013 © Henk Jungerius


Yuan Feng Shun (ex-Zhen Yang). IMO 7944308. General cargo. Length 161 m, 6,535 t. Deflagged from China to Comoros for her last voyage under tow as Yuan. Classification society China Classification Society. Built in 1980 in Guangzhou (China) by Guangzhou Shipyard. Resold by her Chinese owner to Trio Maritime Ltd, a St Kitts and Nevis-based shell company just prior to her departure for demolition in Bangladesh.

Yuan Feng Shun at Dalian, China, January 30, 2012. © Beer

Zortürk (ex-Aspet, ex-Inia, ex-Maria-K, ex-Maria-K 1, ex-Maria K, ex-Nevskiy-21). IMO 8881682. General cargo. Abandoned for 6 years in Saint-Nazaire (France). She will be demolished there in a drydock. See the reminder on the ex-Aspet’s career in the introduction of the chapter « General cargo » p 25.
Container ship

After grounding, scrapping nearby or far away?

**Yusuf Cepnioglu, from Mykonos to Aliaga**

On March 8, 2014, the Turkish-flagged container ship *Yusuf Cepnioglu* suffered a propulsion failure due to a short circuit in the ship’s engine room. She ran aground on the rocky north coast of Mykonos Island (Greece). She was carrying 204 containers from Izmir (Turkey) bound for Bizerte (Tunisia). The 14 crewmen were rescued, evacuated and all in safe condition.

© Greek Coast Guard

After being bumped against the rocks by the high waves and strong winds, the container ship finally broke apart: the aft section sank in 20 m deep, part of the 200 t of bunkers leaked in the sea, most of the deck containers were washed over board and smashed containers let their cargo escape.

© Greek Coast Guard © Tsaviris

One week after the grounding, the weather conditions improved; the rescue operations started as well as the offloading of the containers. The fuel removal took 6 weeks. Anti pollution booms were positioned in order to protect the desalination plant nearby from polluted intakes. 500 m³ of debris were collected in the neighbouring bays by members of the rescue teams and by local volunteers. The wreck removal operations were completed in September 2014: the aft section was dragged and recovered on the semi-submersible barge *Atlantis 1*, the forepart was refloated and both were transported towards continental Greece.

© Giovanni Isolano

In March 2015, one year after the disaster, the wrecks of *Yusuf Cepnioglu* arrived at Aliaga shipbreaking yards.
Helene Rickmers, from Papua New Guinea to India

On January 2, 2015, the container ship Helene Rickmers, 17 years of age, flying the flag of the Marshall Islands and owned by the German shipping company Rickmers Reederei, ran aground off Papua New Guinea in the Solomon Sea. The 917 containers were transshipped for onward carriage to their destinations. The container ship was refloated and towed to Lae, on the north coast, on January 11 to be eventually repaired. In an era of mega container ships carrying 19,000 boxes, there is no possible mercy for a crippled 1700 boxship: on March 28, Helene Rickmers was beached for demolition in Alang, 12,000 km away from the wrecksite.

November 2012 in Singapore © Martin Klingsick


Sevastopol (Ukraine), December 2010. © A.Kolomatchenko

Bonn Express. IMO 8711368. Container ship, 2803 teu. Length 236 m, 14,675 t. Bermuda flag. Classification society Germanischer Lloyd. Built in 1989 in Kiel (Germany) by Howaldtswerke-DW; jumboized in 1992 and lengthened from 206 to 235 m. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in Turkey. 322 $ per ton.

Arriving at the port of Valencia (Spain), April 2014 © Manuel Hernández Lafuente


Macaro (ex-MOL Honor, ex-Macaro, ex-Delmas Tourville, ex-Macaro, ex-MSC Ivory, ex-Macaro, ex-Calapadria, ex-Macaro, ex-Maersk Cordoba, ex-Macaro). IMO 9129809. Container ship, 1608 teu. Length 168 m, 7,404 t. Deflagged from Antigua & Barbuda to Palau for her last voyage as Macaro. Classification society Germanischer Lloyd. Built in 1996 in Wismar (Germany) by Mathias Thesen Werft. Sold as is in Cyprus by her German owner Schifffahrtskontortom Worden GmbH & Co KG to the inevitable Prayati Shipping for demolition in India.


Pisti (ex-Tara, ex-Nautic, ex-Norasia Telamon, ex-Telamon, ex-Contship Ambition, ex-Telamon). IMO 9122203. Container ship, 2890 teu. Length 210 m, 11,915 t. Deflagged from Panama to Tuvalu for her last voyage as Isti. Classification society RINA. Built in 1996 in Warnemünde (Germany) by Kværner Warnowwerft. Owned by Technomar Shipping (Greece). Detained in 2005 in Tuticorin (India) and in 2012 in Dalian (China). Sold for demolition in India. 382 $ per ton.

Samaria (ex-Calapadria, ex-Samaria, ex-P&O Nedlloyd Samaria, ex-Samaria). IMO 9182643. Container ship, 1716 teu. Length 189 m, 8,754 t. Deflagged from Cyprus to Togo for her last voyage as Samar. Classification society Germanischer Lloyd. Built in 2000 in Shanghai (China) by Hudong Shipyard. Sold by her German owner by Nordic Hamburg to Green Star Marine Ltd a St Kitts and Nevis–based shell company just prior to her departure for demolition in India.


Piraeus (Greece), August 2013 © Sakis Antoniou


Uni Corona departing Willemstad, Port of Curacao. January 20, 2008 © Cees Bustraan


Ro Ro

Kema (ex-Lever Star, ex-Ever Star n°1, ex-Tama Dream, ex-Pandang Timor Dream). IMO 8506579. Ro Ro. Length 108 m, 2,771 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1985 in Saïki (Japan) by Honda. Owned by Acrex Corp (Russia). Detained in 2003 in Vanino (Russia), in 2004 in Gunsan (South Korea), in 2007 in Incheon (South Korea), in 2009 in Mumbai (India) and then again in Gunsan, in 2010 in Rizhao (China) and Pyeongtaek (South Korea), in 2012 in Ho Chi Minh City (Vietnam), in 2013 in Ulsan (South Korea) and in 2014 in Changshu (China). Sold for demolition in Bangladesh.

Teleghma. IMO 7708297. Ro Ro. Length 131 m. Deflagged from Algeria to Tanzania for her last voyage as Eleghma. Classification society Bureau Veritas. Built in 1978 in Shimonoseki (Japan) by Towa. Owned by CNAN (Algeria). Detained in 2000 and 2001 in La Spezia (Italy), in 2002 in Antwerp (Belgium) and in La Spezia again. Sold for demolition in Turkey.
**Car carrier**

_Elduga (ex-Kebbi, ex-Freighter, ex-Autofreighter, ex-Fredenhagen)._ IMO 7533393. Car carrier. Length 85 m, 2,646 t. Cambodian flag. Classification society International Register of Shipping. Built in 1977 in Capelle Aan Den Ijssel (Netherlands) by Vuijk & Zonens. Owned by Acrex Corp (Russia). Detained in 1998 in Southampton (United Kingdom), in 1999 in London (United Kingdom), in 2003 in Southampton again, in 2005 in Rouen (France), in 2006 in Santa Cruz de Tenerife (Spain), in 2007 in Tyne (United Kingdom) and in Santander (Spain) and in 2012 in Fushiki (Japan) and in Lianyungang (China). Sold for demolition in Bangladesh.

*Departing the port of Santander, Spain, March 2008 © Prieto*


*Skaubryn seen leaving the port of Vancouver (Canada), July 2007 © Neil England*


*Wilhelmsen car carrier Tagus at Santos, Brazil on August 2014 © Rogério Cordeiro*
Bulk carrier


![Al Wakrah](image)


**Anangel Pride**. IMO 9039640. Bulk carrier. Length 280 m, 19,406 t. Deflagged from Greece to Palau for her last voyage as *Pride*. Classification society Lloyd’s Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Detained in 2011 in Newcastle (Australia). Sold as is in Singapore for demolition in Bangladesh.

**Anangel Solidarity**. IMO 9039652. Bulk carrier. Length 280 m, 19,406 t. Deflagged from Greece to Comoros for her last voyage as *Ana*. Classification society Lloyd’s Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services Inc (Greece). Detained in 2011 in Hay Point (Australia). Sold as is in Singapore for demolition in Bangladesh. 380 $ per ton.


Anthea (ex-Skauboard). IMO 9112973. Bulk carrier. Length 196 m, 13,753 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1996 in Shanghai (China) by Jiangnan Shipyard. Detained in 2013 in Rotterdam (Netherlands). Sold by her German ship owner Adelaide Schiffahrtsgesellschaft to Integrity Ships Pte Ltd based in Singapore just prior to her departure for demolition in India as Thea.

In the Northsea, August 2008 © Hannes van Rijn

Aqua Challenger (ex-Cape Viewer, ex-Front Viewer). IMO 9008160. Bulk carrier. Length 285 m, 23,269 t. Singapore flag. Classification society Bureau Veritas. Built in 1993 in Okpo (South Korea) by Daewoo. Owned by Anglo-Eastern Shipmanagement (Singapore). Sold for demolition in Pakistan. 400 $ per ton, including 2,000 t of bunkers. This time this the (true) end: Aqua Challenger was beached for demolition in Gadani on March 21, 2015 (Cf. p 6).

March 21, 2015 © Shahid


March 2015 © Shahid

March 2013, Singapore © Mohamed Syaddiq

March 2015, Gadani © Shahid


March 2015 © Shahid

Asia Explorer (ex-You Xuan). IMO 8912625. Bulk carrier. Length 186 m, 7,983 t. Deflagged from Panamanian to Palau for her last voyage as Sia. Classification society China Corporation Register of Shipping. Built in 1990 in Numakuma (Japan) by Tsuneishi. Owned by Jacksoon Shipping Safety Management (Taiwan). Detained in 2010 in Dunkirk (France). Sold for demolition in India. 350 $ per ton including bunkers for the voyage.

At Seattle, United States, November 2013 © Kyle Stubbs

Atlantic Superior (ex-MH Baker III, ex-Atlantic Superior). IMO 7927805. Bulk carrier. Length 222 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in Canada in 1982; stern section at Collingwood by Collingwood Shipbuilding and bow at Thunder Bay by Port Arthur Shipbuilding. Born on the Great Lakes, the Atlantic Superior was built for a dual Great Lakes / ocean service; she has been mainly affected to ocean trading worldwide for the Canada Steamship Lines (CSL). Lately, in the year 2011-12, she was back to Canada on the St Lawrence Seaway to transship iron ore on Chinamax vessels to big to be berthed. Late January 2015, she left Seattle on the West Coast of the United States and headed to China to be demolished at Xinhui shipbreaking yards.

Summer 2011, Sept-Îles (Canada) © Simon Laberge

At Seattle, United States, November 2013 © Kyle Stubbs

As Clipper Gem at the entrance of the Ghent Canal at Terneuzen on May 2006. Marc Piché photo.


At Aliaga shipbreaking yards © Captain Selim


Bulk Cajun at Gramercy, LA, USA on the Mississippi River, February 2013 © foggy


Callio, September 2012, in drydock at Buenos Aires (Argentina) © Tandanor./ Shipspotting
**Cape Eagle.** IMO 9035589. Bulk carrier. Length 280 m, 19,574 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Eastern Pacific Shipping (Singapore). Detained in 2014 in Newcastle (Australia). Sold for demolition in Pakistan. 420 $ per ton including 280 $ of bunkers.

*At Richards Bay (South Africa), April 2014 © David Gibbs*  
Gadani, March 2015 © Shahid


**Cape Osprey (ex-Sanko Oriole).** IMO 9077367. Bulk carrier. Length 280 m, 19,601 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Eastern Pacific Shipping (Singapore). Sold for demolition in Bangladesh.

*Cape Osprey at Port Talbot deep water harbour (United Kingdom) © Frank Rott*


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**Robin des Bois**

**Shipbreaking # 39 – April 2015**

Fernie, November 14, 2004 at IJmuiden, Netherlands © Adenanthos


The Jupiter Ace loading alumina at Kwinana, Western Australia. April 2006 © Dr_Bill

Fu Yuan (ex-China Fortune). IMO 9035797. Bulk carrier. Length 270 m, 18,561 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1992 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Shanghai Oceanfrate Ship Management Co (China). Detained in 2004 in Gijon (Spain) and in 2007 in Le Havre (France). Sold for demolition in Bangladesh. 390 $ per ton including 700 t of bunkers.


General Piar at Puerto Ordaz, Venezuela, September 2011 © Captain Ted

Global Victory departing Hay Point, Australia for Pohang after loading coal. April 2009 © Tropic Maritime Photos


Goan Pride (ex-Transit, ex-Hassbat Qatar, ex-Permeke). IMO 7910151. Bulk carrier. Length 249 m, 21,835 t. Deflagged from India to Sierra Leone for her last voyage as Pride. Classification society Indian Register of Shipping. Built in 1982 in Tamise (Belgium) by Boelwerf; ex combined carrier (OBO, Ore Bulk Oil) converted to bulk carrier in 2003 then to transshipment vessel in 2005. Owned by Accord Shipmanagement (India). Detained in 2000 in Narvik (Norway) and in Port Cartier (Canada), in 2003 in Hong Kong and in 2009 in Qinhuangdao (China). Sold as is in Goa on the Indian West Coast, she sailed around the whole peninsula and was finally beached for demolition in Bangladesh. 383 $ per ton including 900 t of bunkers.


Grand Horizon departs from Amsterdam. February 2011 © jvr440 / Shipspotting


Gulafshan (ex-Atlantic, ex-Dreamland, ex-Iran Saeidi). IMO 8320183. Bulk carrier. Length 190 m, 9,306 t. Deflagged from Iran to Comoros for her last voyage as Sam. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by Iran Shipping Lines (Iran). Detained in 2002 in Hamburg (Germany) and in 2011 in Vishakhapatanam / Vizag (India). Sold for demolition in India.

Iran Saeidi at Hamburg/Germany , March 2006 © Michael Schindler


Harmony in Great Bitter Lake, Suez Canal, Egypt July 2012 © foggy


Heythrop. IMO 9113305. Bulk carrier. Length 288 m, 22,427 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Detained in 2009 in Dampier (Australia) and in 2011 in Dangjin (South Korea). Sold by her owner Eastern Pacific Shipping Pte Ltd (Singapore) to Red Ruby Group Ltd, a British Virgin Islands-based shell company prior to her departure for demolition in Bangladesh.


Hyundai Prosperity. IMO 8821632. Bulk carrier. Length 274 m, 18,673 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold as is in South Korea for an unknown destination of demolition. 367 $ per ton including 1,900 t of bunkers.
**Hyundai Universal.** IMO 8821591. Bulk carrier. Length 309 m, 25,788 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Detained in 2010 in Port Hedland (Australia). Sold as is in South Korea for an unknown destination of demolition. 373 $ per ton including 680 t of bunkers.

![Image](image1)

At Kwangyang (South Korea), August 2008 © Ivan Meshkov

**India Coal Maru.** IMO 9123350. Bulk carrier. Length 240 m, 14,757 t. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Mihara (Japan) by Koyo Docks. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in India. 396 $ per tonne.

**Irfon.** IMO 9113317. Bulk carrier. Length 288 m, 22,427 t. Singapore flag. Classification society China Corporation Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her owner Eastern Pacific Shipping Pte (Singapore) to Rossmere International Ltd, another British Virgin Islands-based shell company prior to her departure for demolition in Bangladesh.

**Jag Arjun (ex-Thalassini Axia).** IMO 9117296. Bulk carrier. Length 288 m, 23,393 t. Indian flag. Classification society Indian Register of Shipping. Built in 1996 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Great Eastern Shipping Co Ltd (India). Detained in 2012 in Dalian (China) and in 2015 in Ningbo (China). The Indian Jag Arjun left Singapore, was announced for demolition in Bangladesh and finally headed towards Pakistan. 373 $ per ton including 700 t of bunkers.

![Image](image2)

March 21, 2015 Gadani © Shahid


**Kestrel 1 (ex-Cape Kestrel).** IMO 9036014. Bulk carrier. Length 280 m, 19,572 t. Deflagged from Liberian to Comoros for her last voyage as Estre. Classification society Bureau Veritas. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by MKTM Ltd (Ukraine). Detained in 2014 in Lianyungan (China). Sold for demolition in Bangladesh. 405 $ per ton.
LR Lily (ex-EW Harting, ex-Harting, ex-Trent, ex-Torm Ragnhild, ex-Lana). IMO 8701521. Ex tanker converted in Bulk carrier in 2010. Length 170 m, 8,259 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1991 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Shanghai CP International (China). Detained in 2003 in Algeciras (Spain), in 2006 in Novorossiysk (Russia) and in Izmir (Turkey) and in 2015 in Mumbai (India). Sold for demolition in India. 375 $ per ton including 450 t of bunkers.


Mary (ex-Evanthia, ex-Ken Emerald, ex-Sanko Emerald). IMO 8307193. Bulk carrier. Length 179 m, 6,640 t. Deflagged from Sierra Leone to Tanzania for her last voyage. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Unimed Navigation SA (Romania). Detained in 2002 in Antofagasta (Chile), in 2003 in Aviles (Spain) and in 2006 in Ambarli (Turkey). Sold for demolition in India.


Lightering operations after Peach Mountain ran aground in Surabaya channel after collision with container vessel Uni Premier, October 2006 © Ivan Meshkov

Pegasus (ex-White Shark, ex-Hans Oldendorff, ex-City of Newcastle). IMO 9052733. Bulk carrier. Length 181 m, 7,190 t. Liberian flag. Classification society Bureau Veritas. Built in 1998 in Mangalia (Romania) by 2 Mai Mangalia; completed by Bremerhaven Dock (Germany). Owned by Efthymiou Shipping (Greece). Detained in 2007 in Gdynia (Poland), in 2012 in Tarragona (Spain) and Falmouth (United Kingdom) and in 2014 in Zhanjiang (China). Sold as is on auction in Singapore for an unspecified destination of demolition. 275 $ per ton. It has been renamed Astraeus, is officially “to be broken up” but still laid up.


Silver Bell. IMO 8716033. Bulk carrier. Length 312 m, 25,343 t. Deflagged from Panama to Comoros for her last voyage as Silver. Classification society Korean Register of Shipping. Built in 1989 in Koje (South Korea) by Samsung. Sold by her South Korean owner Korea Line just prior to her departure for demolition in India.


**Soryu Maru.** IMO 9100592. Bulk carrier. Length 233 m, 12,180. Deflagged from Liberia to St Kitts and Nevis for her last voyage as So Yu. Classification society Nippon Kaiji Kyokai. Built in 1995 in Oppama (Japan) by Sumitomo. Owned by Daiichi Chuo Marine Co (Japan). Sold for demolition in Bangladesh.

*Soryu Maru*, outbound Newcastle, New South Wales (Australia). May 2011 © BR_Reef


**Suraya-Y (ex-Thuraya-Y, ex-Sac Flix).** IMO 8023319. Bulk carrier. Length 146 m, 4,188 t. Sierra Leone flag. Classification society Turk Loydu. Built in 1982 in Sevilla (Spain) by AESA. Owned by Indicator Marine Co Ltd (Egypt). Detained in 2009 in Mersin (Turkey), in 2012 in Novorossiysk (Russia) and in 2014 in Mersin again. Sold for demolition in India.


Umang (ex-Sveti Vlaho, ex-Thalassini Doxa, ex-Carol, ex-Garoufalia). IMO 8306826. Bulk carrier. Length 189 m, 8,830 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by Arcelor Mittal Shipping Ltd (United Kingdom). Detained in 2006 in Ghent (Belgium), in 2008 in New Orleans (United States) and in 2012 in Contrecoeur (Canada). Sold for demolition in Pakistan. 391 $ per ton including 500 t of bunkers.

Umang, Plaguemines, United States. August 2014 © Captain Peter


Voyager, at Kherson (Ukraine), February 2010 © Ilkay Alboy


Western Triumph at Port Moresby, Papua New Guinea. November 2014 © Robert Weber

Yenisey at Vancouver, Canada (1990 app) © Rick Garcia / Mike Griffiths


Shanghai, January 2010 © A.F. van Rhijn
Tanker

Bay Ridge, the supertanker converted into FPSO Kuito: bad luck to the end


Few months before the Exxon Valdez oil spill, there were worries on the side of Valdez, Alaska, the oil terminal supplying California. Twice, the Stuyvesant had dumped large quantities of crude oil in the sea and raging winds: 3600 et 2400 t. The fault lied on undetected cracks on the deck and hull of the ship. A few months after the disaster of the Exxon Valdez, the Tanker Advisory Center based in New York noted in its “Guide for the selection of tankships” that the Stuyvesant and her sistership Bay Ridge although relatively young, 12 and 11 year old, were victims of a premature aging and structural deformations. Experts attributed these anomalies to the exceptional length of the 2 tankers, to the very special sea conditions in subarctic waters and the considerable volume of oil in the tanks (200,000 tons). One should also say that prudence and adaptation of rotations to weather conditions were not the priority in Valdez where the Trans Alaska Pipeline produced every day 265,000 tons of crude oil, a giant tap which imposed the daily loading of 2 to 3 tankers. Statistics from Lloyd's, the American Bureau of Shipping and Coast Guards were unanimous to underline that supertankers were vulnerable and that after 10 years of age structural failures and serious mechanical malfunctions were much more numerous (60 %) than on recent ships.

The Bay Ridge family was single hull. Yet in 1997, the fragile Bay Ridge, after 16 years of oil traffic including 11 years as a shuttle between Alaska and the lower states, became the Prostor II, used as floating storage in the Rang Dong oil fields in Vietnam. Briefly.

She was then bought by SBM - Single Buoy Mooring- of Monaco which had her converted into FPSO, Floating, Production, Storage and Offloading unit, at Sembawang Shipyard in Singapore in 1998-99. The accommodation structure was upgraded to cater 70 men instead of 35. The production capacity of this floating plant was 100,000 barrels per day, the storage capacity 1,5 million barrels. The Kuito has been permanently anchored and operated off Cabinda (Angola) by Chevron Texaco from 1999 on.

Conversion in Singapore © Sembawang Shipyard
Off Angola, the former supertanker still suffers from her cracks. In a 2004 report on the wear and tear of tanks, American Bureau of Shipping notes 21 cracks on the tank 3C in 2001 and 24 cracks on the C2 in 2002. The total of the various defects requiring repairs on the entire ship is estimated at 750. American Bureau of Shipping imputes these vulnerabilities to 1 - the Alaskan period and difficult operating conditions 2 - the loading and unloading constraints specific to FPSO. Repairs and reinforcements were carried out, 13 tons of metal were added to consolidate the fragile sides. Exceptional precautions were taken before and during welding work to prevent explosions. The recent accident on board the FPSO Cidade de São Mateus (February 2015) showed that the maintenance and repair works are quite risky on such floating oil plants.

In 2015, the Kuito, 36 years of age, was towed for demolition in Turkey. End of the last chapter but one last controversy arose. The Chamber of Environmental Engineers under the Union of Chambers of Turkish Engineers and Architects suspects the Kuito to contain radioactive wastes, natural but concentrated. In support of this intervention by Turkish engineers, the analysis is that the oil and gas industry is faced with radium deposits in the tank bottoms, the inner side of the pipes and pumps. These risks are admitted by Euratom Directive 96/29. This is a major lesson for those who have a global vision of extractive industries.

Other ships such as phosphoric acid tankers are likely to carry radium contamination.

All sisterships of Kuito former Bay Ridge were scrapped in the 90’s. The Stuyvesant, at age 15, in China in 1992, the Williamsburg, at age 20, in Thailand in 1994 and the Brooklyn, at age 24, in Bangladesh in 1997.

In 2009, the former tanker Serepca 1 used as FPSO off Cameroon since 1984, was demolished in China after prior extraction of 15 t of liquid PCBs, the electrical transformers and other toxic waste, under the supervision of Total; hazardous materials were transported to Europe for disposal. See the dismantling terms of Serepca1 in Shipbreaking # 18, p. 10.
ACS 8 (ex-Navakun 21, ex-Kyoei Maru n°1). IMO 8400268. Tanker. Length 102 m, 1,849 t. Thai flag. Unknown classification society. Built in 1984 in Imabari (Japan) by Higaki. She was one of the wind-assisted ships built in Japan in the 80’s. Kyoei Maru n°1 had a total sail area of 216 m²; the sail has been removed a long time ago. Owned by ACS Marine Co Ltd (Thailand). Sold for demolition in Bangladesh. 410 $ per ton.

ACS 8, arriving at Bangkok (Thailand), October 2014 © bs1mrc / Shipspotting

More on hybrid ships in Shipbreaking # 33, « Sails…and diesel », p 80-81.


February 2011, arrival at Curaçao, Netherlands Antilles © Cees Bustran

March 215, demolition in Gadani © Shahid


Bei Hai Zhi Xing at Zhoushan Anchorage, China, July 2013. © Shipspotting

Caribbean Faith (ex-Calitea). IMO 8420385. Tanker. Length 160 m, 6,370 t. Panamanian flag. Classification society RINA. Built in 1986 in Genoa (Italy) by Fincantieri Italiani. Owned by GMA Maritime SA (Greece). Sold for an unknown destination of demolition. Late March, the tanker was still in the Cuban waters but has just been deflagged to Togo.

Choyang Pride (ex-Brotojoyo, ex-Tomoe 75). IMO 7926899. Tanker. Length 104 m, 2,040 t. Deflagged from South Korea to Tuvalu for her last voyage as Yang Pride. Classification society Korean Register of Shipping. Built in 1980 in Imabari (Japan) by Asakawa. Sold by her South Korean owner to Doehlie Danautic based in India prior to her departure for demolition in Bangladesh.


Dart (ex-Dartagnan, ex-Centaurus Mar, ex-Fumi). IMO 8315138. Tanker. Length 224 m, 13,545 t. Deflagged from Panama to Tuvalu in June 2014 then to St Kitts and Nevis in August 2014. Classification society International Ship Classification. Built in 1984 in Nagasaki (Japan) by Mitsubishi. In summer 2014, her owner was the Greek Worldwide Green Tanker. The ex-Dartagnan was sold successively to 2 shell companies, was renamed Dart and then Art and also deflagged twice before she was announced to be broken up. Though, she had to wait until 2015 and the resumption of shipbreaking activities in Pakistan to be finally beached in Gadani.

Dartagnan, December 2006 in Kill Van Kull, NJ, United States © Foggy/Shipspotting

now the Art, in Gadani, March 2015 © Shahid

Dawn Meerut (ex-Eagle Meerut, ex-Bunga Kekaras). IMO 9073737. Tanker. Length 178 m, 6,994 t. Indian flag. Classification society Indian Register of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Detained in 2007 in Singapore and in Daesan (South Korea). Sold by her Indian ship owner AET Tankers to Doehle Danautic, one of the Indian specialists in ships to be broken up; the final destination is up to date unknown. 360 $ per ton including 150 t of bunkers.


Polys arriving Willemstad, Port of Curacao. Netherlands Antilles. October 2011 © Cees Bustraan
**FPSO Brasil** (ex-Moscliff, ex-EssO Freeport, ex-EssO Saba). IMO 7360849. Tanker. Length 348 m, 35,476 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1974 in Bremen (Germany) by Weser AG; converted in 2002 to FPSO (Floating Production Storage and Offloading unit) by Singapore shipyards. Owned by Single Buoy Moorings Inc / SBM (Switzerland). Operated by the Brazilian company Petrobras on Roncador oilfield, her storage capacity was 1,708,000 barrels (228,000 tons) and production capacity 90,000 barrels/day (12,000 tons). Decommissioned in November 2014. Another ship of the SBM fleet, the Kuito, has just arrived for demolition in Turkey. **FPSO Brasil** is on her way to the Chinese shipbreaking yards at Zoushan, via the Strait of Magellan. Will her dismantling include a radiological monitoring just as that of her FPSO colleague Kuito does (See the details on Kuito’s career in the introduction of the chapter « Tanker », p 60).

![On the right FPSO Brasil at work © Erik Azevedo / Auke Visser](image)


**Jawaharlal Nehru**. IMO 8609644. Tanker. Length 237 m, 17,065 t. Deflagged from India to Sierra Leone for her last voyage as Jawa. Classification society Indian Register of Shipping. Built in 1992 in Cochin (India) by Cochin Shipyard. Owned by Shipping Corporation of India - SCI (India). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 380 $ per ton.

![Jawaharlal Nehru © Ivan Meshkov](image)

"Shipbreaking # 39 – April 2015"

Kuito (ex-Prostor II, ex-Bay Ridge). IMO 7391185. Tanker. See the introduction of the Chapter « Tanker » p 60.


Pratibha Chandrabhaga (ex-Umm Al Lulu). IMO 8026218. Tanker. Length 176 m, 10,935 t. Deflagged from India to St Kitts and Nevis for her last voyage as Leo 1. Classification society Indian Register of Shipping. Built in 1983 in Pusan (South Korea) by Korea SB & E Corp; rebuilt in 1993 and shortened from 193 to 176 m. Owned by Pratibha Shipping (India). Sold for demolition in Bangladesh.

Sunway B in the sunset in Lagos harbour Nigeria October 16, 2011 © elgvin / Shipspotting


Chemical tanker

Hudson (ex-Othello, ex-Odet). IMO 7361697. Chemical tanker. Length 90 m. Cook Islands flag. Classification society Ukraine Register of Shipping. Built in 1975 in Busum (Germany) by Busumer. She was delivered as the wine tanker Odet under the flag of the French Southern and Antarctic Lands and has been operated by Transports Vinicoles Leduc (Leduc Wine Transport) then by the Navale Française after Leduc merged with Société Finistérienne de Cabotage. Owned by Volgo-Don Shipping Agency Ltd (Russia). Detained in 2002 in Vasto (Italy), in 2003 in Barcelona (Spain) and in 2012 in Novorossiysk (Russia). Sold for demolition in Turkey.

**Pacific Sun (ex-Bow Pacifico, ex-Bow Saphir).** IMO 8009753. Chemical tanker. Length 161 m, 6,363 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 in Hoylandsbygd (Norway) by Eides Sonner. Owned by Salhus Shipping (Norway). Detained in 2013 in Tuticorin (India). Sold for demolition in India for a price of 680 $ per ton including 765 tons of stainless steel; this is the highest rate this trimester.


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**Gas tanker**

**Bilis (ex-Geomitra).** IMO 7347732. Gas tanker. Length 258 m. Brunei flag. Classification society Lloyd’s Register of Shipping. This LNG tanker with a capacity of 77,700 cubic meters was built in 1975 by Constructions Navales et Industrielles de la Méditerranée (CNIM), at La Seyne, as the British *Geomitra* for Shell. She was transferred in 1986 to Brunei Shell Tankers and reflagged to Brunei, while the ship management remained to Shell Trading and Shipping Company (STASCO). During her whole life, she has been transporting natural gas from Lumut terminal (Brunei) to Japan. She was delivered to Zhoushan (China) shipbreaking yard on December 2, 2014.
**Bubuk.** IMO 7359785. Gas tanker. Length 258 m. Brunei flag. Classification society Lloyd's Register of Shipping. Built in 1975 in La Seyne (France) by les Constructions Industrielles de la Méditerranée. Sister-ship of *Billis*, this LNG tanker had exactly the same career. Built as the British *Genota* (Shell) at La Seyne, in 1986 she became the Brunei-flagged *Bubuk* (Brunei Shell Tankers). She has been devoted to the transport of natural gas from Lumut to Japan. Sold and delivered for demolition in Zhoushan (China).

[Image of Bubuk]

**Capricornio Gas (ex-Fortunato).** IMO 8011043. Gas tanker. 100 m. Peruvian flag. Classification society Bureau Veritas. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Owned by Transgas Shipping Lines (Peru). Sold for an unknown destination of demolition. Late March 2015, she was still in the Caribbean area.

[Image of Capricornio Gas]


[Image of East Med Gas]


[Image of Eastern Honor]

Gas Crystal (ex-Hamilton, ex-Mariotte). IMO 8913215. Gas tanker. Length 106 m, 2,525 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Anan (Japan) by Shinhma DY Co. Owned by Stealth Maritime Corp SA (Greece). Detained in 2004 in Rotterdam (Netherlands), in 2007 in Bordeaux (France) and in 2010 in Houston (United States). She left the Gulf of Mexico in February, and was beached for demolition in India in early April. 420 $ per ton.


Miscellaneous

**Offshore supply vessel.**


*Offshore Defender (ex-Atlantic Defender, ex-Big Orange XII).* IMO 7909188. Production testing vessel. Length 63 m, 927 t. Indian flag. Classification society Indian Register of Shipping. Built in 1979 in Nandan (Japan) by Teraoka. Owned by Raj Shipping Agencies Ltd (India). Sold for demolition in India in Mumbai.

**Standby-Safety vessel**


*Robin des Bois* - 71 - Shipbreaking # 39 – April 2015
Training ship.
Petar Beron (ex-Alkaid, ex-Brandanger). IMO 5050309. Training ship. Length 139 m. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1949 in North Sands (United Kingdom) by JL Thompson. Ex reefer docked in the port of Varna and used as training ship by Navibulgar (Bulgaria). Sold for demolition, she left Varna under tow bound for Turkey and Aliaga shipbreaking yards.

Research vessel
CGG Symphony (ex-Aker Sympony, ex-Atlantic Horizon, ex-Moletta, ex-Minna, ex-Stralsund, ex-Shtralzund). IMO 8607189. Research vessel. Length 121 m. French flag (International French Register) until February 2014, then deflagged to Bahamas. Classification society Bureau Veritas. She was built as a factory ship in 1988 at Stralsund by the East German shipbuilding yard (Volkswerft VEB) and delivered to the Soviet fishing fleet. She was one of the Moonzund class -or project Atlantik 488- supertrawlers. The family was able to produce 60 t of frozen fish, 50-60 t of fish meal, 4 t of fish liver oil and 25,000 cans per day. 37 vessels of this type have been built between 1987 and 1993. According to the initial specifications, her lightweight tonnage was 5,800 Ldt and she used Freon 22 as refrigerant. She was manned by 115 sailors.

In 1999, the supertrawler and factory ship was converted to seismic research vessel and equipped with an helicopter deck. Her last ship owner was Compagnie Générale de Géophysique, or CGG Veritas (France) founded by Conrad Schlumberger in 1931. In 2014, CGG was in financial troubles but declined a take-over offer from Technip, French leading oil services company. CGG is rejuvenating its fleet and getting rid of its oldest units. CGG Symphony spent the year 2014 laid-up in Dunkirk; in February 2015, she was towed for demolition at Galloo Recycling yard in Ghent, Belgium.

Hannah-II (ex-Hannah 2, ex-Kaze Maru, ex-Keifu Maru). IMO 7002186. Research vessel. Length 82 m, 1,364 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1969 in Tokyo (Japan) by Ishikawajima-Harima. Owned by TMS Korea Co Ltd (South Korea). Detained in 2001 in Yeosu (South Korea) and in Kobe (Japan), in 2009 in Busan (South Korea) and in 2014 in Incheon (South Korea). Sold for demolition in Bangladesh.

Lorna (ex-Nolsoyar Pall, ex-Le Noroit). IMO 7035717. Research vessel. Length 51 m, 526 t. Unknown flag. Unknown classification society. This ship was built in 1970 as Le Noroit by Ateliers et Chantiers du Havre (ACH) for CNEXO (Centre National pour l'Exploitation des Océans), merged in 1984 in IFREMER (French Research Institute for Exploitation of the Seas).
She was the first unit of the “N.O.R.O.I.S.” type vessels (Oceanographic Research Ships, Observation and Support). She could sail on her own power for 20 days at a speed of 12 knots. She could cater 20 sailors and 10 scientists. She has been operated in the Channel, the Atlantic Ocean and the Mediterranean but also in the Pacific Ocean where she was spotted in 1972-1973 or in 1991. She was decommissioned in 1995 and sold in 1996 to the Faroe Islands Government (Foroyar Landsstyri); she was renamed Nolsoyar Pall after the Faroan 18th Century sailor and poet. She was acquired in 2002 by Suffolk Petroleum Services, based in Lowestoft (United Kingdom) and became Lorna. She has been decommissioned in Lowestoft for several years, and was towed for demolition towards Ghent and Galloo Recycling yard; she arrived there on March 26).

Nolsoyar Pall statue in Torshavn (Faroe Islands) © Mynd Vagnur

Lowestoft, March 25, 2015, about to leave for Ghent © Mike 714


Nuclear material and nuclear waste carrier
Sigyn. IMO 8025941. Nuclear material and nuclear waste carrier. Length 90 m. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Le Havre (France) by Ateliers & Chantiers du Havre for Société franco-suédoise d’armement maritime (Sofrasam) whose shareholders were SKB (Svensk Kärnbränslehantering A/B or Swedish Nuclear Fuel & Waste Management Company) 68%, and Compagnie Générale des Matières Nucléaires (Cogema), 32%. She was a Ro Ro vessel (stern ramp), but a crane could also be used to handle cargo vertically via the hatches. Sigyn’s double hull was ice-strengthened; she had double bottoms and two totally independent engine rooms. The cargo was isolated from the accommodation spaces by protective shields.

Due to a lack of activity, Sigyn remained decommissioned at Oskarshamn from January 1984 to April 1985. In January 1984, Oskarshamn shipyard carried out a few works in order to improve her maneuverability; in particular, a larger rudder and a keel were laid. When she was recommissioned in April 1985, she was 100 % owned by SKB, reflagged to Sweden and under management of Rederi A/B Gotland, based in Visby.

In 2012, the shipmanagement was handed to Furetank Rederi A/B.

See The END in the following pages.
**The END**

*Sigyn, the end of a nuclear servant.*

*Sigyn* is to be destroyed. “To be broken up,” says the specialized database Equasis. Named after a Scandinavian divinity considered to be an antidote against poisons, *Sigyn* had two lives. Under the French flag, she was cursed; under the Swedish flag, she has been serving well and loyally for 20 years and contributed with unfailing support to the program of management of new or spent nuclear fuel and nuclear waste.

At the ACH shipbuilding yard, April 1982, Le Havre (France) **Archives Robin des Bois**

Dedicated during her entire career to the transportation of high-level radioactive materials, *Sigyn* knew her first troubles in the French port of Le Havre on the day of her christening in September 1982. The Swedish ambassador to France, the godmother - wife of the director of SKB, the Swedish nuclear consortium - and around fifteen Swedish journalists attended the intrusion aboard *Sigyn* and her brief occupation by anti-nuclear activists from Cherbourg, her first homeport. Cherbourg was destined to be the platform of reception and expedition of nuclear waste and materials treated at the atomic factory in the peninsula of La Hague, Normandy. It was a baptism of fire, and bad luck has constantly been persecuting *Sigyn* for two years. Obviously, goddess *Sigyn* could not do anything against the “poison” of French anti-nuclear activists.

On her maiden voyage on November 25, 1982, *Sigyn* tore the exterior side of her double hull on a rock in the basin of the Swedish nuclear plant of Barsebäck. Around 20 journalists were witnesses. *Sigyn*, instead of loading spent nuclear fuel bound for Cherbourg, was immediately directed toward the Landskrona shipyards. The repair works lasted between three weeks and a month. It was only at the end of January 1983 that the first packages of spent nuclear fuel arrived in Cherbourg aboard *Sigyn*. They were waited for by protestors, some of whom, under the eyes of Swedish journalists again and despite the police forces, succeeded in climbing one of the “casks” and settled at the top in order to slow down the atomic train.
On February 27, 1983, for Sigyn’s third entry into the port of Barsebäck nuclear plant, a drifting cable got mixed up with a bow thruster and paralyzed the ship’s movements despite the assistance of two pilots and three tugboats.

Not long after, the Franco-Swedish contract for spent nuclear fuel reprocessing, initially dealing with 762 tons, was cancelled thanks to the initiative of Birgitta Dahl, Swedish Minister for the Environment.

On Tuesday, June 7, 1983, Sigyn was awaiting orders in the port of Cherbourg. European Venture, a car carrier full of Toyotas, was berthing on the wharf opposite in the large basin. A black out during the maneuvering -crosswinds, inoperative anchor dropping- the European Venture came slowly and inexorably to bump into the stern of Sigyn, which broke her mooring and banged against an Irish ferry. By the way, the two cranes dedicated to the unloading of spent nuclear fuel were pushed out of their tracks by the bow of the Liberian car carrier. There were no deaths or injuries – only helplessness, fright and 60 million francs (9 million euros) worth of damages, not counting the repair of the ships and definitively the bad luck striking Sigyn. Three weeks later, the Danish Minister for the Environment requested the immediate ban of Sigyn in Danish waters.

Since 1985, Sigyn had been flying the Swedish flag. In 1987, she carried out 7 shipments of MOX (Mixed oxide fuel, made from plutonium and uranium) between Lübeck and Sweden in spite of large protest demonstrations in Germany and Sweden. An 8th shipment was planned in February 1988 but was not allowed by the regional authorities of Schleswig-Holstein). Apart from the 7 shipments above mentioned, Sigyn was exclusively dedicated to the transport of spent nuclear fuel between Swedish nuclear plants and storage sites of spent nuclear fuel and intermediate-level wastes. Making between 50 and 60 trips per year, she crossed 20,000 nautical miles every year without having encountered any apparent problems. However, the fact remains that the garage deck of Sigyn is susceptible to have been radioactively contaminated. She was sold for demolition to the Swedish company Stena Recycling and will be dismantled at Falkenberg, Sweden.

Sigrid, Sigyn’s successor, designed by the Dutch group Damen, was built by their Romanian shipyard in Galati. A bit longer than Sigyn with 99,5 m in length, 1,600 Dwt and a capacity of 12 waste containers (“casks”) compared to 10 for her predecessor, she was delivered in October 2013.
Sources:

Aliaga Denizcilik ; American Bureau of Shipping; American Shipper; Armada Española; Auke Visser; Black Sea Memorandum of Understanding; Bureau Veritas; Cebu Daily News (the); Chittagong Port Authority (the); DDG Hansa; Det Norske Veritas; Equasis; European Maritime Safety Agency; European Naval Force; G Captain ; Germanischer Lloyd; Global Marketing Systems; Global Security; Hurriyet Daily News; IFREMER; Indian Ocean Memorandum of Understanding; Instagram; Levante, el Mercantil Valenciano; Lion Shipbrokers; Lloyd’s List; Lloyd’s Register of Ships; Los Angeles Times (the); Marin (le); Marine Traffic ; Marine-Marchande.net ; Maritime Bulletin; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Monde (le); New York Times (the); Nippon Kaiji Kyokai; Optimus Shipbrokers; Otago Daily Times; Ouest-France ; Philippines Coast Guard ; Port to Port ; Presse- Ocean ; Presse de la Manche (la) ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping; Russian Trawler.narod; SBM Offshore; Seafarer Time (the); Shipspotting; Stuff.co; Sud-Ouest; Svensk Kärnbränslehantering AB (SKB); Telegramme (le); Tokyo Memorandum of Understanding; Trade Winds; Tsavliris; Turkish Maritime; United States Coast Guard; United States Maritime Administration; Vessel Finder; Vessel Tracker ; Walton & Morse LLP.