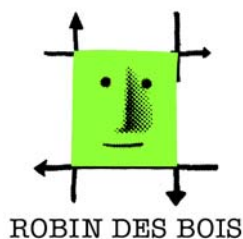


20

April 5th to July 1st 2010



Ship-breaking.com



Ships wrecked in the bay of Nouadhibou, Islamic Republic of Mauritania © Jan Smith

Contents

Ship-breaking in Mauritania	1	Bulk carrier	31
Ship-breaking across the globe	3	Cement carrier	33
Ferry	5	Heavy carrier	33
Passager ship	7	Car carrier	33
Tanker	8	Reefer	35
Chemical tanker	13	Factory ship	38
Gas carrier	16	Various	38
Ore / Bulk / Oil carrier (OBO)	17	Wrecks in Mauritania	39
General Cargo	18	Letters to the editor	44
Container ship	26	Sources	44
Ro-Ro	28		

Ship-breaking in Mauritania

It is the largest natural shelter of the Atlantic coast between Tanger and Dakar. For the last hundred years, the Nouadhibou bay has been a sanctuary for disabled and abandoned ships. The *Méduse* was also shipwrecked there before Géricault painted *The Raft of the Medusa* in 1819. Just over 100 wrecks are recorded. Some estimates mention up to 400 sunken wrecks.

Mainland Mauritania is desertic, maritime Mauritania was a natural aquarium overflowing with fish, shrimps, cephalopods and whales. Over and over again, the waters under Mauritanian control have been exploited in the framework of intergovernmental agreements by France since 1961, Greece since 1966, Egypt and Spain since 1964, Bulgaria in 1971, Algeria and Russia in 1973, Romania in 1974, Poland in 1975, Lybia in 1977, Irak in 1979 and Ivory Coast, Ghana, Morocco, Nigeria, and Senegal. Moreover, shipowners from Bermuda, Kuwait, Norway, Panama, Sweden, the former German Democratic Republic, the Netherlands, and Japan, have signed protocols with Mauritania. The whole world has been fishing there, which explains the diversity of shipyards for vessels now turned irreversibly

into wrecks. Among them, two whaling vessels have been mentioned, the *Tekane* and the *Boulenouar*. Despite extensive research by a friend of "A la casse.com", an expert in maritime genealogy, it was impossible to track down the original owners using the names of the ships at the time of their abandon. Yet, according to the international whaling ship registry held by the International Whaling Commission, two Russian units, the *Skromnyy* and the *Solidarnyy*, built in 1960, ended their career under Mauritanian flag yet they are larger than the *Tekane* and the *Boulenouar*. Another wreck, the *Idini*, a patrol boat for the military of Mauritania was a former Russian whaling vessel. In 1979, Mauritania conditioned the delivery of fishing permits to the founding of joint venture companies financed by foreign partners and imposing that a large portion of fishing products be brought ashore in Mauritania. But after a few years, the lack of land-based refrigeration and transformation equipment, as well as unfulfilled promises in terms of investment, led to the failure of that attempt in reappropriating halieutic resources. Being unfair players, Mauritania's international partners had sent out fishing vessels that were exhausted and technically out-of-date. These were left behind, and during the 1980s, the ship graveyard of Nouadhibou Bay flourished.

In 2001, the European Union committed itself to clearing this collection of wrecks. This environmental resolution was attached to an agreement with the Mauritanian government authorizing a 5-year access to the Mauritanian economic zone for European fleets. In 2006, when time came to renew this agreement, the European Union had not yet done anything in that respect, and the commitment was reaffirmed. The Fishing Commissioner then underlined the fact that "this new protocol marks a change with the former ones and respects the mutual interests of both parties, as well as the environment".

In 2008, the Islamic Republic of Mauritania launched a call for « the removal of 57 wrecks from the Nouadhibou Bay ». In fact, 58 vessels which are not accessible from the coast line are listed. All the wrecks which are accessible by foot and at low tide are excluded from the tender. The tenderers have until August 17th to file their proposals. The European Union will pay for this operation. The EU representative in Mauritania will act as a delegate for the Nouadhibou Port Authority, which will be the project owner. The EU will be de facto in charge of controlling the progress of the operation it finances. The problem is that the modalities of waste management and wreck "clearing" are extremely vague. They are based on the need to improve "safety" but none of the options are satisfactory and environmental protection only comes second. The wrecks may be submerged or regrouped in a designated location as near to the shore as possible. The possibility of sinking the wrecks within the framework of a European financed project in Africa is unacceptable. This would open the door to other "oceanisation" of floating wrecks abandoned for exemple in the ports of Dakar or Abidjan. Pollutants that may be technically extracted, and within the limits permitted by the Mauritanian regulations, would be stored in containers and left afterwards under the responsibility of the Nouhadibou Port Authority. It is distressing to note that the partnership offered by the EU to one of the most deprived African countries is so unambitious and recommends negligent and derisory practices that it would not dare to promote in Brittany or in the Mediterranean Sea. To leave Mauritania deal with the dangerous waste at the end of operations is particularly inelegant. It is true that the European Union has no longer a strategy for demolishing vessels. The new Commission and the new Parliament do not care. Welcome to pirates and offshore platforms. The wheel is turning. The sailing route towards Asia for European vessels at the end of their life will remain crowded. **(See the complete list of wrecks page 40 to 44)**



Bay of Nouadhibou © Berny Sèbe - Geographical Magazine.

Ship-breaking across the globe



Norgas Traveller, Houston, United States, August 9 2008 © Michael Martin (see page 18)

Records beaten for 2010

Between April 5th to July 1st 2010, **290 vessels** were sent to be demolished. The pace has accelerated compared with the first quarter to 22 ships per week. The number one destination, whether in terms of number of ships or total tonnage, is India with 117 vessels (40%). Turkey, which acquired 51 small sized ships primarily ferries and general cargo ships (18%), made a remarkable return, the combined steel industries/demolition of vessels is working well. The wrecks are no longer demolished on beaches. The principle is to carry out dry demolition. If the rear of the wreck remains in the water, the potential pollutants are caught in containment booms. Demolition is carried out on solid surfaces and liquid waste can be collected. In the hit parade of ship-breaking, Turkey takes second place ahead of China with 43 vessels (15%), Bangladesh with 24 (8%) and Pakistan with 22 (8%). The cumulative total of the demolitions will allow the recycling of more than 1.7 million tons of metal. The tankers, -oil and chemical tankers, including gas carriers-, constituted the largest category of ships going to the ship breaking yards this trimester with 95 ships (29%). In weight, this group of tankers represents 650,000 tons, or almost 40%, of recycled metal. Only 35 were single hulled ships with a mean age of 32 years while the average for double hull, double bottom or double sided ships was only 26; a sign perhaps that the difficulty of maintenance the aforementioned shortens their lifespan. 25 container ships (9%), 20 bulk containers (7%), 17 car carriers (6%) continue pass time as well as 73 general cargo ships that are also left to float, amongst which 30% are more than 40 years old.

The prices offered by the Asian demolition yards have significantly increased and continued until May, when a slight decline brought prices back to the rates recorded in January. This ebb has been the mildest in China which permits its demolition yards to propose very interesting prices to the owners of old hulls, of around 400 \$ per ton. China is selling a green image for demolition. Of the 75 shipyards, a handful would supposedly carry out good work, considering the available infrastructure; Jiangyin shipyard, where the *Serepca 1* owned by Total was broken up (see shipbreaking.com #13,15,18 and Round Robin n°1¹) is at the forefront. The picture is not as pretty as it looks. The demolition is carried out on the quays. There are no dry docks in China.

Activites suspended in Bangladesh

In Bangladesh, the Supreme Court suspended the authorizations of beaching following a new action by the NGO Bangladesh Environmental Lawyers Association (BELA) who demand respect for environmental and social standards. In consequence, no ships have been beached at Chittagong since the second fortnight of May but the ships which arrived before the court's decision continue to be dismantled in the shipyards. In the meantime one can remember that last year the same court menaced

¹ <http://www.robindesbois.org/english/english.html>

the closure of all the shipyards which do not guarantee environmental standards and banned the importation of vessels which have not undergone prior extraction of pollutants. After some hesitations, business resumed.

Asbestos aboard old and new ships

On the downside: shipyards in Turkey still use asbestos in new ships. This is what a ship-owner from The Netherlands discovered in 2009 when his chemical tanker was delivered. According to Lloyd's List, this is not an isolated case; even though an amendment to the Safety Of Life At Sea convention (SOLAS) bans asbestos since 2002, many shipbuilding and repair yards in Asia and across the globe are still using asbestos.

The car ferry scandal

Ferries and passenger ships have an average age of 44 years. The fate of these veterans riddled with asbestos and dangerous for maritime safety varies. The Finnish *Onyx* which merits a red card after its fraudulent departure from Europe and ultimate slight of hand by those in Dubai, where it was renamed "*Kaptain Boris*", before its beaching for demolition in Pakistan (see the bulletin shipbreaking.com #19² and the group of stories "Hunting down the *Onyx*" on Robin des Bois's website³). Prayati Shipping, the owner of the *Onyx*, have since confirmed their status as a locator of old hulls and as the owners of end of ships last trips with the sales in this quarter of the ferry *Sara I*, Ro-Ro *Bodrum*, general cargo ship *Bulk Express* (each renamed respectively *Winner 10*, *Winner II*, and *Winner 7*), and of the chemical tanker *Antisana*. This cunning ship-owner takes the precaution to register it's vessels for their last trip to countries which have not signed the Basel Convention or it's Ban Amendment. Three ferries from the Isle of Wight *Caedmon*, *Cenred* and *Cenwulf* retired from service in 2008; the various attempts to resell in order for them to continue services have failed, notably to South America or to Sierra Leone where vessels provide a shuttling service between the Lungi-International Airport and Freetown. They have finally been towed all the way to Harlingen (The Netherlands) then to the Smedegaarden demolition yards in Esbjerg (Denmark). The *Pentalina B*, which was judged unfit for navigation in European waters, she left Scotland then France without much hassle, in spite of Robin des Bois and Mor-glaz's warnings (a Brittany based association). She will be used for transport at the risk of passengers and freight in the Cape Verde archipelago. It is to be noted and it is most regrettable that following the French intergovernmental environmental round table "Grenelle de la Mer", implementation of a working group on the renewal of southern countries fleets is not yet operational.

As for the old American troop transporters they continue to be cleaned, and then towed to the demolition yards in Texas.



© Andrex S Cooke

Caedmon, March 5, 2010, towed out of Southampton for the Danish demolition yards

² <http://www.robindesbois.org/english/shipbreaking19.pdf>






³ <http://www.robindesbois.org/english/english.html>

After detention, the scrapping

The substandard vessels were the first to leave, but they are not demolished in the countries, notably European, that they were detained in. Less than 126 ships (43%) were previously detained in harbours worldwide with a rate of 60% for bulk containers, reefers, and general cargo ships; 104 (36%) were controlled by a classification society which does not belong to the IACS (International Association of Classification Societies) or had no classification.

Years and Meters

The average age of these end-of life ships between April 5th and July 1st ranged between 13 years for the bulk carrier *Bright Century*, victim of a collision, and 67 years for the American troop transporter *General John Pope*. The average age was 31 years old; it is 23 years average for the car carriers, 28 years average for the tankers and container ships, 12 years average for the bulk carriers, 35 years average for the general cargo ships and as mentioned earlier 44 years average for ferries and passenger ships. 171 ships were less than 150m in length, 85 measured between 150 and 199m, and 34 between 200 and 336m.

	Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).
	Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.
	Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.
	Vessel 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.

Ferry

Abbundo (ex-*Giulia D'Abundo*, ex- *Quiberon*, ex-*Nils Dacke*). IMO 7362110. Ferry. Length 129m, 6,129 t. Saint Kitts and Nevis flag. Classification society Bureau Veritas. Built in 1975 in Rendsburg (Germany) by Nobiskrug. Owned by Medmar (Italy). Veteran of Brittany Ferries from 1982 to 2003. Sold for demolition to India.



Athens (ex-*Athens Express*, ex-*Brisbane Trader*). IMO 6909624. Ferry. Length 136 m, 6,095 t. Panamean flag. Classification society Hellenic Register of Shipping. Built in 1969 in Brisbane (Australia) by Evans Deakin. Owned by Wavelord Navigation Co Ltd (Greece). Sold for demolition to India where she arrived under the name *Winner 11*.



Atlantic (ex-*Old Point Comfort*, ex-*Albany*, ex-*LST 970*). IMO 5262081. Ferry. Length 93 m, 1,575 t. Uruguayan flag. Built in 1945 in Hingham, Massachusetts (United States) by Bethlehem Hingham Shipyard Inc. Finally bought in 1958 by the Virginia Ferry Corporation, she was converted into a passenger and car ferry for the Chesapeake Bay until the opening of Chesapeake Bay Bridge Tunnel in 1964. Owned by Antlantida Navegacion (Uruguay). Sold as is in Argentina. Unknown destination of demolition.



© The Eastern Shore of Virginia

Caedmon. IMO 7314888. Ferry. Length 57 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and



sold for demolition in Ejsberg (Denmark) by Smedegaarden demolition yard.

Cenred. IMO 7324091. Ferry. Length 60 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and sold for demolition in Ejsberg (Denmark) by Smedegaarden: a demolition yard.



Cenwulf. IMO 7320021. Ferry. Length 60 m. United Kingdom flag. Classification society unknown. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Owned by Wightlink Ferries (United Kingdom). Towed and sold for demolition in Ejsberg (Denmark) by the demolition shipyard Smedegaarden.



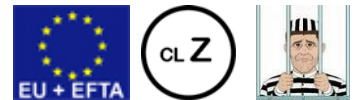
Europa I (ex-*Slavija I*, ex-*Slavija*, ex-*Skipper Clement*, ex-*Jens Kofoed*) IMO 5405542. Ferry. Length 88 m. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1963 in South Dock (United Kingdom) by Bartram. Owned by Skenderbeg Lines Ltd (Italy). Detained in 2006 and in 2008 in Brindisi (Italy). Sold for demolition to Turkey. 189 \$ US per ton.



Istra (ex-*Balkanija*, ex-*Dana Gloria*, ex-*Mette Mo*, ex-*Mette Mols*). IMO 6525143. Ferry. Length 92 m. Croatian flag. Classification society Ceskoslovensky Lodin Register. Built in 1966 in Aalborg (Denmark) by Aalborg Vft. Owned by Jadrolinija (Croatia). Sold for demolition to Turkey.



Kilmore (ex-*Chong Ming Dao*, ex-*Graip*, ex-*N & T 700*, ex-*Stena Shipper*, ex-*Constellation Enterprise*, ex-*Merzario Ionia*, ex-*Stena Shipper*, ex-*Norsky*)
IMO



7528582. Ferry. Length 151 m, 7,924 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Ulsan (South Korea) by Hyundai ; jumboized in 1987. Owned by Gotech Fibre Ltd (Ireland). Detained in 2007 in Lubeck (Germany), in 2008 in Marseille (France), and three times in Castellon de la Plana (Spain). Sold for demolition to Turkey.

Kilmore, October 2007, Lübeck © M Classens

New Cambay Prince (ex-*New Caribbean Princess*, ex-*Express Adonis*, ex-*Naias Express*, ex-*Dimitra*, ex-*Earl Harold*, ex-*Ailsa Princess*). IMO 7038379. Ferry. Length 112 m, 3,543 t. Flag unknown. Classification society unknown. Built in 1971 in Marghera (Italy) by Breda. Sold for demolition to India.



Onyx (ex-*C Express*, ex-*Casino Express*, ex-*Fennia*). IMO 6600462. Ferry. Length 128 m, 6,000 t. Sierra Leonean flag. Classification society International Register of Shipping in October 2009. Built in 1966 in Landskrona (Sweden) by Oresundsvarvet. Detained in Brest (France) for 79 days following a breakdown. Sold by its Finnish owner RG Lines to Prayati Shipping (India) The *Onyx* left the harbor at Brest on February 10th 2010 despite warnings by Robin des Bois about its actual destination. Somehow arriving in Dubai, it was renamed « *Kaptain Boris* » by its new owner officially based in the Marshall Islands, and it was finally beached for demolition in Gadani, Pakistan on May 8th 2010.



On Robin des Bois's website see the entire *Onyx* series "Hunting down the *Onyx*" n^{um}s 1 to 6⁴

⁴ <http://www.robindesbois.org/english/sea/onyx.html>

Ouzoud (ex- *Guido*, ex-*Fedra*, ex-*Robin hood*, ex-*Peter Pan*). IMO 7350088. Ferry. Length 148 m, 7,941 t. Panamean flag abandoned for that of Saint-Kitts-and-Nevis. Classification society RINA. Built in 1974 in Rendsburg (Germany) by Nobiskrug. Owned by Arab Shipmanagement (Syria). Detained in 2007 and again in 2008 in Genoa (Italy). Sold for demolition to India. Renamed *Winner 8* for its last journey.



Trapesus (ex-*Kanin*). IMO 7045815. Ferry. Length 68 m. South Korean flag. Classification society Korea Classification Society. Built in 1970 in Varna (Bulgaria) by the Georgi Dimitrov shipyard. Owned by Inter-Dolphin Shipping (Turkey). Detained in 2004 in Sochi (Russia). Sold for demolition to Turkey. 183 \$ US per ton.



Winner 10 (ex-*Sara I*, ex-*Betancuria*, ex-*Benchijigua*, ex-*Benchijigua II*, ex-*Djursland*, ex-*Djursland II*). IMO 7360667. Ferry. Length 118 m. Saint Kitts and Nevis flag. Classification society RINA. Built in 1974 in Bremerhaven (Germany) by Schichau UW. Owned by Prayati Shipping Pvt Ltd (India). Detained in 2007 in Algeiras (Spain). Sold for demolition to India.



Sara I, December 22nd 2008, Port of Algeiras © Jörn Prestien



Passenger ship.

Casino Royale (ex- *Fortune Star*, ex-*St Tropez*, ex-*Manistal*, ex-*Talisman*, ex-*Enchanted Sun*, ex-*Sofia*, ex-*Emerald Express*, ex-*Stena Arcadia*, ex-*Tropic Star II*, ex-*Pride of San Diego*, ex-*Scandinavian Saga*, ex-*Castalia*). IMO 7350442. Passenger ship. Length 132 m, 5,189 t. Bahamas flag. Classification society unknown. Built in 1974 in Salamis (Greece) by Kynossoura. Owned by Seahawk Northamerica LLC (United States). Sold to the state of Bahamas for demolition in India. She changed names 13 times. A record?



General Edwin D. Patrick (ex- *Admiral C.F. Hughes*). IMO 6110807. Troop transporter. Length 189 m, 12,600 t. United States flag. Without classification society. Built in 1945 in Alameda (United States) by Bethlehem Steel Corporation. Withdrawn from the naval register on October 9th 1969. Owned by US MARAD (United States). She left the National Reserve Fleet of Suisun Bay in California for the demolition shipyards ESCO Marine of Brownsville, Texas (United States) via the Panama canal.



General John Pope. IMO 6115257. Troop transporter. Length 189 m, 12,833 t. United States flag. Without classification society. Built in 1943 in Kearny (United States) by Federal Shipbuilding and Dry Dock Co. Withdrawn from the naval registry 26th October 1990. Owned by US MARAD (United States). She left the National Reserve Fleet of Suisun Bay in California for the demolition shipyards ESCO Marine of Brownsville, Texas (United States) via the Panama canal.



Tanker



Aristos II, arriving in Amsterdam August 6 2006
© Simon Kruyswijk - Shipspotting



Ex-Aristos II changed to *Siempre Adorado*, October 11 2007 in Amsterdam Hornhaven © Vessel tracker

Siempre Adorado (ex-Aristos II, ex-World Spring). IMO 8316209. Tanker. Length 177 m, 9,190 t. Panamean flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Capital Ship Management (Greece). Detained in 2001 in Guangzhou (China). Sold for demolition to Bangladesh. In 2006, she was chartered by Trafigura. In spring 2006 she was responsible for an oil slick in the Abidjan bay. The *Aristos II* was almost used as a floating refinery instead of the *Probo Koala* as one can read in the following two internal messages from Trafigura. 1 "Does it make sense to take on t/c a vessel that is about to be scrapped for something like \$5k/day in order to carry some of the caustic washings over there?" 2. "We have the *La Roux*, we could also try to extend the *Aristos* which is expiring after this voyage" The *La Roux* was already sent to be demolished early in 2010. It is the *Aristos II*'s turn, again in Bangladesh. Since 2007 the *Aristos II*, a natural candidate for demolition since 2006 as the *La Roux* belonged to the Greek ship-owner Worldwide Green Tankers. During her last trips she was often chartered by the Finnish company G.T. Trading, a petrol broker and a commercial partner of Trafigura.



Agia Zoni (ex-Ocean II, ex-Ocean, ex-Agios Nikolaos, ex-Triton, ex-Yiannis, ex-Mark XI, ex-Monte Majella, ex-Monte Carmelo). IMO 6411172. Tanker. Length 63 m, 890 t. Greek flag. Classification society Hellenic Register of Shipping. Single hull ship built in 1964 in Savona (Italy) by Solimano. Owned by Crystallo (Greece). Sold for demolition to Turkey.



Anna Maria A (ex- Stolt Taurus, ex- Shoun Taurus). IMO 8417924. Tanker. Length 123 m, 3,613 t. Liberian flag. Classification society Det Norske Veritas. Double bottom ship built in 1985 in Akitsu (Japan) by Taihei. Owned by Olympic Gulf Tankers (Greece). Sold for demolition to India.



Aqua Vitae (ex-Akva Vita, ex-Delegat). IMO 7923720. Tanker. Length 115 m, 3,050 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1981 in Rauma (Finland) by Rauma-Repol. Owned by JSC Fortune Tankers (Russia). Detained in 2002 in 2003 in Nakhodka (Russia). Sold for demolition to China.



Athina (ex-Akleja, ex-United Tiger, ex- Isabel). IMO 7389156. Tanker. Length 142 m, 3,967 t. Barbados flag. Classification society RINA. Double hull ship built in 1975 in Lodose (Sweden) by Lodose Varf. Owned by Salmar Shipping Ltd (Greece). Sold for demolition to Turkey.



Azov (ex-Krasnodar 1. ex-Electra, ex-Gloria, ex-Stanax VI, ex-Suzana, ex-Dora, ex-Rowena, ex-Narcelle, ex-T. Tuna, ex-Rubisea). IMO 7012363. Tanker. Length 84 m, 1,230 t. Moldovan flag. Classification society Maritime Bureau of Shipping. Double hull ship built in 1970 in Slikkerveer (The Netherlands) by De Groot & v.Vliet. Owned by Mirtali Shipping Ltd (Greece). Sold for demolition to Turkey.



B. P. P. 16 (ex- Ampar 4. ex-Lee Tai). IMO 6816619. Transporter tanker of molasses. Length 76 m 926 t. Thai flag. Single hull ship built in 1968 in Kure (Japan) by Geibi. Owned by P.S.V. Supply (Thailand). Sold for demolition to Bangladesh. 390 \$ US per ton.



Berjaya Dua (ex-Ajman Glory, ex-Ajman Supplier, ex-Guidesman., ex-Esso Plymouth). IMO 7902300. Tanker. Length 79 m, 1,093 t. Comorian flag. Classification society International Naval Surveys Bureau. Single hull ship built in 1980 in Selby (United Kingdom) by Cochrane; jumboized in 1995 and lengthened by 9 m. Owned by Shipping World (United Arab Emirates). Detained in 2006 in Bushehr (Iran) and in 2006 in Bandar Khomeini (Iran). Sold for demolition to India.



Camoci. IMO 8200022. Tanker. Length 160 m, 5,555 t. Brazilian flag. Classification society Bureau Veritas. Built in 1986 in Rio de Janeiro (Brazil) by Caneco. Owned by Petrobras (Brazil). Sold for demolition to India.

CE-Pacific (ex-Pacific Spirit). IMO 8615813. Tanker. Length 244 m, 59,289 t. Liberian flag. Classification society Det Norske Veritas. Single hull ship built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Marine Trust Ltd (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition to Bangladesh. 475 \$ US per ton.



Champion Arctic (ex-Tervi). IMO 8402333. Tanker. Length 202 m, 11,955 t. Norwegian flag (registered internationally). Classification society Det Norske Veritas. Double hull ship built in 1986 in Rauma (Finland) by Rauma-Repola. Owned by Thome Ship Management PTE Ltd (Singapore). Sold for demolition to Pakistan. 510 \$ US per ton.



Champion Polar (ex-Palva) IMO 8414570. Tanker. Length 202 m, 11,955 t. Norwegian flag (registered internationally). Classification society Det Norske Veritas. Double hull ship built in 1986 in Rauma (Finland) by Rauma-Repola. Owned by Thome Ship Management Pte Ltd (Singapore). Sold for demolition to Pakistan. 510 \$ US per ton.



Don Basilio (ex-Mirella Camurati). IMO 5236678. Tanker. Length 75 m, 800 t. Colombian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1957 in Porto Recanati (Italy) by Gardano & Giampieri; jumboized in 1989 and lengthened 14 m. Owned by Transpetrol AS (Colombia). Unknown destination of demolition.



Europa Venture (ex-Venture, ex-Wilanna). IMO 8315645. Tanker. Length 228 m, 15,040 t. Saint Kitts and Nevis flag. Classification society Det Norske Veritas. Double hull ship built in 1985 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Oryx Shipping Singapore PTE (Singapore). Sold for demolition to Pakistan. 365 \$ US per ton.
Voir bunkergibraltar.com



Evangelos G (ex-Vassilios XVI, ex-Ziyad, ex-Teodora I, ex-Stella Ara). IMO 7007863. Tanker. Length 90 m, 1,200 t. Panamean flag. Classification society Hellenic Register of Shipping. Single hull ship built in 1969 in Pesaro (Italy) by Pesaro CN. Owned by San Nikola Shipmanagement S.A. (Albania). Sold for demolition to Turkey.



Gateway (ex-Kronviken, ex-Eurus, ex-Golar Jane). IMO 8613853. Tanker. Length 267 m, 21,178 t. Singaporean flag. Classification society American Bureau of Shipping. Double sided ship built in 1988 in Okpo (South Korea) by Daewoo. Owned by Tanker Pacific Management (Singapore). Sold for demolition to Pakistan.

Gettysburg (ex-Exxon Gettysburg, ex-Esso Gettysburg). IMO 5107463. Tanker. Length 217 m, 9,861 t. United States flag. Without classification society . Single hull ship built in 1957 in Newport News (United States) by Newport News SB. Owned by US MARAD (United States). It left the reserve fleet of Suisun Bay in California for the demolition yards ESCO Marine shipyard of Brownsville, Texas (United States) via the Panama canal.



Esso Gettysburg © William C. Daugherty

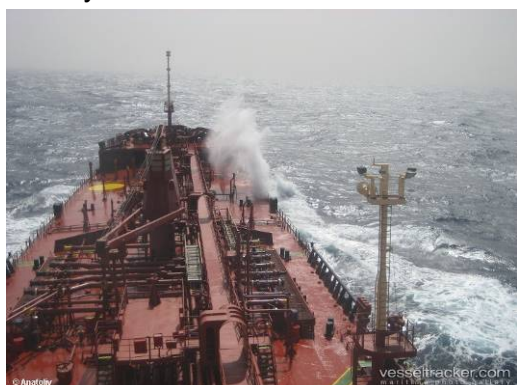
Grigoroussa I (ex-Jag Laila, ex-Singapore Spirit, ex-Galaxy River). IMO 8611960. . Length 246 m, 15,387 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Marugame (Japan) by Imabari Zosen. Owned by A.K. Shipping and Trading Inc (Greece). Detained in 2003 in Kwinana (Australia) and in 2008 in Bandar Abbas (Iran). Sold for demolition to Pakistan. 443 \$ US per ton.



Hsien Yuan II. IMO 8617134. Tanker. Length 273 m, 24,400 t. Taiwanese flag. Classification society China Corporation Register of Shipping. Single hull ship built in 1990 in Kaohsiung (Taiwan) by China SB Corp. Owned by Taiwan Navigation Co Ltd (Taiwan). Unknown destination of demolition. 445 \$ US per ton.



Inga (ex-Inge). IMO 8820913. Tanker. Length 179 m, 9,525 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Kherson (Russia) by Khersonskiy SZ. Owned by LSC Shipmanagement SIA (Latvia). Sold for demolition to India. 410 \$ US per ton.



©Anatolijs Suhinins

Isola di Ustica (ex-*Eton*, ex-*Gilam*, ex-*Virginia*, ex-*Valentina Napoleone*, ex-*Laurana*) IMO 6423424. Tanker. Length 59 m. Italian flag. Classification society RINA. Single hull ship built in 1964 in La Spezia (Italy) by Sgorbini. Converted into a wine tanker in 1995 then a water carrier between islands in the Tyrrhenian Sea. Owned by Adortermar (Italy). Unknown destination of demolition. 289 \$ US per ton.



Isola di Ustica, water tanker, Ponza, August 2005. © Giulio Rispoli

Jag Palak. IMO 8313611. Tanker. Length 170 m, 7,461 t. Indian flag. Classification society Det Norske Veritas. Single hull ship built in 1985 in Pusan (South Korea) by Korea SB. Owned by Great Eastern SHipping Co Ltd (India). Unknown destination of demolition. 450 \$ US per ton.

Jag Pavitra (ex-*Olivia Maersk*, ex-*Evelyn Maersk*) . IMO 8321400. Tanker. Length 182 m, 10,137 t. Indian flag abandoned for that of Tuvalu for her last journey. Classification society Indian Register of Shipping. Single hull ship built in 1985 in Lindo (Denmark) by Odense Staalskibs. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Fujairah (United Arab Emirates) for demolition to India. 390 \$ US per ton.



Kadriah I (ex-*Pride Indiapendence*, ex-*Polar Independence*, ex-*Arco Indiapendence*, ex-*American Indiapendence*). IMO 7390076. Tanker. Length 335 m, 42,941 t. Malaysian flag. Classification society unknown. Built in 1977 in Sparrow's Point (United States) by Bethlehem. Sold as is in Malaysia for demolition in Bangladesh. 410 \$ US per ton.



Lance Naik Albert Ekka PVC. IMO 8311209. Tanker. Length 193 m, 10,839 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Shipping Company of India (India). Sold for demolition to India. 363 \$ US per ton.



Mar. IMO 8819110. Tanker. Length 178 m, 9,361 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Kherson (Russia) by Khersonskiy SZ. Owned by LSC Ship Management SIA (Latvia). Sold for demolition to Pakistan, *Mar* arrived in India May 8 without an inventory of the dangerous materials on board while according to well informed sources the *Mar* contained 3,400 t of material containing asbestos and 1,200 t of material polluted by PCB; so her authorisation for demolition was delayed by the Indian government. 512 \$ US per ton.



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Mubaraka (ex-*Domira*, ex-*Klio*, ex-*Landwood*, ex-*Fructidor*). IMO 6826016. Tanker. Length 253 m, 15,590 t. Flag unknown. Classification society unknown. Built in 1968 in La Ciotat (France) by les Atelier et Chantiers de La Ciotat. Sold for demolition to Pakistan. 377 \$ US per ton.



Myron C (ex-Myron, ex-Golden Eagle, ex-Compatriot, ex-London Victory). IMO 8009478. Tanker. Length 218 m, 11,811 t. Panamean flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1982 in Chiba (Japan) by Mitsui banned from European waters for the transportation of heavy oil since January 2005. Owned by Caroil Transportmarine Ltd (Cuba). Detained in 1999 in Long Beach (United States). Sold for demolition to India.



Navarino III (ex-Titan Leo, ex-Seagull, ex-Pacific Power, ex-Pacific Tower) IMO 8706351. Tanker. Length 317 m, 33,209 t. Panamean flag. Classification society Lloyd's Register. Single hull ship built in 1988 in Ulsan (South Korea) by Hyundai. Owned by NV Ships India PVT Ltd (India). Sold for demolition to Bangladesh. 503 \$ US per ton.

Nesa 2 (ex-Al Baraka, ex-Alia, ex-Shamsa, ex-Confident Prestige, ex-Mitsu Maru No.18) IMO 7735549. Tanker. Length 60 m. Sierra Leonean flag. Classification society unknown. Single hull ship built in 1978 in Nomi (Japan) by Nakatani. Owned by Cyrus Shipping (United Arab Emirates). Unknown destination of demolition.



Ocean Hope (ex-Bergina, ex-Jarena). IMO 8028096. Tanker. Length 265 m, Flag Tuvalu. Classification society unknown. Single hull ship built in 1982 in Okpo (South Korea) by Daewoo. Unknown destination of demolition.



OPA (ex-Gopa, ex-Al Dhibyaniyyah). IMO 8113528. Tanker. Length 231 m, 15,000 t. Liberian flag. Classification society Lloyd's Register. Doubled-sided ship built in 1984 in Pusan (South Korea) by Korea SB. Owned by Colisa International Ventures (Greece). Sold for demolition to Pakistan. 508 \$ US per ton.



Pride (ex-Aegean Pride I, ex-Aegean Pride, ex-Sinimeri, ex-Melkki, ex-Arctic Scan). IMO 8027195. Tanker. Length 140 m, 4,000 t. Liberian flag. Classification society unknown. Double hull ship built in 1982 in Vuosaari (Finland) by Valmet. Sold for demolition to Pakistan.



River Jamaima (ex-Guadalupe B., ex-Camponubla). IMO 7711634. Tanker. Length 166 m, 6,523 t. Sierra Leonean flag. Classification society Bureau Veritas. Single hull ship built in 1979 in Puerto Real (Spain) by AESA, since 2005 banned from European waters for transporting heavy fuel. Owned by Expedia Marine Co Ltd (Nigeria). Sold for demolition to India.



Scottish Bard (ex-Tasman). IMO 8810023. Tanker. Length 182 m, 9,500 t. Isle of Man flag. Classification society American Bureau of Shipping. Double hull ship built in 1990 in Pula (Croatia) by Uljanik. Owned by C-Petrol Shipping Lines Ltd (Greece). Unknown destination of demolition.





Sharifa 3 (ex-Elbe, ex-Mantinia, ex-Urania Coulouthros). IMO 8304086. Tanker. Length 230 m, 12,015 t. Egyptian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1984 in Tamano (Japan) by Mitsui. Owned by International Marine Management Co (Greece). Sold for demolition to Pakistan. 410 \$ US per ton.







Shinyo Mariner (ex-T.S. Prosperity). IMO 8917481. Gas Tanker. Length 338 m, 32,900 t. Liberian flag. Classification society Korean Register of Shipping. Single hull ship built in 1991 in Tsu (Japan) by NKK Corp. Owned by Univan Ship Management Ltd (China). Sold for demolition to China. 435 \$ US per ton.




Shinyo Mariner, 338 m, the largest vessel in the section, Tokyo bay, January 2008.
© Ivan Meshkov




Sky 1 (ex-*World Star*, ex-*Siam Bhavas*, ex-*Changi*, ex-*Bukom*, ex-*Yoshino*, ex-*Eiyu Maru No.1*). IMO 7706524. Tanker. Length 107 m, 2,003 t. South Korean flag. Classification society Korea Classification Society. Single hull ship built in 1977 in Usuki (Japan) by Usuki Tekkosho. Owned by Union Shipping Llc (United Arab Emirates). Detained in 2006 in Bushire (Iran) and in 2008 in Bandar Abbas (Iran). Sold for demolition to Pakistan.  

Tabu (ex-*Tabora*, ex-*Rosebud*, ex-*Mare Adriacum*, ex-*Elba Lolli-Ghetti*). IMO 7232432. Tanker. Length 216 m, 14,042 t. Dutch West Indies flag. Classification society unknown. Double hull ship built in 1973 in Marghera (Italy) by Breda. Sold for demolition to Bangladesh.   


Tess (ex-*Atlas M*, ex-*Meligunte*, ex-*Golconda I*, ex-*Fujikawa* ex-*Fujikawa Maru*). IMO 7800253. Tanker. Length 123 m, 4,042 t. Saint Kitts and Nevis flag. Classification society unknown. Double hull ship built in 1978 in Mihara (Japan) by Koyo. Sold for demolition to Pakistan. 460 \$ US per ton. 


Tirta Samudhra XV (ex-*Jian She 8*). IMO 8829529. Tanker. Length 107 m, 1,952 t. Tuvalu flag. Classification society unknown. Single hull ship built in 1987 in Ruichang (China) by Jiangxi Jiangzhou. Owned by Raffle Shipmanagement (Singapore). Sold for demolition to Bangladesh. 



Trader (ex-*Duke*, ex-*North Star*, ex-*Lady Star*, ex-*Pearl III*, ex-*Violet I*, ex-*Greenmont*, ex-*Sarpindo Pribumi*). IMO 7823530. Tanker. Length 157 m, 5,099 t. Panamean flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1979 in Shimonoseki (Japan) by Hayashikane. Sold for demolition to Bangladesh.





Vassilios XIV (ex-*Activity*). IMO 6906983. Tanker. Length 74 m. Greek flag. Classification society Hellenic Register of Shipping. Single hull ship built in 1969 in Groningen (The Netherlands) by New N Nederlandse. Owned by Vassilios Shipping (Greece). Sold for demolition to Turkey.   

Chemical tanker

Antisana (ex-*Antisana Jorf*, ex-*Jo Hegg*, ex-*Golden Queen*). IMO 8323886. Chemical tanker. Length 108 m, 3,147 t. Sierra Leonean flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by Prayati Shipping Pvt Ltd (India). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition to India. 

Aquamarine I (ex-*Belgrace*, ex-*Nortank Baltic*, ex-*Baltic Current*, ex-*Tenryo Maru*). IMO 8313374. Chemical tanker. Length 185 m, 9,663 t. Panamean flag. Classification society Det Norske Veritas. Double hull ship. Built as a bulk carrier in 1984 in Numakuma (Japan) by Tsuneishi and converted in 1987 into a Chemical tanker. Owned by Trustoil Tankers SA (Greece). Sold for demolition to Bangladesh. 

Asdrubal (ex-*Maknassy*). IMO 8108743. Chemical tanker. Length 158 m, 5,650 t. Panamean flag. Classification society Bureau Veritas. Single hull ship built in 1982 in Lübeck (Germany) by Orenstein & Koppel. Owned by Gabes Marine Tankers SARL (Tunisia). Sold for demolition to India. 405 \$ US per ton.  

Batova. IMO 8612067. Chemical tanker. Length 117 m, 3,024 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Double bottom ship built in 1987 in Varna (Bulgaria) by the Georgi Dimitrov shipyard. Owned by Bulgare Navigation (Bulgaria). Detained in 2002 in Singapore. Unknown destination of demolition. 422 \$ US per ton.    

Bow Prima (ex-*Primaventure L.*). IMO 8420505. Chemical tanker. Length 176 m, 11,222 t. Singaporean flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell ASA (Norway). Detained in 2003 in Vancouver (Canada). Sold for demolition to China. 387 \$ US per ton.



Bow Prima, arriving in the port of Santos, Brazil, June 29 2008 © Bruno Pricoli

Burgos (ex-*Sea Chem*, ex-*Antisana Safi*, ex *Bow Antisana*, ex-*Antisana*). IMO 8800779. Chemical tanker. Length 111 m, 2,604 t. Panamean flag. Classification society Det Norske Veritas. Single hull ship built in 1989 in Hashihama (Japan) by Shin Kurushima. Owned by Clipper Marine AS (Denmark). Detained in 2008 in Antwerp (Belgium) and in 2009 in Esbjerg (Denmark). Sold for demolition to India.



Champion Lion (ex-*Lion*, ex-*Petrobulk Lion*, ex-*Jahre Lion*). IMO 8308630. Chemical tanker. Length 171 m, 10,730 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1985 in Tamise (Belgium) by Boelwerf. Owned by Thome Ship Management Pte Ltd (Singapore). Sold for demolition to India. 430 \$ US per ton including 50 t of stainless steel.



Chem Crest (ex-*Kem Krest*, ex-*Chemi Crest*, ex- *Norchem*). IMO 7821609. Chemical tanker. Length 107 m, 3,088 t. Russian flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1979 in Onishi (Japan) by Kurushima. Owned by Kamchatnefteprodukt (Russia). Sold for demolition to India.



Devon (ex-*Stolt Devon*, ex-*Herefordshire*, ex-*Burns*, ex-*Stainless Master*, ex-*Shoun Tenacity*). IMO 8417900. Chemical tanker. Length 123 m, 3,640 t. Panamean flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1985 in Akitsu (Japan) by Taihei. Owned by Bibby Ship Management Ltd (United Kingdom). Detained in 2001 in Brisbane (Australia). Sold for demolition to India.



Eron (ex-*Chopin III*, ex-*Chopin*, ex-*Anett II*, ex-*Anett*, ex-*Petrobulk Ruler*, ex-*Osco Sailor*, ex-*Osco Linea*). IMO 7388748. Chemical tanker. Length 171 m, 8,380 t. Unknown flag. Classification society unknown. Single hull ship built in 1975 in Gotenborg (Sweden) by Eriksbergs. Owned by Marika Investment Ltd (Nigeria). Sold for demolition to India. 486 \$ US per ton.



Fair Victoria (ex-*Swan Lake*, ex-*Aurum*). IMO 8030386. Chemical tanker. Length 135 m, 4,389 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1982 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Baltanas Shipping (United Kingdom). Sold for demolition to India. 810 \$ US per ton, including 440 t of stainless steel.



Forth Sea (ex-*Monte Chiaro*, ex-*Valdarno*, ex- *Jo Alder*). IMO 8900309. Chemical tanker. Length 139 m, 4,427 t. Marshall Island flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by Starfish Navigation Ltd (Finland). Sold for demolition to India. 750 \$ US per ton. 900-1,000 tons of stainless steel. On June 1st, the Equasis database announced the ship "to be demolished"; on June 29th, the status of the ship, renamed *Royal Pride* belonging to Royal Marine Shipmanagement of



Singapore, changed to "in service"; her class was suspended by Buereau Veritas for exceeding regulatory survey delays, most notably the annual visit to the dry dock.

Foss (ex-*Fossanger*, ex-*Northern Wolf*, ex-*Fort Wolf*). IMO 8619417. Chemical tanker. Length 170 m, 8,844 t. Norwegian flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Pusan (South Korea) by Korea SB. Owned by Westfal-Larsen Management AS (Norway). Detained in 2005 in Yeosu (South Korea). Sold for demolition to Bangladesh.



George Sea (ex-*CKS Ace*, ex-*Ocean Ace*, ex-*Daeyong Ace*, ex-*Tenhiro*). IMO 8517554. Chemical tanker. Length 106 m, 2,080 t. Panamean flag. Classification society Korean Register of Shipping. Single hull ship built in 1986 in Hakata (Japan) by Hakata Zosen. Owned by Link Marine Pte Ltd (Singapore). Detained in 2001 in Tauranga (New Zealand and in 2009 in Bandar Abbas and Bandar Khomeini (Iran). Sold for demolition to Pakistan.



Jin Hai Teng (ex-*Ikan Duri*). IMO 8021543. Chemical tanker. Length 94 m. Chinese flag. Classification society China Classification Society. Double hull ship built in 1981 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Shanghai Jinhai Shipping & Trading (China). Sold for demolition to China.

Jose Breeze (ex-*Senyo Glory*). IMO 8125739. Chemical tanker. Length 143 m, 9,087 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1982 in Yawatahama (Japan) by Kurinoura. Owned by Kokuka Sangoyo Co Ltd (Japan). Detained in 2007 in Rotterdam (The Netherlands) and in 2009 in Rotterdam (The Netherlands) and in 2009 Houston, Texas (United States). Sold for demolition to India.



Kaliopé (ex-*Fjordnes*, ex-*Drawa*). IMO 8908856. Chemical tanker. Length 149 m, 4,326 t. Bahamas flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Zegluga Morska (Poland). Sold for demolition to India. 357 \$ US per ton.



Kohzan Maru. IMO 8210089. Chemical tanker. Length 174 m, 9,460 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1983 in Marugame (Japan) by Imabari Zosen. Owned by MOL Mitsui Osk Lines (Japan). Sold for demolition to China. 410 \$ US per ton.

Matina A (ex-*Stolt Alliance*, ex-*Shoun Trader*). IMO 8510403. Chemical tanker. Length 123 m, 3,688 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1985 in Akitsu (Japan) by Taihei. Owned by Olympic Gulf Tankers (Greece). Sold for demolition to India.



Mediterranean Star (ex-*Norchem*, ex-*Northern Spirit*, ex-*Multitank Holsatia*, ex-*Holsatia*) IMO 7320370. Chemical tanker. Length 85 m, 1,105 t. Panamean flag. Classification society International Register of Shipping. Single hull ship built in 1973 in Kalmar (Sweden) by Kalmar Varv. Owned by Soysay Denizcilik Nakilyat (Turkey). Sold for demolition to India.



Mona Lisa (ex-*Southern Queen*). IMO 8113748. Chemical tanker. Length 106 m. Singaporean flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1981 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Raffles Shipmanagement Services (Singapore). Sold for demolition to India.

Panega. IMO 8511586. Chemical tanker. Length 117 m, 3,024 t. Bulgarian flag. Classification society Bulgarski Koraben Registrar. Double bottom ship built in 1986 in Varna (Bulgaria) by the Georgi Dimitrov shipyard. Owned by Bulgare Navigation (Bulgaria). Unknown destination of demolition. 422 \$ US per ton.



Royal Aquarius (ex-Sibu, ex-Sibuyan Wind, ex-Khirurg Vishnevskiy). IMO 8517102. Chemical tanker. Length 151 m, 5,233 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1988 in Rijeka (Croatia) by May 3. Owned by Royal Marine Shipmanagement (India). Detained in 1999 in Rotterdam (Belgium) and in 2010 in Gibraltar (United Kingdom). Unknown destination of demolition.



SMT One. IMO 8638372. Chemical tanker and pusher. Length 207 m, 11,169 t. Flag unknown. Classification society unknown. Built in 1981 in New Orleans (United States) by Avondale. Owned by Stolt Tankers (The Netherlands). Sold for demolition to India.



Stolt Azalea. IMO 8709731. Chemical tanker. Length 108 m, 2,514 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1988 in Hashihama (Japan) by Shin Kurushima. Owned by Stolt Tankers BV (The Netherlands). Detained in 2004 in Melbourne (Australia). Sold for demolition to India.



Stolt Integrity. IMO 7400833. Chemical tanker. Length 176 m, 10,092 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1977 in Prairie-au-Duc (France) by Dubigeon-Normandie. Owned by Stolt Tankers BV (The Netherlands). Detained in 2006 in Vlaardingen (The Netherlands). Sold for demolition to India.



Stolt Lily. IMO 8709743. Chemical tanker. Length 108 m, 2,503 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1988 in Japan.



Owned by Stolt Tankers BV (The Netherlands). Detained in 2010 in Kwinana (Australia). Sold for demolition to India.



Stolt Lily Canada 2001 © J Cameron

Stolt Protector (ex-Stolt Exporter, ex-Exporter, ex-Atlas Exporter). IMO 7923524. Chemical tanker. Length 173 m, 9,704 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1983 in Split (Croatia) by Brodosplit. Owned by Stolt Tankers BV (The Netherlands). Sold for demolition to India.



Theresa VIII (ex-Chembulk Clipper, ex-Globe Oceanic) IMO 8105923. Chemical tanker. Length 155 m, 5,948 t. Kiribati flag abandoned for that of Sierra Leonean for its last journey. Classification society Biro Klasifikasi Indonesia. Double hull ship built in 1981 in Uwajima (Japan) by Uwajima Zosensho. Owned by Raffles Shipmanagement SerV (Singapore). Detained in 2006 in Tianjin (China) and in 2007 in Zhangjiagang (China). Sold for demolition to India.



Gas carriers

Barnes Bridge (ex-Tycho Brahe) IMO . Gas carrier. Length 159 m, 6,793 t. Saint Vincent and the Grenadines flag. Classification society Germanischer Lloyd. Single hull ship built in 1983 in Papenburg (Germany) by JL Meyer. Sold for demolition to India. 510 \$ US per ton.

Brides (ex-Gaz Meridian, ex-San Sebastian). IMO 8406767. Gas carrier. Length 114 m, 3,891 t. Algerian flag. Classification society Bureau Veritas. Single hull ship built in 1986 in La Seyne (France) by les Constructions Navales du Littoral. Owned by Hyproc Shipping Co (Algeria). Sold for demolition to Bangladesh. 432 \$ US per ton.



Capricornia Gas 1 (ex-Lilac Star, ex-Epsilongas). IMO 7601047. Gas carrier. Length 107 m, 3,218 t. Norwegian flag. Classification society Germanischer Lloyd. Double hull ship built in 1977 in Papenburg (Germany) by Meyer JL. Owned by Benelux Overseas Inc. (Greece). Sold for demolition to India. 430 \$ US per ton.



Heros. IMO 7414133. Gas carrier. Length 138 m, 5,650 t. Norwegian flag abandoned for that of Saint-Kitts-and-Nevis. Classification society Det Norske Veritas. Double hull ship built in 1978 in Moss (Norway) by Moss Rosenberg. Owned by NKD Maritime Bvi Ltd (United Kingdom). Detained in 2002 in Big Stone Anchorage (United States). Sold for demolition to India. 430 \$ US per ton. Renamed *Lilly V* for her last journey.



Kew Bridge (ex-Immanuel Kant). OM 8111867I. Gas carrier. Length 159 m, 6,793 t. Saint Vincent and the Grenadines flag. Classification society Germanischer Lloyd. Double bottom ship built in 1983 in Papenburg (Germany) by Meyer, J.L. Owned by Dobson Fleet Management Ltd (Cyprus). Detained in 2004 in Stenungsund (Sweden), in 2009 detained twice in Houston, Texas (United States) and in 2010 in Brunsbuttel (Germany). Sold for demolition to Bangladesh. 541 \$ US per ton.



Libragas (ex-Cavo Greco, ex- Christoph Schulte, ex-Kurt Illies). IMO 8111843. Gas carrier. Length 122,6 m, 3,648 t. Panamean flag. Classification society Bureau Veritas. Double bottom ship built in 1982 in Papenburg (Germany) by Meyer, J.L.. Owned by Transgas Shipping Line (Peru). Detained in 2008 in Houston, Texas (United States). Sold for demolition to India. 525 \$ US per ton.



London Bridge (ex-Hermann Schulte). IMO 7928641. Gas carrier. Length 111 m, 3,396 t. Isle of Man flag. Classification society Germanischer Lloyd. Double bottom ship built in 1980 in Papenburg (Germany) by Meyer, J.L. Owned by MC Shipping Sam (Monaco). Sold for demolition to India. 400 \$ US per ton.



Maori Venture (ex-Hourai Maru). IMO 8303654. Gas carrier. Length 219 m, Singaporean flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1985 in Innoshima (Japan) by Hitachi. Owned by Anglo-Eastern Shipmanagement Pte Ltd (Singapore). Detained in 2002 in Dampier (Australia). Sold as is in Singapore for demolition to Bangladesh.



Norgas Traveller (ex-Chem Olefine, ex-Olefine Gas, ex-Crusader Point). IMO 8026012. Gas carrier. Length 121 m, 4,519 t. Singaporean flag. Classification society Germanischer Lloyd. Double bottom ship built in 1980 in Rostock (Germany) by Neptun VEB. Owned by Norgas Carriers (Norway). Sold for demolition to India. 575 \$ US per ton including 528 t. of nickel and 51 t. of stainless steel.



Oriongas (ex-Aragas, ex-Japeri). IMO 8012281. Gas carrier. Length 128 m, 4,259 t. Panamean flag. Classification society Bureau Veritas. Single hull ship built in 1983 in Valencia (Spain) by Union Levante. Owned by Magnus Carriers (Greece). Detained in 2007 in Brindisi (Italy). Sold for demolition to India.



Venusgas (ex-Zetagas). IMO 8111855. Gas carrier. Length 122 m, 3,911 t. Liberian flag. Classification society Bureau Veritas. Double bottom ship built in 1982 in Papenburg (Germany) by Meyer JL. Owned by Benelux Overseas Inc (Greece). Detained in 2010 in Hong Kong. Sold for demolition to India. 436 \$ US per ton.



Ore / Bulk / Oil carrier (OBO)

Fantasy I (ex-Barbarossa, ex-New Hope, ex-Zelia). IMO 8007975. Ore / Bulk / Oil carrier. Length 157 m, 6,336 t. Panamean flag. Classification society Registro Italiano Navale. Built in 1982 in Pusan (South Korea) by Korea SB. Owned by Nevel Shipping Inc (Russia). Sold for demolition to Bangladesh. 440 \$ US per ton.



General Cargo

A. Bedevi (ex-Hazar, ex-Ark, ex-Loretta, ex-Attu, ex-Joulla). IMO 6923709. General cargo. Length 114 m, 2,120 t. Turkish flag. Classification society Turkish Lloyd. Built in 1969 in Rostock (Germany) by Neptun VEB. Owned by Kutup Shipping & Trading (Turkey). Detained in 2008 in Novorossiisk (Russia). Sold for demolition to Turkey.



Alfadl (ex-Pegy, ex-Nazir, ex-Tod Head). IMO 7109415. General cargo. Length 87 m, 1,000 t. Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1971 in Foxhol (The Netherlands) by Vooruitgang. Owned by Seawave Maritime (Greece). Detained in 2004 in Mangalia (Romania) and in 2007 in Novorossiisk (Russia) in 2008 in Novorossiisk (Russia) and in 2009 in Mangalia (Romania). Sold for demolition to Turkey.



Alpha (ex-Galatic Dolphin, ex-Al Mujeer, ex-Alexander I, ex-Mufaddal, ex-Don Antonio, ex-Don Antonio Botelho). IMO 7632670. General cargo. Length 109 m, 2,173 t. Panamean flag. Classification society Universal Mariner Classification. Built in 1977 in Yokkaichi (Japan) by Mie. Owned by Rak (United Arab Emirates). Detained in 2008 in Haiphong (Vietnam) and in 2009 in Bandar Khomeini (Iran). Sold for demolition to Pakistan.



Altay (ex-Princess Htoun, ex-Med Lerici, ex-Med Neapolis, ex-Ionian Star, ex-Meissen). General cargo. IMO 7818406. Length 176 m, 7,350 t. Turkish flag. Classification society Turk Loydu. Built in 1978 in Wismar (Germany) by Mathias-Thesen. Owned by Lider Denizcilik Ltd (Turkey). Detained in 2008 and in 2009 in Jiangyin (China). Sold for demolition to India. 400 \$ US per ton.



Amar (ex-Edward Oldendorff, ex-Secil Seraya, ex-Edward Oldendorff, ex-Frotadurban). General cargo. IMO 7432903. Container ship. Length 160 m, 5,867 t. Singaporean flag. Classification society American Bureau of Shipping. Built in 1980 in Niteroi (Brazil) by CCN Maua. Owned by Intercontinental Maritime (Singapore). Sold for demolition to China. 330 \$ US per ton.

Anastasia K (ex-Torsten). IMO 9153496. General cargo. Length 61 m. Tanzanian flag. Classification society unknown. Built in 1969 in Neuenfelde (Germany) by JN Sietas. Sold for demolition to Turkey.



Antonietta (ex-Nordlandia). IMO 7524029. General cargo. Length 67 m, 2,241 t. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1977 in Tokyo (Japan) by Niigata Engineering. Owned by San Michele Navigazione (Italy). Sold for demolition to Turkey.



Arhan S (ex-Zeynep Ertam, ex-Yenigun). IMO 6720690. General cargo. Length 65 m, 678 t. Panamean flag. Classification society Panama Shipping Registrar Inc. Built in 1967 in Istamboul (Turkey) by Anadolu Shipyard. Owned by Seahorse Shipping & Engineering Co. Ltd (Turkey). Detained in 2008 in Novorossiisk (Russia). Sold for demolition to Turkey.



Arkaim 2 (ex-Balaton, ex-Canmo, ex-Germa Fram). IMO 7702566. General cargo. Length 81 m, 1,884 t. Panamean flag abandoned for that of Cambodia for its last journey. Classification society Russian Maritime Register of Shipping. Logging ship built in 1979 in Singapore by Singapore Slipway. Owned by Tenera Ltd (Russia). Detained in 1999 in Kavala (Greece). Sold for demolition to China.



Bahregan 9 (ex-Iran Sokan, ex-Arya Navid). IMO 7360772. General cargo. Length 149 m, 4,800 t. Iranian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1975 in Bremerhaven (Germany) by Weser Seebeck. Owned by Green Ocean Shipping Co (Iran). Detained in 2003 in Himeji (Japan). Sold as in Fujairah for demolition to India. 365 \$ US per ton.



Bao Jiang (ex-*He Jiang*). IMO 8315865. General cargo. Length 105 m, 2,340 t. Chinese flag. Classification society China Classification Society. Built in 1983 in Guangzhou (China) by Guangzhou Wenchong. Owned by Fujian Jie An Shipping (China). Detained in 2008 in Haifong



Black Stone (ex-*Hafez*, ex-*Sollo I*, ex-*Ozdem I*, ex-*H.Akar*, ex-*Erdal*). IMO 7704265. General cargo. Length 93 m. North Korean flag. Classification society unknown. Built in 1977 in Gebze (Turkey) by Sedef Gemi. Owned by Basel Albitar (Syria). Detained in 2008 in Venice (Italy), Pula (Croatia) and in Piraeus (Greece). Victim of a fire in her machine room in 2006 in Libya. She will be repaired in Tartous (Syria). Sold for demolition to Turkey.



2006 *Black Stone* © Sea Trust Maritime Co



2008 *Black Stone* after repairs © Sea Trust Maritime Co



Blue Wing (ex-*Da Sheng*, ex-*Yue Hai 928*). IMO 9550058. General cargo. Length 66 m, 905 t. Maldives flag. Classification society unknown. Built in 1993 in Qianjiang (China) by Qianjiang Shipyard. Ownership unknown. Sold for demolition to India.



Bright Dream (ex-*NS Challenger*, ex-*Sun Admiral*, ex-*PCC Express*, ex-*Poltava*, ex-*Global Trade*, ex-*Zhitomir*). IMO 8715273. General cargo. Length 162 m, 8,020 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by Soosung Corp. Ltd. (South Korea). Sold for demolition to India. 392 \$ US per ton.



Eastwind (ex- *Eastwind 1*. ex-*Caribbean Sun*, ex-*Santa Rosa*, ex-*Zim Napoli I*, ex-*Trans Luso I*, ex-*Patricia I*, ex-*Nordic I*, ex-*Zim Napoli*, ex-*Zim Northland*, ex-*Nordic*). IMO 7517521. General cargo. Length 93 m. Panamean flag. Classification society International Naval Surveys Bureau. Built in 1976 in Neuenfelde (Germany) by Sietas. Owned by Beringer Shipping (Syria). Detained in 2004 in Kdz Eregli (Turkey), in 2006 in Vasto (Italy), in 2008 in Barcelona (Spain) and in 2009 in Batumi (Georgia). Sold for demolition to Turkey.



Edro I (ex-*Suna 3*. ex- *Nicolaos H.*, ex- *Hellinora*, ex-*Patricio*, ex-*Monte Cinco*). IMO 6500210. General cargo. Length 74 m, 976 t. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1965 in Gijon (Spain) by Juliana Gijonesa. Owned by Edro ShPK (Albania). Detained in 2008, and twice in 2009 in Elefsis (Greece). Sold for demolition to Turkey.



Efdim Hope. IMO 7926007. General cargo. Length 145 m, 4,800 t. Greek flag. Classification society American Bureau of Shipping. Built in 1980 in Tokyo (Japan) by Ishikawajima-Harima. Owned by D. Efthymiou Shipping S.A. (Greece). Sold for demolition to China.



El Carmen (ex-Carmen Castellano, ex- Sierra Luna). IMO 6611332. General cargo. Length 83 m. Comorian flag. Classification society unknown. Built in 1966 in Santander (Spain) by Basse-Sambre-Corcho. Owned by Forsban Trading (United Arab Emirates). Sold for demolition to Turkey.



Ermina. IMO 6620228. General cargo. Length 63 m. Greek flag. Classification society unknown. Built in 1966 in Elmshorn (Germany) by Dw Kremer Sohn. Owned by Avlon Shipping (Greece). Sold for demolition to Turkey. 182 \$ US per ton.



Fatima I (ex-Jan-Rasmus, ex-Arosita, ex-John Wulff). IMO 6918223. General cargo. Length 73 m. Panamean flag. Classification society Hellenic Register of Shipping. Built in 1969 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Seagull Co. Ltd (Lebanon). Sold for demolition to Turkey.



Formosa Container n°3 (ex-Safmarine Bioko, ex-Aquitania, ex-Torm Africa, ex-Binta Yar' Adua). IMO 8407187. General cargo. Length 159 m, 7,295 t. Panamean flag. Classification society Bureau Veritas. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Formosa Plastics Marine Corp (Taiwan). Detained in 1999 in Lisbonne (Portugal) and Hamborg (Germany), 2000 in Hamborg (Germany), 2002 in Savannah (United States), and 2003 in Setubal (Portugal). Sold for demolition to China. 398 \$ US per ton.



Gardemarin (ex-Baltiyskiy-60). IMO 6714134. General cargo. Length 96 m. Moldovan flag. Classification society Shipping Register of Ukraine. Built in 1966 in Kaliningrad (Russia) by Yantar. Owned by Niesco Shipping Co Ltd (Ukraine). Sold for demolition to Turkey.



Gea (ex-Sky Sea, ex Dahab K, ex-Azira, ex-Orion, ex-Sio, ex-Kepwealth, ex-Germa Karma). IMO 7702578. General cargo. Length 81 m, 1,890 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Singapore by Singapore Slipway. Owned by Transadriatic. (Croatia). Sold for demolition to Turkey.

Goloz (ex-Mustafa Bey, ex-Tai Pan 1. ex-Tai Pan, ex-Eugenie M., ex-Kinship Trader, ex-Wlistaria Pearl). IMO 7519995. General cargo. Length 143 m, 4,062 t. Panamean flag. Classification society Hellenic Register of Shipping. Built in 1977 in Singapore by Jurong SY. Owned by Unicorn Petrol Ve Kimya Tic (Turkey). Detained in 2008 in Zhenjiang (China). Sold for demolition to Pakistan.



GT 1 (ex-Baxha, ex-Gjirokastra) IMO 8835384. General cargo. Length 81 m. Panamean flag. Classification society Bulgarski Koraben Registar. Built in 1984 in Durres (Albania) by Durres. Owned by GT Shipping (Greece). Sold for demolition to Turkey.



Ha Na (ex-So Na Mu, ex-Pine Tree, ex-Gu An, ex-Katerina L., ex-Potsdam). IMO 7803944. General cargo. Length 156 m, 6,715 t. South Korean flag. Classification society Korea Classification Society. Built in 1978 in Warnemunde (Germany) by Warnowwerft. Owned by Hana Shipping Co Ltd (South Korea). Detained in 2001 in Bangkok (Thailand), Vladivostok (Russia), and Aomori (Japan), in 2002 in Chennai (India), in 2004 in Guangzhou (China) and Kandla (India), and in 2009 in Lianyungang (China). Sold for demolition to India.



Haci Husnu Kaptan (ex-Esra Canabaz, ex-Sevincler, ex-Haydar Dilmac, ex-Askin). IMO 5026920. General cargo. Length 63 m, 678 t. Turkish flag. Classification society unknown. Built in 1951 in Walsum (The Netherlands) by Gutehoffnungshutte ;



jumboized in 1971 and lengthened from 31 to 40 m then rebuilt in 2003 and lengthened to 63 m. Owned by Can Insaat (Turkey). Sold for demolition to Turkey.

Hado (ex-*Edy-I*, ex-*Bierum*, ex-*Hilda Eckhardt*). IMO 6511025. General cargo. Length 69 m, 950 t. Lebanese flag. Classification society International Naval Surveys Bureau. Built in 1965 in Oldenburg (Germany) by Neue Brand Werft Shipbuilding. Owned by International Transport Navigation (Lebanon). Sold for demolition to Turkey. 225 \$ US per ton.



Ice Maiden I (ex-*Paardeberg*, ex-*Outeniqua*, ex-*Yuvent*). IMO 9056894. General cargo. Length 166 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kherson (Ukraine) by Khersonskiy SZ. Owned by C & M Group (United Kingdom). Unknown destination of demolition.



Irene (ex-*Hobson*, ex-*Azure America*, ex-*Aram Khachaturyan*). IMO 8225216. General cargo. Length 162 m, 6,931 t. Slovakian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Sudoservice (Ukraine). Detained in 2004 in Iran and in 2008 in Constanza (Romania). Sold for demolition to India. 375 \$ US per ton.



Ispat Sagar (ex-*Mina*, ex-*Omskiy-23*) IMO 8858063. General cargo. Length 84 m, 960 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Garuda Carriers & Shipping (India). Sold for demolition to India.

Jubba (ex-*Ahmad Junior*, ex-*Abdulrazzak*, ex-*Ahmad Junior*, ex-*Abdulrazzak*, ex-*Abdul M.*, ex-*Charlotte*, ex-*Lily Venture*). IMO 7377488. General cargo. Length 127 m, 3,392 t. Cambodian flag. Classification society unknown. Built in 1974 in Fukuoka (Japan) by Fukuoka Zosen. Sold for demolition to Pakistan.



Khaled (ex-*Lagada*, ex-*Lady I*, ex-*Eurolady*, ex-*Chiaretta*, ex-*Berkborg*, ex-*Carebeka VI*, ex-*Lionel*). IMO 6808715. General cargo. Length 74 m, 1,000 t. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1968 in Gdansk (Poland) by Lenin shipyards. Owned by Trusting Shipping Line Inc (Egypt). Sold for demolition to Turkey.



Khaled Junior (ex-*All Rround*, ex-*Leo Tempest*). IMO 7501352. General cargo. Length 117,0 m, 2,603 t. Cambodian flag. Classification society Bulgarski Koraben Registar. Built in 1975 in Kagoshima (Japan) by Kagoshima Dock. Owned by Judi Muhieddine Shipping Co (Syria). Detained in 2004 in Bourgas (Bulgaria) and in 2007 in Novorossiisk (Russia). Sold for demolition to India.



Lady Alla (ex-*Dimitra G.*, ex-*Long Binh*, ex-*Maritsa N.P.*, ex-*Travemar Africa*) IMO 8216150. General cargo. Length 120 m, 3,054 t. Cambodian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Bilbao (Spain) by Cadagua. Owned by West Management Ltd (Ukraine). Detained in 2002 in Santander (Spain), in 2003 in Tilbury (United Kingdom), in 2004 and 2005 in Gand (Belgium) and in 2007 in Saint John (Canada). Sold for demolition to India. 375 \$ US per ton.



Lady Noura (ex-*Hamze J.*, ex-*Rafka*, ex-*Mia Mare*, ex-*Whestgate*, ex-*Helena Husmann*). IMO 6606090. General cargo. Length 72 m, 1,691 t. South Korean flag. Classification society Korea Classification Society. Built in 1966 in Papenburg (Germany) by Meyer, J.L. Owned by Khafaji M (Syria). Sold for demolition to Turkey. 175 US per ton.



Laspi (ex-*Bosphor Star*, ex-*Vladimir Longinov*, ex-*Morskoy-17*). IMO 6905070. General cargo. Length 88 m. Ukrainian flag. Classification society Shipping Register of Ukraine. Built in 1969 in Turku (Finland) by Laivateollisuus. Owned by Gess & Co Shipping House (Ukraine). Detained in 2004 in Samsun (Turkey) and in 2007 in Kdz.eregli (Turkey). Sold for demolition to Turkey.



Leon Container (ex-Hanna, ex-Tone, ex-Conny T, ex-Traffic, ex-Dynacontainer III, ex-Wally Bos) IMO 7034139. General cargo. Length 76 m, 860 t. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1970 in Woubrugge (The Netherlands) by De Dageraad. Owned by European Horizone S.A. (Greece). Sold for demolition to India.



Lian.J (ex-Linz, ex-Hvalnes, ex-Hvalvik, ex-Mambo, ex-Samba). IMO 7023805. General cargo. Length 102 m, 1,913 t. Unknown flag. Classification society International Register of Shipping. Built in 1970 in Rostock (Germany) by Neptun VEB. Owned by Jomarine Shipping & Trading Co (Syria). Detained in 2008 in Novorossiisk (Russia) and in 2009 in Constanza (Romania). Sold for demolition to Turkey.



Lilia (ex-Carine K., ex-Ayah, ex-Youniss K., ex-Shernya, ex-Staria, ex-Kaina, ex-Mariyos Star, ex-Moyle). IMO 6708238. General cargo. Length 69 m. Togo flag. Classification society unknown. Built in 1967 in Bolnes (The Netherlands) by Boele's. Ownership unknown. Sold for demolition to Turkey.



Liza M (ex-MFC Liza, ex-Komet, ex-Steinkirchen, ex-DFL Hamburg, ex-Steinkirchen, ex-Mosta, ex-Regine). IMO 7500750. General cargo. Length 93.5 m, 3,882 t. Sierra Leonean flag. Classification society Dromon Bureau Of Shipping. Built in 1976 in Neuenfelde (Germany) by Sietas. Owned by ISM Group Ltd (Syria). Detained in 2007 in Gioia Tauro (Italy). Sold for demolition to Turkey.



Lu Ban. IMO 8218548. General cargo. Length 155 m, 7,378 t. Chinese flag. Classification society China Classification Society. Built in 1981 in Shanghai (China) by Shanghai SY. Owned by Chipolbrok (China). Unknown destination of demolition.

Luna H (ex-Hajeh Zahra, ex-Omar III, ex-Fahme I, ex-E.H.Ahmed, ex-Santa Maria, ex-Anne Marie, ex-Laidy Aida, ex-Graziella, ex-Ifigenia, ex-Kapitan Kanski, ex-Albatros, ex-Kapitan Kanski). IMO 5181615. General cargo. Length 69 m, 895 t. Panamean flag. Classification society Maritime Bureau Of Shipping. Built in 1963 in Gdynia (Poland) by Commune de Paris shipyards. Detained in 2003 in Constanza (Romania). Sold for demolition to India. 330 \$ US per ton. She also changed names 13 times.



Malak (ex-Gulf Leader, ex-Sea Leader, ex-St. Andrews, ex- Shinsei Maru No.28. ex- Akatsuki Maru No.8. ex-Tenjin Maru No.18) IMO 8006086. General cargo. Length 65 m, 800 t. Bahraini flag. Classification society Korean Register of Shipping. Built in 1980 in Mihara (Japan) by Kyoei. Owned by Tylos Ferry Shipping (Bahrain). Detained in 2000 in Yeosu (South Korea) and in 2003 in Zhanjiang (China). Sold for demolition to India.



Mare Glory (ex-Ilho Do Fogo, ex-Polianni I, ex-Sea Venture, ex-Marc S., ex-Madonna S., ex-Frank, ex-Frank Friesecke, ex-Rosita Maria, ex-Zaanstroom) IMO 6915611. General cargo. Length 74 m, 980 t. Moldovan flag. Classification society Maritime Bureau Of Shipping. Built in 1969 in Neuenfelde (Germany) by Sietas. Owned by Kenmar Shipping Agencies (Egypt). Detained in 2007 in Constanza (Romania) and in 2008 in Novorossiisk (Russia). Sold for demolition to Turkey.



Merks Mihintale (ex-Safmarine Namibie, ex-Manaslu, ex-Fu Shan, ex-Integrity, ex-Renata). IMO 7433309. General cargo. Length 141 m, 6,165 t. Sri Lankan flag. Classification society Germanischer Lloyd. Built in 1983 in Niteroi (Brazil) by CNN Maua. Owned by Friederich GmbH & Co (Germany). Detained in 2009 in Kandla (India). Sold for demolition to India. 375 \$ US per ton.



Meulaboh (ex-New Trade Link, ex-Trade Link, ex-Regina). IMO 7705166. General cargo. Length 136 m, 5,267 t. Indonesian flag. Classification society unknown. Built in 1978 in Fukuoka (Japan) by Fukuoka Shipbuilding. Owned by P.T. Mitra Ocean Line (Malaysia). Sold for demolition to Bangladesh.



Mina (ex-Mira Bulk, ex-Tara Bulk, ex-Fred Everard). IMO 7214818. General cargo. Length 91m, 1,567 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1972 in Goole (United Kingdom) by Goole SB. Owned by Global Management & Trading (Lebanon). Detained in 2008 in Koper (Slovenia) and in 2009 in Porto Nogaro (Italy). Sold for demolition to Turkey. 230 \$ US per ton.



Mona A (ex-Diana K., ex-Schouwenbank, ex-Wedlooper). IMO 7332127. General cargo. Length 77 m. Lebanese flag. Classification society International Naval Surveys Bureau. Built in 1973 in Westerbroek (The Netherlands) by Smit, E.J. Owned by Mariteams SARL (Lebanon). Detained in 2003 in Constanta (Romania) and in 2010 in Larnaca (Cyprus). Sold for demolition to Turkey.



Nina (ex-Eberstein). IMO 7907348. General cargo. Length 79 m, 950 t. Antigua and Barbuda flag. Classification society Germanischer Lloyd. Built in 1979 in Brake (Germany) by Luhring. Owned by Maritime Management AS (Norway). Detained in 2007 in Mostyn (United Kingdom). Sold for demolition to Bangladesh. 450 \$ US per ton.



Ocean 1 (ex-Indigo, ex-Arula, ex-Baltiyskiy-37) IMO 6703745. General cargo. Length 95 m, 1,000 t. Cambodian flag. Classification society Colombus American Register. Built in 1965 in Kaliningrad (Russia) by Yantar. Owned by Denizati Denizcilik İç ve dış Ticaret Ltd. (Turkey). Detained in 2009 in Trabzon (Turkey). Sold for demolition to Turkey.



Omar. IMO 6708563. General cargo. Length 70 m. Sierra Leonean flag. Classification society International Register of Shipping. Built in 1966 in Trondheim (Norway) by Orens Mekaniske Verksted. Owned by D&O Shipping Co (Egypt). Detained in 2005 in Kdz Eregli (Turkey), in 2006 in Venice (Italy) and in 2007 in Livorno, Porto Nogaro, Marina di Carrara and Venice (Italy). Sold for demolition to Turkey.



Omskiy-116. IMO 8922890. General cargo. Length 108 m, 1,344 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Oltenita (Romania) by Oltenita SN. Owned by Joint-Stock "Amur Shipping Company" (Russia). Unknown destination of demolition.



Phoenicia I (ex-Eleni V, ex-Maria, ex-Valeria, ex-E4Ike Brigitte). IMO 5101902. General cargo. Length 64 m. Cambodian flag. Classification society unknown. Built in 1962 in Wewelsfleth (Germany) by H Peters. Sold for demolition to Turkey.



Pioneer Win (ex-Pioner Litvy). IMO 7644013. General cargo. Length 130 m, 3,937 t. Moldovan flag. Classification society Dromon Bureau of Shipping. Built in 1977 in Vyborg (Russia) by Vyborgskiy SZ. Owned by ISM Group Ltd (Syria). Detained in 2009 in Kdz Eregli (Turkey) and twice in 2010 in Kandla (India). Sold for demolition to India. 415 \$ US per ton.



Rose (ex-Turquoise, ex-Taurus 1, ex-Chernomor, ex-Union, ex-Volgo-Balt 162). IMO 8865975. General cargo. Length 114 m. Sierra Leonean flag. Classification society Phoenix Register of Shipping. Built in 1972 in Komarno (Slovakia) by ZTS Yard. Owned by Mastory Denizcilik (Turkey). Detained in 2005 in Longuldak (Turkey) and in 2008 in Nikolayev (Ukraine). Vendu pour démolition Turkey.



Sacha (ex-Parnasos, ex-Red Coral, ex-Christal, ex-Fer Coral). IMO 7503219. General cargo. Length 108 m. Georgian flag. Classification society International Register of Shipping. Built in 1978 in Gijon (Spain) by Juliana Gijonesa. Owned by Zeina Shipping Co SA. Detained in 2009 in Kherson (Ukraine). Sold for demolition to Turkey.



Saged (ex-Captain Ismail, ex-Grouse, ex-Palau, ex-Lampung). IMO 7430345. General cargo. Length 118 m, 2,768 t. Sierra Leonean flag. Classification society Dromon Bureau Of Shipping. Built in 1975 in Shimoda (Japan) by Shimoda DY. Owned by ISM



Group Ltd (Syria). Detained in 2005 in Novorossiysk (Russia). Sold for demolition to India. 418 \$ US per ton.

Salla 1 (ex-*Navis*, ex-*Avra*, ex-*Oued Sebou*). IMO 7508295. General cargo. Length 91 m, 1,430 t. Togo flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Bombay (India) by Mazagon Dock. Detained in 2006 in Tarragona (Spain) and Seville (Spain), in 2007 in Gaeta (Italy) and in 2008 in Novorossiysk (Russia). Sold for demolition to Turkey.



Selcon (ex-*Stathis*, ex-*Lobo De Mar*, ex-*Pride Of Donegal*, ex-*Pal Wind*, ex-*Santa Lucia*, ex-*Presidente Gonzalez Videla*, ex-*Wadaï*). IMO 8218718. General cargo. Length 158 m, 7,120 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1982 in Warnemunde (Germany) by Warnowwerft. Owned by Alunited Maritime Business Ltd (Bangladesh). Detained in 2010 in Kunsan (South Korea). Sold for demolition to Bangladesh.



Selcon, Brazil. © Rogério Cordeiro

Shree Shakti 1 (ex-*Ispat Shakti 1*. ex-*Sofia*, ex-*Omskiy-24*). IMO 8858075. General cargo. Length 84 m, 960 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Krasnoyarsk (Russia) by Krasnoyarskiy. Sold for demolition to Pakistan.

Shree Shakti 2 (ex-*Ispat Shakti 2*. ex-*Nadia*, ex-*Omskiy-21*). IMO 8868018. General cargo. Length 84 m, 945 t. Indian flag. Classification society Bureau Veritas. Built in 1981 in Krasnoyarsk (Russia) by Krasnoyarskiy. Sold for demolition to Pakistan.

Shukri (ex-*Hajeh Hesén*, ex-*Mayassaa I*, ex-*Farah Sea*, ex-*Hind 1*. ex-*Mohannad*, ex-*Troup Head*). IMO 7123526. General cargo. Length 87 m, 982 t. Sierra Leonean flag. Classification society Dromon Bureau of Shipping. Built in 1971 in Waterhuizen (The Netherlands) by Van Diepen. Owned by ISM Group (Syria). Detained in 1999 in Novorossiysk (Russia), 2000 in Ploce (Croatia), 2002 in Pescara (Italy) and Rijeka (Croatia), 2003 in Grado (Italy), 2004 in Constanta (Romania), and 2005 in Varna (Bulgaria). Sold for demolition to Pakistan.



Sona (ex-*Gusto*, ex-*Sea Sun*, ex-*Wondrous*, ex-*Ocean Prosperity*, ex-*Jin Hai I*, ex-*Rising Tide No.3*) IMO 8113932. General cargo. Length 96 m, 1,566 t. Panamean flag. Classification society China Classification Society. Built in 1981 in Imabari (Japan) by Higaki. Owned by UVM Shipping Services (India). Detained in 2003 in Kawasaki (Japan) and in 2005 in Bandar Khomeini (Iran) and in 2006 in Mumbai (India) and in 2007 in Bandar Khomeini (Iran) and in 2008 in Chennai (India) and in 2009 in Kolkata (India). Sold for demolition to India.



Souha Star (ex-*Luka*, ex-*Arem*, ex-*Marem*, ex-*Mikulica Oreb*, ex-*Baltrumersand*). IMO 7034842. General cargo. Length 95 m, 1,234 t. Lebanese flag. Classification society International Naval Surveys Bureau. Built in 1970 in Elsfleth (Germany) by Elsflether. Owned by Congress Maritime (Lebanon). Detained in 2004 in Novorossiisk (Russia) and in 2008 in Larnaca (Cyprus). Sold for demolition to Turkey. 182 \$ US per ton.



Tala I (ex-*Al Tayeb*, ex-*Amina Hanem*, ex-*TMP Aquarius*, ex-*Loch Awe*, ex-*Jersey Fischer*, ex-*Commodore Challenger*). IMO 7122716. General cargo. Length 82 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1972 in Capelle (The Netherlands) by Ijsselwerf. Owned by ISM Group (Syria). Detained in 2009 in Larnaca (Cyprus). Sold for demolition to Turkey.



Tramp (ex-*North Med*, ex-*Sea Eagle 1*, ex-*Eileen C*, ex-*Tuskar Rock*). IMO 7604831. General cargo. Length 68 m, Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1978 in Pembroke Dock (United Kingdom) by Hancocks. Owned by Vassilev Maritime Nakliyat (Turkey). Detained in 2007 in Santader (Spain) and in 2008 in Porto Nogaro (Italy). Sold for demolition to Turkey.



Vega (ex-*Pavel Shchepelev*). IMO 8720981. General cargo. Length 124 m, 3,120 t. Mongolian flag. Classification society International Ship Classification. Built in 1986 in Navashino (Russia) by Oka. Owned by Natie Shipping Co Ltd (Russia). Detained in 2006 in Lianyungang, (China) and in 2010 in Incheon (South Korea). Sold for demolition to China. 380 \$ US per ton.



Volga-4002. IMO 8624292. General cargo. Length 139 m, 2,985 t. Panamean flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Gorkiy (Russia) by Krasnoye Sormovo. Owned by Orion Shipping Co (Russia). Sold for demolition to Pakistan. 422 \$ US per ton.



Volga 4002, May 7 2009 in Bayonne, France, loading wood
© Philippe Lauga

Wajdi Arab (ex-*Daphne*, ex-*Herdah*, ex-*Trade Concord*, ex-*Renee Rickmers*). IMO 7910797. General cargo. Length 170 m, 7,911 t. Saudi Arabian flag. Classification society Germanischer Lloyd. Built in 1980 in Vegesack (Germany) by Bremer Vulkan. Owned by The Shipping Corporation of Saudi Arabia Ltd (Saudi Arabia). Detained in 2003 in Bandar Abbas and in 2007 in Antwerp (Belgium). Sold for demolition to India. 450 \$ US per ton.



Winner 7 (ex-*Bulk Express*, ex-*Vivien*). IMO 7519397. General cargo. Length 168 m, 6,951 t. Liberian flag abandoned for that of Saint-Kitts-and-Nevis for its last journey. Classification society Nippon Kaiji Kyokai. Built in 1976 in Nagasaki (Japan) by Mitsubishi. Owned by Priyati Shipping (India). Sold for demolition to India.

XT Mesogiakos (ex-*Lady*, ex-*Giorgios K*, ex-*Galine II*, ex-*Rea Sky*, ex-*Rozenn*, ex-*Miniland*, ex-*Heike Bos*). IMO 6616851. General cargo. Length 65 m. Panamean flag. Classification society Bulgarski Koraben Registar. Built in 1966 in Leer (Germany) by Jansen. Owned by XT Mesogiakos Navigation Inc (Greece). Detained in 2006 in Larnaca (Cyprus) and in 2008 in Limassol (Cyprus) and Eleusis (Greece). Sold for demolition to Turkey.



Ziad Star (ex-Lady Nada, ex-Sea Dream, ex-Gomasa, ex-Kisshu Maru). IMO 7118698. General cargo. Length 114 m. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1971 in Onomichi (Japan) by Onomichi Dockyard. Owned by El Reedy Shipping Agency (Egypt). Detained in 2005, 2006 and 2009 in Novorossiysk (Russia). Sold for demolition to Turkey.



Container ships

Aleko Konstantinov. IMO 8404886. Container ship. Length 158 m, 6,595 t. Bulgarian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov.shipyards Owned by Bulgare Navigation (Bulgaria). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition to India. 422 \$ US per ton.



Apollon I (ex-LT Popular, ex-Ever Laurel, ex-Ever Large). IMO 7900833. Container ship. Length 202 m, 28,904 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Onomichi Dockyard (Japan) by Onomichi Zosen. Owned by Technomar Shipping Inc (Greece). Detained in 2002 in Vancouver (Canada) and in 2003 in Hong Kong (China). Unknown destination of demolition.



Athena I (ex-LT Premier, ex-Ever Living, ex-Ever Lucky). IMO 7900821. Container ship. Length 202 m, 11,529 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Onomichi (Japan) by Onomichi Zosen. Owned by Technomar Shipping Inc (Greece). Sold for demolition to China. 450 \$ US per ton.



Bella 1 (ex-Maersk Belawan, ex-Arthur Maersk). IMO 8317485. Container ship. Length 239 m, 15,511 t. Panamean flag. Classification society RINA. Built in 1983 in Innoshima (Japan) by Hitachi from the front of *Arthur Maersk* (OMI 7361221). Owned by Technomar Shipping (Greece). Sold as is in Philippines for demolition in China. 438 \$ US per ton.



Fu Chun. IMO 8025393. Container ship. Length 133 m, 4,073 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1981 in Kochi (Japan) by Shin Yamamoto. Owned by Wan Hai Lines Ltd (Taiwan). Detained in 2002 in Hong Kong (China). Sold as is in Hong Kong for demolition to India. 390 \$ US per ton.



Hat 1 (ex-CS Signe, ex-Hyundai Primorskiy, ex-Maersk Asia Quarto, ex-Eagle Cape, ex-Independent Accord, ex-Khyber, ex-Alioth). IMO 8511445. Porte conteneurs. Length 140 m, 3,562 t. Flag unknown. Classification society unknown. Built in 1987 in Heusden (The Netherlands) by Verolme. Sold for demolition to Bangladesh.



Horizon Crusader (ex-CSX Crusader, ex-Sea-Land Crusader, ex-Sea-Land Lark, ex-American Lark) IMO 6905252. Container ship. Length 213 m, 20.685 t. United States flag. Classification society American Bureau of Shipping. Built in 1969 in Chester (United States) by Sun. Owned by Horizon Lines LLC (United States). Unknown destination of demolition.

Hyundai Baron. IMO 9015371. Container ship. Length 275 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Zodiac Maritime Agencies Limited (United Kingdom). Unknown destination of demolition.



Intra Bhum (ex-Buenos Aires, ex-P&O NedLloyd Buenos Aires, ex-Nedlloyd Van Noort) IMO 8128298. Container ship. Length 182 m, 10.830 t. Marshall Island flag. Classification society unknown. Built in 1984 in Krimpen aan den IJssel (The Netherlands) by Giessen-de Noord. Sold for demolition to India. 440 \$ US per ton.



Johan Progress (ex-Mild Sun, ex-Nan Hwa). IMO 7824273. Container ship. Length 118 m, 3,679 t. Malaysian flag. Classification society unknown. Built in 1981 in Keelung (Taiwan) by China SB Corp. Sold for demolition to Bangladesh.



Judi Muhieddine (ex-Goldeneye, ex-Luna Verde, ex-Sun Ocean). IMO 8505329. Bulk carrier. Length 180 m, 5,769 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oshima (Japan) by Oshima SB. Owned by Judi Group JKM (Syria). Detained in 1999 in Portland, Maine (United States) and in 2009 in Relance (Canada). Sold for demolition to India.



Lilly 4 (ex-Copenhagen Express, ex-Lykes Explorer, ex-Genevieve Lykes, ex-President Arthur, ex-Doctor Lykes). IMO 8413277. Container ship. Length 259 m, 17,171 t. Bermudian flag. Classification society American Bureau of Shipping. Built in 1987 in Tamano (Japan) by Mitsui. Owned by Anglo-Eastern Ship Management (China). Sold for demolition to India.



Lilly 4, ex-Copenhagen Express spits out its last cloud of black smoke in Alang, India, where she was beached for demolition May 14 2010
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LT Loydiana (ex-Nuova Loydiana). IMO 8618437. Container ship. Length 231 m, Panamean flag. Classification society RINA. Built in 1989 in Monfalcone (Italy) by Fincantieri. Owned by Technomar Shipping (Greece). Detained in 2006 in Hamborg (Germany). Sold for demolition to China. 400 \$ US per ton.



MSC Arabia (ex-Good Hope I, ex-Zim Odessa, ex-Heung A Carmen, ex-Lizard ex-Leeward, ex-Neckar Express, ex-Freienfels, ex-Aristarchos). IMO 7121671. Container ship. Length 147 m, 6,699 t. Maltese flag. Classification society Bureau Veritas. Built in 1972 in Osaka (Japan) by Mitsui. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2008 in Constanza (Romania) and in 2010 in Bandar Abbas (Iran). Sold for demolition to India.



MSC Mexico (ex-Koeln Express, ex-Koln Atlantic, ex-Koln Express). IMO 7502930. Container ship. Length 240 m, 16,750 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1978 in Lubeck-Siems (Germany) by Flender; jumboized in 1985 and lengthened from 210 to 240 m. Owned by Ciel Shipmanagement (Greece). Detained in 2002 in Charleston (United States). Sold for demolition to India. 440 \$ US per ton.



MSC Pilar (ex-Rigena, ex-Argolikos, ex-Morgane Delmas, ex-MSB Bogota, ex-Argolikos, ex-Nedlloyd Pernambuco, ex-Deppe Texas, ex-Yolande Delmas). IMO 8124400. Container ship. Length 190 m, 13,169 t. Panamean flag. Classification society Bureau Veritas. Built in 1984 in Saint-Nazaire (France) by les Chantiers de l'Atlantique. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 1999 in Newport News (United States). Sold for demolition to India. 363 \$ US per ton



MSC Rhône (ex-Arcadian, ex-Hakuba Maru). IMO 7900699. Container ship. Length 216 m, 14,580 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Kobe (Japan) by Mitsubishi. Owned by Technomar Shipping Inc (Greece). Detained in 2002 in Ningbo (China) and in 2007 in Le Havre (France). Sold for demolition to India.



Nessebar (ex-Pavel Mizikevich). IMO 8718108. Container ship. Length 148 m, 5,782 t. Bulgarian flag. Classification society Lloyd's Register. Built in 1989 in Varna (Bulgaria) by Georgi Dimitrov. Owned by Bulgare Navigation (Bulgaria). Unknown destination of demolition. 422 \$ US per ton.



Oel Relay (ex-CS *Helena*, ex-Sinar *Merak*, ex-Pancaran *Sinar*, ex-Eagle *Cape*, ex-*Indiependant Spirit*, ex-Alarni, ex-Ville du *Levant*, ex-maersk *Tempo*). IMO 8511433, Container ship. Length 140 m. Panamean flag. Classification society unknown. Built in 1986 in Heusden (The Netherlands) by Verolme. Owned by Darafsh Shipping Lines Ltd (Cyprus). Sold for demolition to India.



Permai VI (ex-*Uni-Oasis*, ex-*Ever Oasis*). IMO 8100832. Container ship. Length 180 m, 7,978 t. Panamean flag. Classification society American Bureau of Shipping. Built in 1982 in Muroran (Japan) by Hakodate. Owned by Jayakusuma Perdana Lines (Indonesia). Detained in 2002, 2004, 2005, 2007, and 2009 in Hong Kong (China). Sold for demolition to India. 327 \$ US per ton.



Salam Murni (ex-Kota *Murni*, ex-*Sea Gallant*, ex-*Vigour Pacific*, ex-Coral *Chief*) IMO 7622120. Container ship. Length 118 m, 3,100 t. Malaysian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Shimizu (Japan) by Miho. Owned by Pacific International Lines (Singapore). Detained in 2005 in Singapore. Sold for demolition to. 460 \$ US per ton.



Sea Land Developer. IMO 7820904. Container ship. Length 257 m, 35,758 t. Marshall Island flag. Classification society American Bureau of Shipping. Built in 1980 in Kobe (Japan) by Mitsubishi; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Maersk Line Ltd (United States). Unknown destination of demolition.

Stanko Staikov. IMO 8201301. Container ship. Length 148 m, 5,358 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Detained in 1998 and 199 in Genoa (Italy). Sold for demolition to India. 442 \$ US per ton.



Star Rider (ex-Moon *Star*, ex-Hub *Achiever*, ex-Sigal, ex-Emcol *Clipper*, ex-Germanic, ex-Joanna *Borchard*, ex-Zim *Melbourne*, ex-Germanic). IMO 7928744. Container ship. Length 126 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1980 in Neuenfelde (Germany) by Sietas. Owned by Intertransport CO. LLC. (Thailand). Detained in 2002 and in 2003 in Hong Kong (China) and in 2007 in Nakhodka (Russia). Sold for demolition to Turkey.



Stoyko Peev. IMO 8422400. Container ship. Length 148 m, 5,358 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Sold for demolition to India. 442 \$ US per ton.



Yen Men (ex-Wu *Jiang*, ex-Cavalry). IMO 8017607. Container ship. Length 116 m. Saint-Vincent-and the Grenadines. Classification society China Classification Society. Built in 1981 in Iwagi (Japan) by Iwagi Zosen. Owned by Minsheng Shipping Co (China). Detained in 2003 and in 2004 in Hong Kong (China). Sold for demolition to China.



Ro-Ro

Alyona (ex-Euroshipping *Three*, ex-Smolensk). IMO 7910668. Ro-Ro. Length 205 m, 15,639 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Vuosaari (Finland) by Valmet. Owned by Valiant Shipping SA (Greece). Detained in 2003 in Charleston, South Carolina (United States) and in 2009 in Antwerp (Belgium). Sold for demolition to India. 394 \$ US per ton.



Aquiline (ex-Dart 9. ex-Gu *Bei Kou*). IMO 7822196. Ro-Ro. Length 177 m, 13,996 t. Belgium flag abandoned for that of Tuvalu and renamed *Quill* for its final voyage. Classification society Bureau Veritas. Built in 1980 in Sakaide (Japan) by Kawasaki. Owned by UBEM NV (Belgium). Sold for demolition to India.



Fast Independence (ex-Tango, ex-CFF Solent, ex-Tango, ex-Octogon 3, ex-Tutova, ex-Ritzberg) IMO 8306589. Ro-Ro. Length 140 m. Maltese flag. Classification society Germanischer Lloyd. Built in 1984 in Wismar (Germany) by Mathias-Thesen. Owned by Demline Egypt Maritime Transport (Egypt). Sold for demolition to Turkey. In May 2005, the *Fast Independence* was diverted to Brest for an oil slick. Her owner had to pay a caution of 400,000 Euros to raise the seizure on the vessel. Following this he asked that the case to be transferred to be heard in Malta.



Fu Kang Kou (ex-Giga Wave, ex-Aquarius King, ex-Fleetone Ace, ex-Orange Wave). IMO 8216801. Ro-Ro. Length 105 m, 3,516 t. Chinese flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Nagasaki (Japan) by Hayashikane. Detained in 2002 in Hong Kong (China). Sold for demolition to China.



Hellenic Carrier (ex-Cielo Trailer, ex-Tokyo Maru). IMO 7419468. Ro-Ro. Length 147 m, 6,160 t. Greek flag. Classification society Hellenic Register of Shipping. Built in 1976 in Shimonoseki (Japan) by Hayashikane. Owned by Hellenic Seaways Cargo Cargo (Greece). Sold for demolition to India. 430 \$ US per ton.



Inowroclaw. IMO 7804053. Ro-Ro. Length 137 m, 6,376 t. Polish flag. Classification society American Bureau of Shipping. Built in 1980 in Rauma (Finland) by Rauma-Repola. Owned by Euroafrica Linie SP Z OO (Poland). Detained in 1999 in Helsinki (Finland). Sold for demolition to India. 390 \$ US per ton



KC Bridge (ex-Morning Glory, ex-New Golden Bridge). IMO 7908835. Ro-Ro. Length 159 m, 6,793 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1980 in Mihara (Japan) by Koyo. Owned by C & KCL Co Ltd (South Korea). Detained in 2001 in Incheon (South Korea). Sold for demolition to China. 435 \$ US per ton.



Maria G (ex-Seawhee, ex-Seawheel Rhine, ex-Cupria, ex-Norcove, ex-Cupria, ex-Canopus, ex-Finnforest, ex-Rolita) IMO 7521223. Ro-Ro. Length 142 m. Greek flag. Classification society Det Norske Veritas. Built in 1977 in Naantali (Finland) by Navire. Owned by Med Lines SA (Greece). Sold for demolition to Turkey.



Marine Road 2. IMO 9064827. Ro-Ro. Length 129 m, 3,379 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Shimizu (Japan) by Miho Zosensho. Owned by Kagoshima Senpaku Kaisha Ltd (Japan). Unknown destination of demolition.

Nicea (ex-Boa Transporter, ex-Madison, ex-Nikolay Chernyshevskiy). IMO 8606642. Ro-Ro. Length 125 m, 5,200 t. Maltese flag. Classification society Det Norske Veritas. Built in 1987 in Rostock (Germany) by Neptun VEB. Owned by Can Dis Ticaret (Spain). Detained in 2009 in Algeciras (Spain). Sold for demolition to Turkey. 212 \$ US per ton.



Oriental Express (ex-Feliz, ex-La Fee, ex-Rostov). IMO 8314598. Ro-Ro. Length 173 m, 8,920 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemunde (Germany) by Warnowwerft. Owned by Mansour Shipping Ltd (Syria). Sold for demolition to India.



Roland Delmas (ex-*Grand Bereby*, ex-*Saint Roparz*, ex-*Woermann Banniere*, ex-*Hoegh Banniere*). IMO 7724291. Ro-Ro. Length 186 m, 15,405 t. Bahamas flag. Classification society Bureau Veritas. Built in 1980 in Gdynia (Poland) by Commune de Paris shipyards. Owned by Midocean IOM Ltd (Isle of Man). Sold for demolition to Pakistan. 360 \$ US per ton.



Roland Delmas, on the Seine river, December 31 2007 © Pascal Bredel

Serpentine (ex-*Dart 8*, ex-*Xi Feng Kou*). IMO 7822201. Ro-Ro. Length 177 m, 8,500 t. Belgium flag. Classification society Bureau Veritas. Built in 1980 in Sakaide (Japan) by Kawasaki. Owned by Ubem NV (Belgium). Sold for demolition to India.



Silkeborg (ex-*Strada Maestra*, ex-*Laxfoss*, ex-*Duino*, ex-*Jolly Ocra*, ex-*Merzario Arabia*). IMO 7708699. Ro-Ro. Length 172 m, 6,388 t. Panamean flag. Classification society unknown. Built in 1978 in Kiel (Germany) by Lindenau. Sold for demolition to India. 425 \$ US per ton.



Tor Belgia (ex-*Tor Britannia*, ex-*Maersk Kent*, ex-*Kamina*, ex-*Ville du Havre*, ex-*Foss Havre*). IMO 7624063. Ro-Ro. Length 193 m, 10,543 t. Swedish flag. Classification society Bureau Veritas. Built in 1978 in Dunkerque (France) by Dunkerque-Normandie ; jumboized in 1994 and lengthened from 170 to 193 m. Owned by Norbulk Shipping AB (Sweden). Detained in 2004 in Porgrunn (Norway). After a final change in name and flag on June 1st 2010, *Tor Belgia*, coming to Dubai Gate under the Panamean flag, was finally sold for demolition to India.



Tor Belgia, July 31st in Cuxhaven, Germany © Nils K – Vesseltracker

Tourcoing. IMO 7705946. Ro-Ro. Length 228 m, t. Singaporean flag. Classification society

Lloyd's Register of Shipping. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition to China.



Tourcoing, in the Panama canal
© Joan David Molto

Ursine (ex-Britta Oden, ex-Tor Scandia). IMO 7800746. Ro-Ro. Length 170 m, 6,754 t. Belgium flag abandoned for that of Saint-Kitts-and-Nevis for its last journey. Classification society Det Norske Veritas. Built in 1978 in Landskrona (Sweden) by Gotaverken Oresunds; jumboized in 1988 and lengthened from 143 to 170 m. Owned by Euro Ship Services (United Kingdom). Sold for demolition to India where she arrived under the name *Winner 2*.



Winco Uno (ex-Arroyofrio Uno). IMO 8220711. Ro-Ro. Length 107 m, 2,987 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Guernica (Spain) by Murueta. Owned by Black Sea Shipping Co (Ukraine). Detained in 2009 in Bandar Abbas (Iran). Sold for demolition to India.



Winner II (ex-Bodrum, ex-NDS Provider, ex-Global Windex-Nikolay Cherkasov). IMO 7637814. Ro-Ro. Length 181m, 9,450 t. Saint Kitts and Nevis flag. Classification society unknown. Built in 1979 in Gdansk (Poland) by Lenin shipyards. Owned by Prayati Shipping Pvt Ltd (India). Detained in 2007 in Antwerp (Belgium). Sold for demolition to India. 360 \$ US per ton.



Bulk carrier

Antares 1 (ex-Antares, ex-Normannes, ex-La Briantais, ex-Sophie B, ex-Havstril, ex-Kings River). IMO 7508532. Bulk carrier. Length 110 m, 2,200 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Kristiansund (Norway) by Sterkoder. Owned by Elreedy Shipping Co Ltd (Egypt). Detained in 2008 in Pula and Rijeka (Croatia) and Koper (Slovenia). Sold for demolition to Turkey.



Bright Century. IMO 9138977. Bulk ore carrier. Length 289 m, 30,000 t. Hong Kong flag (China). Classification society Nippon Kaiji Kyokai. Built in 1997 in Okpo (South Korea) by Daewoo Shipbuilding. Owned by Bernhard Schulte Shipmanagement (Germany). In May 2010, *Bright Century* had a collision with Liberian bulk carrier *Success*. Sold for demolition to China. 420 \$ US per ton.



Cape Ore (ex-Constantinoupolis, ex-Hyundai Pacific). IMO 7930656. Bulk carrier. Length 264 m, 19,749 t. Panamean flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Courage Maritime (China). Detained in 2002 in Lisbon (Portugal), in 2009 in Shenzhen (China) and in 2010 in Zhoushan (China). Sold for demolition to China. 425 \$ US per ton.



Edalan (ex-Themistocles, ex-Leste, ex-Leste Confidence, ex-Asiatic Confidence, ex-Cape Cornwall) IMO 7900144. Bulk carrier. Length 159 m, 5,666 t. Panamean flag. Classification society International Maritime Bureau. Built in 1979 in Marugame (Japan) by Imabari Zosen. Owned by Sunbulk Shipping NV (Dutch West Indies). Sold for demolition to Turkey.



Green Ocean (ex-Merry Falcon, ex-Wan Ling, ex-Y.F.Libra, ex-Vincarose, ex-Pyrros, ex-Fortune Leader). IMO 7705465. Bulk carrier. Length 164 m, 5,587 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kure (Japan) by Ishikawajima-Harima. Owned by Bulk Shipping Lines PVT Ltd (Bangladesh). Detained in 2008 in Shenzhen (Japan) and in 2010 in Fangcheng. Sold for demolition to. 440 \$ US per ton.



Iasos (ex-Kriton, ex-Melina M, ex-Ciovo, ex-Faro). IMO 7633088. Bulk carrier. Length 146 m, 4,804 t. Turkish flag. Classification society Turkish Lloyd. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by Gulnak Denizcilik (Turkey). Detained in 2009 in Castellon de la Plana (Spain). Sold for demolition to India.



Ikan Veracruz (ex-Alam Veracruz, ex-Nomadic Breeze, ex-Pacific Breeze, ex-Maria L.). IMO 7616640. Bulk carrier. Length 187 m. Singaporean flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Yokohama (Japan) by Ishikawajima-Harima. Owned by PACC Ship Managers Pte Ltd (Singapore). Sold for demolition to China.

Iris S (ex-Amelia, ex-Angeliki B, ex-Huldra, ex-Kamo, ex-Kamloops Progress, ex-Fort Kamloops). IMO 7420857. Bulk carrier. Length 172 m, 6,820 t. Panamean flag. Classification society Polski Rejestr Statkow. Built in 1976 in Osaka (Japan) by Sanoyasu. Owned by Halcyon Shipmanagement (Greece). Detained in 2003 in Novorossiisk (Russia) and in 2010 in Nikolayev (Ukraine). Sold for demolition in Bangladesh.

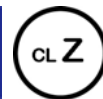


JKM Muhieddine (ex-Merak S, ex-Hyundai n°11. ex-Asia n°11). IMO 7917123. Bulk carrier. Length 158 m, 5,620 t. Panamean flag abandoned for that of Togo. Classification society Bulgarski Koraben Registar. Built in 1980 in Ulsan (South Korea) by Hyundai. Owned by Judi Group (Syria). Detained in 2000 in Hamborg (Germany), in 2009 and 2010 in Piraeus (Greece) and in 2010 in Kandla (India). Sold for demolition to India. 383 \$ US per ton.



Lontec (ex-Da Peng, ex-World Probility). IMO 7632424. Bulk carrier. Length 175 m, 6,696 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1978 in Shimizu (Japan) by Kanasashi. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition to China.

Ludogoretz. IMO 6827670. Bulk carrier. Length 139 m, 4,235 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1968 in Setoda (Japan) by Setoda Zosensho. Owned by HH Brothers Maritime (Bulgaria). Detained in 1998 in Ravenne (Italy). Sold for demolition to India. 358 \$ US per ton.



Maha Gayatri (ex-Nisha, ex-Jag Vishnu, ex-Gayatri, ex-Petropolis, ex-Triton) IMO 7432587. Bulk carrier. Length 169 m, 6,665 t. Panamean flag. Classification society American Bureau of Shipping. Built in 1977 in Osaka (Japan) by Osaka Zosensho. Owned by Five Stars Shipping Co Pvt Ltd (India). Detained in 2005 in Mumbai (India). Sold for demolition to China. 437 \$ US per ton.



Master Nicos (ex-Sils, ex-Los Andes). IMO 7501754. Container ship. Length 179.7 m, 7,492 t. Panamean flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Tamano (Japan) by Mitsui. Owned by Scion Masters Ltd (Greece). Sold for demolition to China. 430 \$ US per ton.



Monica (ex-Monica Sofia, ex-Akadan Bulk, ex-Icod, ex-Exportazul). IMO 7634018. Bulk carrier. Length 182 m, 5,555 t. Portugese flag abandoned for that of Saint-Kitts-and-Nevis for its last journey. Classification society Lloyd's Register. Built in 1978 in Olaveaga (Spain) by Espanoles. Owned by Ibaizabal Management Services (Spain). Detained in 2009 in Belfast (United Kingdom). Sold as is in Bilbao (Spain) for demolition to India. 330 \$ US per ton.



Novigrad C. IMO 7705518. Bulk carrier. Length 164 m, 5,677 t. Panamean flag. Classification society Bureau Veritas. Built in 1978 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Canbaz Denizcilikve Nakliyat (Turkey). Detained in 1997 in Rotterdam (The Netherlands), in 2001 in Chesapeake (United States) and Fredericia (Denmark), in 2003 in Trieste (Italy) and once again in Fredericia, in 2004 in Houston (Texas), in 2008 in Nikolaev (Ukraine) in 2009 in Novorossiysk (Russia) and in 2010 in Theodosia (Ukraine). Sold for demolition to India. 378 \$ US per ton.



Pacific Sun (ex-*Amalfi*, ex-*Katerina F.*, ex-*New Cadmus*). IMO 7603289. Bulk carrier. Length 183 m, 7,113 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1976 in Kochi (Japan) by Shin Yamamoto. Owned by ITC CORP (Vietnam). Sold for demolition to Bangladesh.



Sammi Crystal (ex-*Regent Maple*, ex-*Tensha Maru No.5*). IMO 7900986. Bulk carrier. Length 175 m, 7,028 t. Panamean flag. Classification society Korean Register of Shipping. Built in 1979 in Numakuma (Japan) by Tsuneishi. Owned by STX POS Ship Management Co (South Korea). Sold for demolition to China. 406 \$ US per ton.



Urmix (ex-*Kapitonas Serafinas*, ex-*Kapitonas Stulov*, ex-*Kapitan Stulov*). IMO 7832983, Bulk carrier. Length 146 m, 5,615 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Kherson (Russia) by Khersonskiy SZ. Owned by KTM Industrials (Ukraine). Detained in 2001 in Brindisi (Italy). Sold for demolition to China. 357 \$ US per ton.



Zosco Ningbo (ex-*Cape Haralambos*, ex-*Marine Courage*, ex-*La Colina*, ex-*Sea Bell*, ex-*Pacific Courage*). IMO 8007781. Bulk carrier. Length 264 m, 19,996 t. Panamean flag. Classification society Bureau Veritas. Built in 1982 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by Anhui Ocean Shipping (China). Sold for demolition to Bangladesh.

Cement Carrier

Prosperity no.8 (ex-*Genyo Maru*). IMO 7419872. Cement carrier. Length 131.5 m, 2,152 t. Panamean flag. Classification society Bureau Veritas. Built in 1976 in Shiogama (Japan) by Tohoku. Owned by Prosperity Steamship Co Ltd (China). Detained in 2002 in Hong Kong. Sold for demolition to China.

Shin Tosa Maru. IMO 8703012. Cement carrier. Length 70 m, 380 t. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Kinoh (Japan) by Sasaki. Owned by Taiyo Shipping (Japan). Sold for demolition to India.

Sunlight I (ex-*Cement 1*, ex-*Kanda Maru No.6*). IMO 7238137. Cement carrier. Length 67 m, 390 t. Honduras flag. Classification society unknown. Built in 1972 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Shin Yang Marine (Malaysia). Sold for demolition to Pakistan.



Heavy load Carrier

Zhen Hua I (ex-*Kyrenia*, ex-*Global Adelaide*, ex-*Rudi*, ex-*Rudi G*, ex-*Titan*). Heavy load carrier. Length 233 m, 12,258 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1976 in Tsurumi (Japan) by Nippon Kokan; bulk carrier converted in 2000 into a heavy carrier. Owned by Shanghai Zhenhua Shipping Co (China). Detained in 2005 and 2006 in Seattle (United States). Sold for demolition to China.



Car carrier

Bellona (ex-*Century Leader n°2*). IMO 8402371. Car carrier. Length 183 m, 12,000 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Marugame (Japan) by Imabari Zosen. Owned by NYK Shipmanagement Pte Ltd (Singapore). Sold for demolition to China.

Bijin. IMO 8705773. Car carrier. Length 180 m, 11,800 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Oshima (Japan) by Oshima Shipbuilding. Owned by Shinme Kisensang YO Co (Japan). Sold for demolition to China.

City Of Berytus (ex-African Sky, ex-Blue Arabella, ex-Yasmin Car, ex-Able Brigadier, ex-Nichiyu Maru). IMO 7401681. Car carrier. Length 105 m. Dominican flag. Classification society Nippon Kaiji Kyokai. Built in 1974 in Imabari (Japan) by Imabari Zosen. Owned by All Trans Shipping & Trading (Lebanon). Detained in 2006 in Osaka (Japan) and in 2008 in Havre (France). Suffered from fire damage in the Antwerp harbor on December 2009. The fire which started in the machine room reached the car deck. Unknown destination of demolition.



City of Berytus on fire in Antwerp, December 3rd 2009 © Remy Catoi

© Ghis v d Vijver - Marinetrtraffic



Fanta (ex-Evviva, ex-Madonna, ex-Aso Maru). IMO 8204262. Car carrier. Length 190 m, 11,500 t. Panamean flag. Classification society Det Norske Veritas. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Wallem Shipmanagement (Norway). Detained in 2006 in Brisbane (Australia). Sold for demolition to China.



Festa (ex-Amagi Maru). IMO 8204274. Car carrier. Length 190 m, 11,500 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Wilhelmsen Ship Management Sdn Bhd (Malaysia). Sold for demolition to China.

Fuji (ex-Fuji Maru). IMO 8402369. Car carrier. Length 190 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by NYK Shipmanagement Pte Ltd (Singapore). Sold for demolition to China.

Hoegh Trapper (ex-Hual Trapper). IMO 7924853. Car carrier. Length 180 m, 11,000 t. Norwegian flag International Ship Register. Classification society Det Norske Veritas. Built in 1981 in Toyohashi (Japan) by Kanasashi. Owned by Hoegh Autoliners Shipping AS (Norway). Sold for demolition to China.



Lilac Ace. IMO 8513522. Car carrier. Length 165 m, 8,050 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Marugame (Japan) by Imabari Zosen. Owned by Polestar Navigation (Japan). Sold for demolition to India.

Magic Wave (ex-Maersk Wave). IMO 7907532. Car carrier. Length 153 m. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Oshima (Japan) by Oshima SB. Owned by Univan Ship Management Limited (China). Detained twice in 2005 in Auckland (New Zealand), in 2006 in Kawasaki (Japan) and once again in Auckland, and in 2008 in Lyttelton (New Zealand). Sold for demolition to China.



Marine Road. IMO 9039559. Car carrier. Length 156 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Kobe (Japan) by Mitsubishi. Owned by Kagoshima Senpaku Kaisha Ltd (Japan). Unknown destination of demolition.

Morning Power (ex-Vermilion Highway). IMO 8020941. Car carrier. Length 199 m. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Marugame (Japan) by Imabari Zosen. Owned by Cido Shipping Co. Ltd (South Korea). Unknown destination of demolition.

Morning Saga (ex-Viking Star, ex-Paramount Ace). IMO 8015142. Car carrier. Length 186 m, 13,834 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Cido Shipping Korea Co Ltd. (South Korea). Detained in 2005 in Philadelphia (United States). Sold for demolition to China.



N. Venture (ex-Seatran Venture, ex-Sea Ali, ex-Cetam Nicea, ex-Aguascalientes, ex-Prince Owl, ex-Prince Maru n°8). IMO 7805825. Car carrier. Length 106 m, 2,885 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Usuki (Japan) by Usuki Tekkosho. Owned by Cyrus Shipping (United Arab Emirates). Detained in 2008 in Niigata (Japan). Sold for demolition to Bangladesh.



Palma (ex-Palm Ace). IMO 8213859. Car carrier. Length 161m, 9,783 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Hakata (Japan) by Watanabe Zosen. Owned by T&M Maritime SA (Singapore). Detained in 2000 in Brisbane (Australia). Sold for demolition to India.



Saracen Star (ex-Oscar Ace). IMO 8217556. Car carrier. Length 157 m, 7,365 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Oshima (Japan) by Oshima SB. Owned by Brave Sea Lion Shipping Inc (China). Sold for demolition to India. 405 \$ US per ton.

Reefer

Aqua Fruit (ex-Nautic, ex-Roko). IMO 8205307. Reefer. Length 108 m, 2,241 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Baltic Navigation SIA (Latvia). Detained in 2006 in Antwerp (Belgium). Sold for demolition to India. 475 \$ US per ton.



Aqua Fruit, Istanbul, April 2008 © Ralf Grabbert

Arctic Reefer (ex-Andra, ex-Avra, ex-Selderi, ex-Sangarskiy Proliv). IMO 8330528. Reefer used for fish transport. Length 172 m, t. Panamean flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Nikolaiev North (Ukraine) by 61 Kommunar. Owned by Laskaridis Shipping co Ltd (Greece). Detained in 2000 in Dutch Harbor Alaska (United States) and in 2009 in Dalian (China). Sold for demolition to China.



Bering Sea (ex-Punta Bianca). IMO 7512064. Reefer. Length 152 m, 6,214 t. Bahamas flag. Classification society Det Norske Veritas. Built in 1975 in Muggiano (Italy) by Muggiano CN. Owned by Trireme Vessel Management (Belgium). Sold for demolition to India. 450 \$ US per ton.



Bristol Bay (ex-Sun Alex, ex-Punente). IMO 8313295. Reefer. Length 139 m, 4,486 t. Panamean flag. Classification society Germanischer Lloyd. Built in 1984 in Shimonoseki (Japan) by Towa. Owned by Roswell Navigation Corp (Greece). Detained in 2007 in Rotterdam (The Netherlands) and in 2008 in Cartagena (Spain). Sold for demolition to India. 365 \$ US per ton.



Capnegret (ex-Mino). IMO 6828844. Reefer. Length 110 m. Panamean flag. Classification society Bureau Veritas. Old fishing boat used for transporting fish. Built in 1969 in Vigo (Spain) by Barreras. Owned by Marti Peix J (Spain). Detained in 2002 in Huelva (Spain). Unknown destination of demolition.



Coral Sea (ex-Punta Verde). IMO 7365382. Reefer. Length 152 m, 6,102 t. Bahamas flag. Classification society Det Norske Veritas. Built in 1976 in La Spezia (Italy) by Muggiano. Owned by Trireme Vessel Management NV (Belgium). Detained in 2003 in Koper (Slovenia). Sold for demolition to India. 440 \$ US per ton.



Crystal Crown (ex-Hamburg Trader, ex-Reutershagen). IMO 8612158. Reefer. Length 152 m, 7,860 t. St Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Ost-West-Handel Und Schifffahrt (Germany). Detained in 2001 in St. Petersburg (Russia), in 2009 in Koper (Slovenia) and in 2010 in Antwerp (Belgium). Sold for demolition to India. 435 \$ US per ton.



Crystal Rose (ex-Reefer Prince, ex-Reefer Princess, ex-Lingo, ex-Kiwi). IMO 8312631. Reefer. Length 149 m, 5,764 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Uwajima (Japan) by Uwajima Zosensho. Owned by Ost-West-Handel und Schifffahrt (Germany). Sold for demolition to India. 435 \$ US per ton.



Granitnyy Bereg. IMO 7638167. Reefer. Length 152 m, 7,256 t. Panamean flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Wismar (Germany) by Mathias-Thesen. Owned by Aquaship Ltd (Latvia). Sold for demolition to India.



Green Autumn (ex-Thordis, ex-Stork V, ex-Suzuran). IMO 8126044. Reefer. Length 145 m, 3,947 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Takamatsu (Japan) by Shikoku. Owned by Norbulk Shipping U.K. Ltd. (United Kingdom). Detained in 2003 in Hakodate (Japan). Sold for demolition to India. 350 \$ US per ton.



Kao Shen No.6 (ex-Chi Hao No.6, ex-Mayorka, ex-Frio Caribic, ex-Rose Mallow). IMO 7432551. Reefer. Length 131 m, 3,573 t. Panamean flag. Classification society International Register of Shipping. Built in 1975 in Takamatsu (Japan) by Shikoku. Owned by Vanguard Shipping Ltd. (Singapore). Detained in 2006 in Qingdao (China), in 2008 in Ningbo (China) and in 2009 in Hong Kong (China). Sold for demolition to China. 340 \$ US per ton.



Lerida Carrier (ex-Keiyo, ex-Keiyo Maru). IMO 8217609. Reefer. Length 137 m, 7,079 t. Bahamas flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimoda (Japan) by Shimoda DY. Owned by Norbulk Shipping UK Ltd (United Kingdom). Detained in 1998 in Vlissingen (The Netherlands) and London (United Kingdom), in 2004 in Masan (South Korea), in 2006 in Yokohama (Japan) and in 2009 in Yokohama (Japan). Sold for demolition to China.



New Breeze (ex-Nova Hollandia, ex-Papaya, ex-Ocean Onward). IMO 8223397. Reefer. Length 127 m, 4,389 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kochi (Japan) by Imai Zosen. Owned by SIA 'ROKO Shipmanagement (Latvia). Detained in 2002 in Bremerhaven (Germany) and in 2004 in Brest (France). Sold for demolition to India. 455 \$ US per ton.



New Zealand Star (ex-New Zealand Reefer). IMO 8118396. Reefer. Length 142 m, 5,033 t. Bahamas flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Chofu (Japan) by Kyokuyo. Owned by Chartworld Shipping Corp (Greece). Sold for demolition to India.



Nippon Star (ex-*Nippon Reefer*) IMO 8118384. Reefer. Length 142 m, 4,981 t. Bahamas flag. Classification society Lloyd's Register. Built in 1982 in Chofu (Japan) by Kyokuyo. Owned by Chartworld Shipping Corp (Greece). Sold for demolition to India. 355 \$ US per ton.



Nova Galicia (ex-*Sun Princess*, ex-*Sun Field*). IMO 8210986. Reefer. Length 138 m, 4,199 t. Antigua and Barbuda flag. Classification society Bureau Veritas. Built in 1983 in Shimonoseki (Japan) by Towa. Owned by Thien & Heyengabereederungs (Germany). Detained in 2006 in Mauritius. Sold for demolition to India. 368 \$ US per ton.



Olympos (ex-*Cold Wind*, ex-*North Wind*, ex-*East Wind*). IMO 8303903. Reefer. Length 126 m, 3,375 t. Panamean flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Owned by Laskaridis Shipping Co (Greece). Sold for demolition to China.



Orca Reefer (ex-*United Souss*, ex-*Recife Bay*, ex-*Idorene Reefer*, ex-*Frost Olympos*, ex-*Icicle Reefer*, ex-*Cygnus Reefer*, ex-*Bungo Reefer*). IMO 8223323. Reefer. Length 99 m, 2,841 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1983 in Saiki (Japan) by Honda. Owned by Murmansk Trawl Fleet Co (Russia). Detained in 2007 in Santa Cruz Tenerife (Spain). Sold for demolition to India. 430 \$ US per ton.



Oriental Princess (ex-*Namibia Reefer*, ex-*Evgenia*, ex-*Frio Capricorn*, ex-*Igloo Finn*, ex-*Finno*). IMO 7809259. Reefer. Length 74 m. Saint Kitts and Nevis flag. Classification society Lloyd's Register. Built in 1979 in Uusikaupunki (Finland) by Rauma-Repola. Owned by Excel International (United Arab Emirates). Sold for demolition to India.



Pietari Cloud (ex-*Baltic Cloud*, ex-*Venezia*, ex-*Brest*, ex-*C.R.Alicante*, ex-*Iberian*). IMO 8301022. Reefer. Length 134 m, 5,276 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Bilbao (Spain) by Cadagua. Owned by Polaris Maritime Ltd (United Kingdom). Detained in 1999 in Genoa (Italy). Sold for demolition to India. 370 \$ US per ton.



Reham (ex-*Reem*, ex-*reefer Freighter*, ex-*Paula Lee*, ex-*dana Frio*, ex-*Zalagh*, ex-*Ahmos*). IMO 6813966. Reefer. Length 75 m, 924 t. Georgian flag. Classification society International Register of Shipping. Built in 1968 in Busum (Germany) by Busumer. Sold for demolition to India.



Samara (ex-*Kamilo Sjenfuegoss*, ex-*Kamilo Cienfuegos*). IMO 8411061. Reefer. Length 146 m, 7,277 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Gdansk (Poland) by Lenin shipyards. Owned by Samara Shipping Co Ltd (Latvia). Detained in 2001 in Antwerp (Belgium) and in 2004 in Dundee (United Kingdom). Sold for demolition to India. 430 \$ US per ton.



Selma (ex-*Osaka Bay*, ex-*Arctic Crystal*, ex-*Panther*). IMO 7815179. Reefer. Length 143 m, 4,564 t. Cook Islands flag. Classification society American Bureau of Shipping. Built in 1979 in Uwajima (Japan) by Uwajima Zosensho. Owned by Holy House Shipping (Sweden). Detained in 1999 in Pensacola (United States) and in 2004 in Rotterdam (The Netherlands). Sold for demolition to India. 455 \$ US per ton.



Smolensk (ex-*Akademkis Celomejs*, ex-*Akademik Chelomey*) IMO 8416932. Reefer. Length 146 m, 7,277 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Gdansk (Poland) by Lenin shipyards. Owned by Aquaship Ltd (Latvia). Sold for demolition to India. 420 \$ US per ton.



Snow Crystal. IMO 7321075. Reefer. Length 173 m, 9,220 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Built in 1973 in La Ciotat (France) by les chantiers de La Ciotat. Owned by Holy House Shipping AB (Sweden). Sold for demolition to India. 358 \$ US per ton.



Sun Emerald (ex-Alma, ex-Dalmacija Frigo). IMO 8012310. Reefer. Length 151 m, 5,689 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Split (Croatia) by Brodogradilist. Owned by Norbulk Shipping UK Ltd (United Kingdom). Detained in 2000 in Hamburg (Germany), in 2004 in Koper (Slovenia) and Las Palmas (Spain) and in 2006 in Koper (Slovenia) and Brest (France). Sold for demolition to India. 475 \$ US per ton.



Factory Ship

Svyatoy Pavel (ex-Eysk Garupe, ex-Yurmala). IMO 7397531. Factory ship. Length 102 m, 3,208 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Stralsund (Germany) by Volkswerft VEB. Owned by Paronit Co Ltd (Russia). Sold for demolition to Turkey.



Svyatoy Pavel, Las Palmas (Canary Islands), December 12 2007 © Angel Godar Moreira

Various

Bin Hai 209. IMO 7375698. Tugboat. Length 51 m, 752 t. Chinese flag. Classification society China Classification Society. Built in 1974 in Mukaishima (Japan) by Sanyo Onomichi. Owned by China Oilfield Services (China). Sold for demolition to China.

Bin Hai 210. IMO 7375703. Tugboat. Length 51 m, 665 t. Chinese flag. Classification society China Classification Society. Built in 1975 in Mukaishima (Japan) by Sanyo Onomichi. Owned by China Oilfield Services (China). Sold for demolition to China.

Bin Hai 211. IMO 7375715. Tugboat. Length 51 m, 664 t. Chinese flag. Classification society China Classification Society. Built in 1975 in Mukaishima (Japan) by Hitachi Zosen. Owned by China Oilfield Services (China). Sold for demolition to China.

Bin Hai 213. IMO 7375739. Tugboat. Length 51 m, 645 t. Chinese flag. Classification society China Classification Society. Built in 1975 in Mukaishima (Japan) by Sanyo Onomichi. Owned by China Oilfield Services (China). Sold for demolition to China.



CSO Apache (ex-Stena Apache, ex-Apache). IMO 7723613. Pipe layer. Length 122 m, 6,348 t. Marshall Island flag. Classification society Det Norske Veritas. Built in 1979 in Galveston (United States) by Todd. Owned by Technip UK Ltd (United Kingdom). Sold for demolition to India.



CSO Apache, Ponta Delgada, Açores © Antonio Simas

Dea Supporter. IMO 7047289. Offshore Supply ship . Length 54 m. Isle of Man flag. Classification society American Bureau of Shipping. Built in 1970 in Houston (United States) by Mangone Shipbuilding. Owned by Nomis Offshore (United Kingdom). Unknown destination of demolition.



Wrecks in Mauritania



<http://www.artificialowl.net/2008/12/probably-one-of-largest-boat-graveyard.html>

Fishing vessels

Abou Bakr Ben Amer III (ex-Ogwa-88, ex-De Hoeker-85). IMO 7368413. Stern Trawler. Length 64 m. Mauritanian flag. Classification society unknown. Built in 1974 in Scheveningen (The Netherlands) by Sleephelling Mij. N.V. Owned by Société Mauritano-Seoudienne de pêche et de Commercialisation (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1995.



Al Mafran. Trawler. Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Ana Carmen. Trawler. Length 33 m. Unknown flag. Classification society unknown. Abandoned in the bay of Nouadhibou date unknown.

Atar 1 (ex-Somacopp II-86 ex-Kashima Maru No.5). IMO 6710126. Side Trawler. Length 44 m. Mauritanian flag. Classification society unknown. Built in 1966 in Ishinomaki (Japan) by Yamanishi Zosen K.K. Owned by Mahfoud Sidha (Mauritania). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1991.

Baghdad. Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1993.

Burma Peche V. IMO 8505795. Length 50 m, 163 t. Mauritanian flag. Classification society unknown. Built in 1985. Owned by INIMEX S.A. (Spain). Wreck considered a hazard to navigation, pollutants present onboard, class withdrawn in 2002 by Rina for exceeding regulatory delays. Abandoned in the northern zone of the bay of Nouadhibou in 1999 or 2000.



Chor. IMO 8706260. Stern Trawler. Length 45 m. Mauritanian flag. Classification society unknown. . Built in 1988 in Gorinchem (The Netherlands) by Scheepswerf Damen shipyard. Owned by COPAM S.A. (Mauritania). Abandoned in the bay of Nouadhibou in 1994.



Cipa (ex-Manahova). Length 46 m. Unknown flag. Classification society unknown. Built in 1958. Owned by Fang Shiang Maritima Ltd (China). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1988.

Dae 117. Trawler. Length 50 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou date unknown.

Destour 1. Trawler. Length 30 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou in 1994.

Egdess 202. Length 31 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 2001.

El Menar. Length 35 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.

El Mourad. Trawler. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1990.

El Vouz. Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou in 1990.

El Yasser. Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou in 1989.

Ennasar I (ex-Eltringham no 1-87, ex-Manryo Maru 31-85). IMO 7355038. Side Fishing. Length 58 m. Mauritanian flag. Classification society unknown. Built in 1974 in Muroran (Japan) by Narasaki Zosen K.K. Owned by Bamba Ould Sidi Badi (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1994.

Gas de St. Gues. Length 20 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou in 1990.

Houssein. Length 50 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou in 1992.

J.Reif. Trawler. Length 33 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the bay of Nouadhibou date unknown.

Khaled Ibm valid. Trawler. Length 54 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1995.

Laghdaf. Length 55 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1997.

Leila (ex- Flavia-83). IMO 7388102. Side Trawler. Length 38 m. Moroccan flag. Classification society unknown. Built in 1976 in Vigo (Spain) by Construcciones Navales P. Freire S.A. Owned by Societe d'armement et de Pêche "Nadia" (Morocco). Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Shipwrecked at the entrance of the Bay of Repos the zone for local fishing in the bay of Nouadhibou in 2001.



Lekseir I. Length 55 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1994.

Magasan I (ex-*Vieirasa Dos-87*). IMO 5380065. Side Trawler. Length 40 m. Mauritanian flag. Classification society unknown. Built in 1962 in Spain. Owned by Mahavi S.A. (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.



Mahapu. Trawler. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Maria Jazmin. Length 20 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou in 1997.

Medina. Length 38 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1993.

Ouadane II (ex-*Otz-Ari-82*). IMO 7332311. Side trawler. Length 38 m. Mauritanian flag. Classification society unknown. Built in 1974 in Castropol (Spain) by Astilleros Gondan S.A. Owned by The Mauritanian National Bank (Mauritania). Pollutants present onboard, fire damage. Abandoned in the northern zone of the bay of Nouadhibou in 1995.



Reina Del Sol. Length 25 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard, wooden carcass. Abandoned in the bay of Nouadhibou date unknown.

Seguela. Length 54 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, fire damage. Abandoned in the bay of Nouadhibou date unknown.

Seguelil. Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1982.

Sierra Nevada. Trawler. Length 40 m. Unknown flag. Classification society unknown. Pollutants present onboard, fire damage. Abandoned in the northern zone of the bay of Nouadhibou in 1980.

Sip I. IMO 8808886. Length 40 m. Moroccan flag. Classification society unknown. Built in 1990 in Tonnay-Charente (France). Owned by SIP Society International De Pêche. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1993.



Smaip 6. Length 45 m. Unknown flag. Classification society unknown. Built in Korea. Owned by Smaip - Nouadhibou (Algeria). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou date unknown.

Sofrima 2. (ex-*Dae Yong No. 2-82*, ex-*Hokkai Maru No.21-77*). IMO 6911603. Length 34 m. Mauritanian flag. Classification society unknown. Built in Muroran (Japan) by Narasaki Zosen K.K. Owned by Société des Frigorifiques Mauritaniens-SOFRIMA (Mauritania). Pollutants present onboard. First sunk in the bay of Nouadhibou in 1982 then transported in 1984.

Sofrima 16. Length 40 m. Unknown flag. Classification society unknown. Built in Korea Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1985.

Somacopp I. Length 40 m. Unknown flag. Classification society unknown. Owned by Somacopp, S.A. (Mauritania). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1985.

Somapeche IV. Length 57 m. Unknown flag. Classification society unknown. Built in 1974. Owned by Inter Arika, S.A. (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.

Somascir 7. Length 26 m. Unknown flag. Classification society unknown. Built in 1994 in Russia. Owned by Somascir Frigo (Mauritania). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1999 or 2000.

Sopeche IV. Length 50 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1989.

Taha 1 (ex-Ryad, ex-St Thomas No. 102). IMO 7832490. Stern Trawler Ref. Length 48 m. Mauritanian flag. Classification society unknown. Built in 1967 in Kochi (India). Owned by Inter Arika, S.A. (Mauritania). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1992.

Tamagout. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Tayerett 1. Length 37 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1994.

Terwen 1 (ex-Torine 1, ex-Daian Maru No. 158-85). IMO 7327500. Side fishing. Length 38 m. Mauritanian flag. Classification society unknown. Built in 1973 in Muroran (Japan) by Narasaki Zosen K.K. Owned by Sociedad de Asistencia Tecnica y Comercial S.L. (SATECO) (Spain). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1990.



Tevragh Zenia (ex-Mananova II 90, ex-Doris-84, ex-Maria Auxiliadora-75, ex-Doris-69, ex-Virgen Maria Auxiliadora-66). IMO 5414294. Side Trawler. Length 37 m. Mauritanian flag. Classification society unknown. Built in 1962 in Bibao (Spain) by Ast. Celaya. Owned by Mahavi S.A. (Mauritania). Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1993.



Veth Elkheir 906. Length 43 m. Unknown flag. Classification society unknown. Owned by Cofrima (Mauritania). Wreck considered a hazard to navigation. Abandoned in the bay of Nouadhibou date unknown.

Yacine. Length 40 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1997.

Zaki I. Length 35 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1994.

Whaling vessel

Boulenouar. Whaling vessel. Length 38 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou in 1985.

Tekane. Whaling vessel. Length 30 m. Unknown flag. Classification society unknown. Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1979.

General Cargo

Belata (ex-Plata-83). IMO 5279541. General cargo. Length 49 m. Spanish Flag. Classification society unknown. Built in 1948 in Gijon (Spain) by Ast. G. Riera. Owned by M. Koverina (Spain). Pollutants present onboard. Abandoned in the bay of Nouadhibou in 1987.



Clepea. General Cargo. Length 80 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation. Abandoned in the northern zone of the bay of Nouadhibou in 1946.

Patrol Boats

Idini. Patrol boat (ex-Russian whaling vessel). Unknown flag. Classification society unknown. Built in 1950 in Russia. Owned by the Mauritanian army. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the northern zone of the bay of Nouadhibou in 1979.

Z'Bar. Patrol boat S.V.C. Length 40 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the bay of Nouadhibou date unknown.

Barge

Chaland Samma. Lighter (barge). Length 30 m. Unknown flag. Classification society unknown. Wreck considered a hazard to navigation, pollutants present onboard. Abandoned in the southern zone of the bay of Nouadhibou date unknown.

Various

Sipeche III. Abandoned in the bay of Nouadhibou date unknown. *Soma 12*. Abandoned in the bay of Nouadhibou date unknown. *Rimbal 3*. Abandoned in the bay of Nouadhibou date unknown.



Epaves dans la baie de Nouadhibou © Jan Smith

Letters to the editor

From Simon Smith. Received May 19th

"In your excellent ship breaking report (n° 19) you have included the *Calemax Enterprise* (IMO 7343372). I noticed this sale on a number of broker reports myself but I can confirm that the vessel is very much alive and has not been sold to Indian ship breakers. She is currently trading on the Manchester Ship Canal between Manchester and Liverpool.».

From Mr Riedel. Received April 22nd

« Just read Your shipbreaking 19. Could you please explain the reason of radium and uranium contamination in tanks, valves and pump of chemcarriers *Addarraq* and *Al Farrabi*.

Answer from Robin des Bois

« These vessels transported phosphoric acid which is a sub product of phosphate. This ore is naturally containing uranium, the industrial process enhances and concentrates the radioactivity in the phosphoric acid. This is called TENORM (Technologically Enhanced Naturally Occurring Radioactive Materials Naturally Occurring Radioactive). Studies made by many researchers in the European Union, United States and also by other countries producing phosphoric acid show unanimously that some terrestrial equipments are contaminated with radium which is a progeny of uranium so that when plants are dismantled, radiological precautions have to be taken and some equipments (such as pumps, bottom of tanks and pipes) must be considered as radioactive wastes because of the presence of scales of radium which is highly toxic. To our knowledge and in spite of many recommendations to the ship owners from Robin des Bois, the presence of radioactivity in some parts of discarded phosphoric acid tankers has never been checked though it is very credible.»

Sources

American Bureau of Shipping ; BEA Mer ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson's ; Cotzias ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Financial Time (the) ; Germanischer Lloyd ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Journal of Commerce (the) ; Lloyd's List ; Lloyd's Register of Ships ; Optima Shipbrokers ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; Vessel Tracker.

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