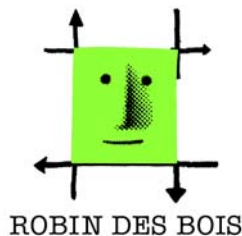


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July 2nd to October 15th 2010



Ship-breaking.com

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Bangladesh

DR



On August 22nd, the Supreme Court of Bangladesh confirmed the judgement of the High Court in May 2010 which requires all vessels imported for demolition in Bangladesh to bear, prior to importation, a certificate confirming that all pollutants have been extracted. The certificate must be issued by the authorities of the exporting country; this strictly enforced ruling has since the middle of May hindered the beaching of vessels for demolition in Bangladesh. Attempts by shipyards to alleviate the Court's decision have

proven unsuccessful for the time being. On the contrary, Rahim Steel Co ship-breaking yard has indeed been sentenced for non-compliance with safety and environmental laws: in December 2009 four workers were killed while they were cutting out an oil tanker whose tanks were not gas free. The High Court has declared illegal the construction of four new ship-breaking yards in Chittagong at the edge of the Sonaichhari forest reserve. Some see these legal restrictions as a chance for Bangladesh to become a leader in "green dismantling" respecting workers and the environment. However, there is some way to go as in the last 16 months, 24 workers have been killed in ship-breaking yards. In the beginning of September, a yard considered as reliable received the authorisation to dismantle vessels. The Greek *Athens Bo* and the Indian *Badri Prasad* were therefore beached on September 9th. Were they provided with pre-cleaning certificates?

The *Kriti Filoxenia* in 2008 at Ijmuiden (The Netherlands); unwanted in French and Spanish waters in 2002 (see p15), she just arrived in Chittagong.

© Willem Oldenburg



Brokers have announced other vessels had been sold for demolition in Bangladesh, some are "awaiting instructions" such as the *Norsul Sobral*, the *Ocean Power*, the *Kriti Filoxenia* and even the *Pheaton*, the latter being initially destined for demolition in India. The implementation of a new policy in Bangladesh should be closely monitored: the authorisation given to five other shipyards was suspended following an appeal by BELA (Bangladesh Environmental Lawyers Association).

The United States



The *Florikan*, rusting away in Suisun Bay, California before leaving to be demolished in Texas. © US MARAD

The U.S. MARAD continue the programme of "cleaning" its reserve fleet in American shipyards. Two historical vessels laid up in Suisun Bay California, the submarine rescue ship *Florikan* and the oil tanker *Taluga* are under dismantling contracts with companies located in Texas.

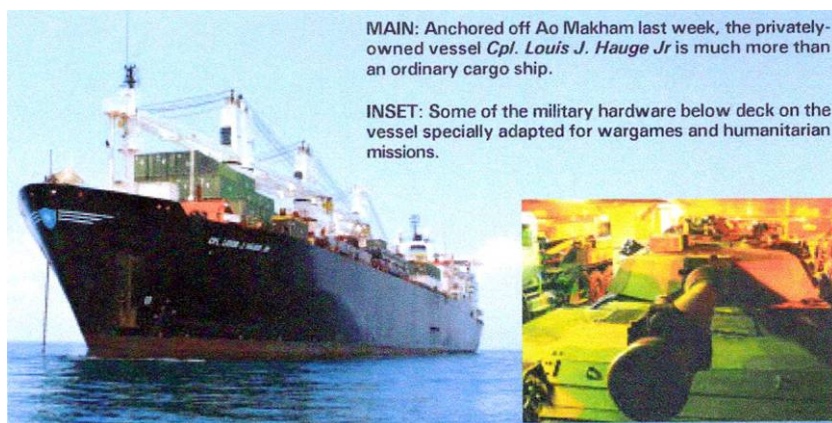
However, remaining within the reserve fleet and for some time to come is the *Sturgis* and the rarely addressed nuclear waste problem. The *Sturgis* ex liberty ship *Charles H Cugle*, the first vessel to be converted into a Floating Nuclear Power Plant used to supply energy to American bases (see press release, "Nuclear Power Plant floating around the world", September 10th 2010) is still anchored and in the James River fleet, with a radioactive waste bin onboard.



The spent fuel tank of the *Sturgis*, used as a garbage bin for a radioactive waste issued from the cleaning of the ship © US Army

Contrarily to the contracts established by the US MARAD, vessels flying an American flag, which were used by the US Military Sealift Command as support vessels to the US Navy sailed off to be scrapped on Asian beaches. In 2009 the *PFC James Anderson Junior* and the *1st Lt Alex Bonnyman* having been sold for pseudo "continuation of service" but eventually arriving in India for demolition incognito. A similar vessel the *CPL Louis J.Hauge Jr*, which was still in service not long ago and was transporting containers of food goods and military equipment for the US military command (cf. Phuket Gazette April 23rd 2008) has also been beached in India under the name of *Abby G*.

A tank below deck on the *CPL Louis J.Hauge Jr*



MAIN: Anchored off Ao Makham last week, the privately-owned vessel *Cpl. Louis J. Hauge Jr* is much more than an ordinary cargo ship.

INSET: Some of the military hardware below deck on the vessel specially adapted for wargames and humanitarian missions.

The *Abby G*, ex-*CPL Louis J Hauge* on a stopover in Thailand in 2008 she will be demolished in India in 2010 © Phuket Gazette

The example is coming from above, the American ship-owners continue to sell, commercial vessels and in particular old tankers struck by the age limit, such as the single hull vessels *S/R Baytown* (China) *Philadelphia* and *Overseas Philadelphia* (India) to the highest bidders from Asia. The owner of the *Overseas Philadelphia* even took the legal precautionary measure of dropping her American flag for that of Tuvalu. An exception, the old *Colorado Voyager* double hull built in 1975 and owned by Chevron will be sold for demolition in the United States by All Star Metals in Brownsville. This was also the case of the *Horizon Crusader* which was announced as sold for demolition destination unknown in the Ship-Breaking bulletin N°20, she is finally being scrapped by Southern Recycling LLC in Louisiana (Cf. letters to the editor, Polly Parks).

Africa

Togo has a maritime border of 45 km. However but made a remarkable entrance on the Memorandum of Paris black list of flags, under the category of "very high risk". The flag has also become fashionable for vessels to be demolished: five of them opted for the Togolese flag before being scrapped in Asian ship-breaking yards.

The tanker flying the Cambodian flag *Seven Seas*, built in 1972 in Japan, had been detained for financial reasons off Tema (Ghana) since November 15th 2008; three men were in charge of the onboard maintenance. On August 12th 2010 she was hit by the German container carrier *Hanjin Salerno*. The port authorities towed and ran aground the vessel which had suffered from a leak in the engine room. She was listing, all her lights had been turned off and she represented a danger for the access lane to the port of Tema. Was it also a manoeuvre to demolish her on the spot



© The Ghanaian Chronicle

at the smallest expense? Hundreds of people surrounded the vessel to salvage metal, mechanical parts and petrol. According to the authorities, when the police arrived, the plunderers set her on fire. Four people were killed and more than 70 were injured in the explosion. The Greek owner Atlantic Oil Maritime claims to have been robbed of the contemplated sale of the vessel to a Chinese ship-owner. Atlantic Oil Maritime is claiming damages for the loss of her petrol cargo.



© The Ghanaian Chronicle

Other ships in a bad state are immobilized or abandoned by their owners off the coast of African ports and one wonders about their future. Will they also undergo risky unsupervised scrapping like the *Seven Seas*? What will become of the *Swift Split*, for example, a Panamanian flagged Croatian bulk carrier, which transported cement to Cameroon? Built in 1982 by the Dalian (China) shipyards, the vessel was detained in 2000 in Rotterdam (The Netherlands), in 2002 in Gibraltar (United Kingdom), in 2004 in Castellon de la Plana (Spain), in 2005 in Santander (Spain), in 2006 in Tilbury (United Kingdom), in 2008 in Huston (Texas) and finally in 2009 in Fangcheng (China), Bureau Veritas withdrew her classification certificates. The vessel broke down off the coast of Gabon in May 2010, when the vessel was banned from leaving the port of Owendo. The crewmembers of Croatia, Ukraine and Myanmar origins were abandoned in deplorable sanitary and moral conditions. Several crewmembers from Croatia went home throughout the month of August, what happened to the others? Will the other sailors also be inflicted degrading conditions aboard the *Swift Split*, will the vessel be butchered locally or will she be sent to an operating ship-breaking yard? Or perhaps she will be scuttled...

West Africa is facing a new fast growing danger for workers and for the environment, that of makeshift shipyards carrying out dangerous looting dismantling practices when vessels are scrapped illegally along the beaches, a sad remake of Nouadibhou. (See letters to the editor).

India and Turkey in the spotlight

Between July 2 and October 15, 2010, **231** ships left for demolition. The suspension of imports in Bangladesh, monsoon and Ramadan have significantly slowed the pace compared to the previous trimester with 16 ships per week, but the flow remains strong. India with **107** ships (46%) consolidates its position as number 1 of the ship-demolition. In tonnage, the reign is even more significant: 825,000 tons of metals (54% of the total volume) will be recycled in Indian yards. Vessels containing high value metals remain India's preserve but all types of ships are welcome, from ferry to container ship, reefer to Ro-Ro, and more and more large tankers traditionally sent to Pakistan and Bangladesh. The *Gateway* and the *OPA*, which had been announced as sold for demolition in Pakistan in the previous bulletin Ship-breaking.com # 20 have finally been beached in Alang in early October. At the second place with **46** vessels (20%), Turkey confirms its return and positioning on the market of small vessels: 60% of ships demolished in Turkish yards measure less than 100 m. The largest one is the former replenishment tanker of the Royal Navy *Oakleaf*, 173 m in length: she was towed to Aliaga while in 2009 another tanker of the Royal Navy, the *Brambleleaf* had been dismantled in Ghent (Belgium). China ranks third with **26** vessels (11%), followed by Pakistan, 18 (8%).

In terms of tonnage of scrap to recycle, India is ahead of China, Pakistan and then Turkey. The cumulated demolition will allow the recycling of over **1.5 million tons** of metals. Tankers – oil tankers, chemical tankers and gas carriers – are still the first category of ships sold to breakers with 77 units (33%). In volume, tankers represent over 640,000 tons (42%) of the recycled metal. General cargo ships, 54 (23%), follow, ahead of bulk carriers, 23 (10%). Container ships, 14 (6%), and car carriers, 8 (3%) seem to be back to work and become more rare in ship-breaking yards. Thus, the car carrier *Saracen Star*, which was announced as sent to demolition in the previous bulletin, goes on sailing (see letters to the editor, Alan Calvert) while the *Ducky Sovereign*, expected in Bangladesh, has not yet been seen there.

The prices proposed by the demolition yards remain steady, particularly in India and Pakistan. Their appetite for metals with a high added value has led the Indian yards to offer up to \$ **985** per ton for the two Italian chemical tankers *Bice A* and *Lady Marialaura*.

Among the **231** ships sent to demolition, **87** (38%) were operating under European flag or had ship-owners of the European Union or the European Free Trade Association (EFTA). **98** (42%) were built in these same countries, including 11 in France in Dunkirk, La Ciotat, La Seyne-sur-Mer, La Rochelle, Nantes and Saint-Nazaire.

After detention, the scrapping

86 (38%) of the 231 vessels were controlled by a classification society which does not belong to the IACS (International Association of Classification Societies) or had no classification. The substandard ships are still the first to leave: at least **97** (42%) were previously detained in ports worldwide with a rate of nearly 80% for bulk carriers and 70% for reefers and general cargo ships. Good news for the Mediterranean Sea: Turkey has bought a large number of these substandard ships carrying all kinds of cargo; at least 60% of the ships demolished in Turkey were detained in the recent years.

Years and Meters

The average age of these end-of life ships leaving the waters from 2 July to 15 October 2010 ranged between **15** years for the tanker *Star 8* and **68** years for the US submarine rescue ship *Florikan*. The average age was **31** years old; it was 27 years for the double hull tankers and container ships, 30 years for bulk carriers and single hull tankers, 35 years for general cargo, 39 years for ferries and passengers ships and 41 years for fishing vessels, converted or not, and factory ships. 111 vessels were less than 150 m in length, 77 measured between 150 and 199 m and 43 between 200 and 315.

Call on Witnesses

It is to be noted that the destination of 25 vessels (11%) is unclear. Hypothesis n°1: Is Robin des Bois' alert work is pushing ship owners to be discrete? Hypothesis n°2: More and more often vessels are being sold to cash buyers; a cash buyer is specialised in buying ships at the end of their before sending them to lives to ship-breaking yards; they are therefore the last owners of the vessels, of which they decide the names and the flag of the vessels last trip. For economical reasons the shipyards are chosen at the last minute which often means ambiguity around the final destination. Undeniably, we are missing information on ship-breaking yards on the South American continent.

Robin des Bois is asking all its readers to help track down the vessels which final destination remains ambiguous (listed below). All information, documents or photos concerning these vessels are valuable to us and can be sent to contact@robindesbois.org. Thank you in advance.

Alhambra Carrier – IMO 8313219 ; *Baltic Eager* – IMO 7804065 ; *Capri* – IMO 6519077 ; *Captain G Koval* – IMO 8131829 ; *Chi Lang* – IMO 7389077 ; *Ducky Sovereign* – IMO 7927465 ; *Green Cypress* – IMO 8505161 ; *Inaara* – IMO 7950357 ; *Inlaco Spring* – IMO 8302935 ; *Ken* – IMO 7627950 ; *Laurel* – IMO 8316352 ; *Maximos* – IMO 8501725 ; *Nam Dinh* – IMO 7429762 ; *Ninh Binh* – IMO 7429750 ; *Oriental Hope* – IMO 8315308 ; *Razino* – IMO 7418684 ; *Rhein Bridge* – IMO 8808446 ; *Sidonia Carrier* – IMO 8223385 ; *Star 8* – IMO 9114854 ; *Taiyo* – IMO 8514409 ; *Talara* – IMO 7406289 ; *Tetra I* – IMO 7920807 ; *Ukhta* – IMO 6503688 ; *Van Phong* – IMO 8012889 ; *Victory JL* – IMO 7801506.



Who will break up the *Talara*, floating storage of the Peruvian navy, seen here off Callao ? © Shipspotting

Letters to the editor

From Sharol S., received September 15th

I own the first mortgage on the chemical tanker, the *Sarinaz*, IMO 7368968. I saw on your site that it has been sold for scrap sometime between January and April 4th of this year. Onal Shipping says that this is incorrect but I need an outside verification of this as I am not sure they are telling me the truth. They owe me much more than the amount they received. If you can, tell me the name of the business that purchased the ship for scrap and a contact number for them in India.

I am a 66 year old woman and this money is very important to me. I can see now that I should never have let myself get involved with Onal Shipping.

Robin des Bois' Answer

Dear Madam,

We had informations from several shipping sources that the *Sarinaz* IMO 7368968 was sold for scrapping in late March this year. The ship was still sailing in the Mediterranean sea area in July. She was deflagged from Turkish to Tanzanian flag this summer and renamed *Sarina*.

Chemical tanker *Sarina* was beached for scrapping in Alang, India on 4th September 2010. Indian ship-breaking yard are the main recyclers for chemical tankers because of their stainless steel tanks. Apparently *Sarinaz* was bought for a good price in terms of market, around 850.000 \$. The beaching plot is n°33 normally used by Madhav Steel (S.B.D). Best regards. Faithfully.



June 2009, the *Sarinaz* anchored in Kartal (Turkey) © Utku Kurulay

From Sharol, received Septembre 17th

Sir,

I purchased the mortgage for the *Sarinaz* in 2007. No payments were ever made. I renegotiated the contract in June of 2009 and that mortgage is still on the books in Turkey. The Onal Shipping people falsified the records to reflect that no mortgage existed. Up until I saw your site on line this week, I was told by the Vice President of Onal Shipping on a weekly basis that they were doing all they could to get a cargo for the ship and pay off the holds placed on the ship. At no time did he say they had sold the ship for scrap. I just got off the phone after speaking to Mr. Ozgur, and he said that they had received the money for the sale of the ship for scrap. He knows that I am strongly considering criminal charges.

Thank you for your information on the deflagging - another indication of what they are capable of doing.

Sincerely

From Alan Calvert, New Zealand, received September 7th

Good evening,

Have just read your latest excellent report and must advise of a change.

Vehicle Carrier *Saracen Star* widely reported as sold to breakers arrived in the Port of Lyttelton, New Zealand today to discharge second hand vehicles from Japan. I took a photo of her arriving and will send it to you in a few days. Kind Regards.



The *Saracen Star* in Lyttelton, New Zealand, September 2010 © Alan Calvert

Note from Robin des Bois : In the bulletin ship-breaking # 20, Robin des Bois announced the sale of *Saracen Star* to breakers on the basis of informations from maritime brokers. Since her trip to New Zealand in September, she has been sailing to Japan and Korea but is still considered as « to be broken up » by the Equasis database.

From Van Heygen, Ghent, Belgium

The Belgian ship-breaking yard Van Heygen informed us they are in charge of the dismantling of the *City of Berytus*. « We often deal with this kind of old vessels, in a bad state, victims of fires in the Flemish ports ».

From Polly Parks - Southern Recycling EMR (Etats-Unis) received August 12th 2010

From Ship breaking #20 : *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.

Horizon Crusader was bought by Southern Recycling LLC in November 2009 and is undergoing demolition in Louisiana, United States. Polly Parks - Southern Recycling-EMR USA

From the European Commission, received October 21st 2010

Sir,

I thank you for your letter concerning the call for tenders on the occasion of the project to remove the wrecks from the bay of Nouadhibou in Mauritania, financed by The European Development Fund.

The principle objective of the project is to improve navigation by the extraction of pollutants, remediation and removal of the hazardous wrecks piled up in the Nouadhibou bay. The designated budget does not enable, with due regard to environmental standards, the removal of the 109 wrecks listed, so the project has concentrated on the 57 judged the most dangerous. The Mauritanian State has committed to remove the other 52, in accordance with the Framework of Mutual Obligations which governs the utilization of finances for this project. Some of the 52 wrecks are situated on the northern beach of Nouadhibou.






The call for tender is being allocated. To remove the wrecks, the agreed option by the companies is to cut metal in accordance with the environmental plan and recycle it in another country only after technical approval is given by the control mission including approval by a Health Safety and Environment inspector. The remediation of each wreck will be carried out under the most restrictive environmental regulations, to avoid any contamination to the water column and the sea bottom in the bay.

Throughout operations, liquid and solid waste will remain the responsibility of the company, which should ensure of their proper management.


We are well aware that any interventions on these wrecks will have an environmental impact and our objective is to minimize it, keeping in mind that this impact will be much less than the consequences on the marine environment if the wrecks were left to decompose.

Yours Sincerely,

Note from Robin des Bois : We will talk again on this issue in a forthcoming edition.



	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.

Fishing ship

Inaara (ex-*Ariana*, ex-*Kyung Dong N° 52*, ex-*Shokei Maru*, ex-*Seisho Maru N°32*). IMO 7950357. Fishing ship. Length 49 m. Guinean flag. Unknown classification society. Longliner built in 1972 in Kochi (Japan) by Kochi Jyuko. Recorded by IOTC (Indian Ocean Tuna Commission) as vessel fishing for tunas in the Indian Ocean. Owned by SIPEM Guinée SARL (Guinea). Sold as is in Spain. Unknown destination of demolition. 



Anchored at St. Helena Island, April 2006, served by a crew of various origins including, on the picture, Asian sailors flying the Guinean flag © **Bruce Salt**

Safety (ex-*Stril Safety*, ex-*Born Safety*, ex-*Klara Birting*, ex-*Gronnevet*, ex-*Gos I*, ex-*Knekt*). IMO 5133876. Standby safety vessel. Length 57 m. Panamanian flag. Unknown classification society. Built in 1949 in Uruga (Japan) by Uruga Docks. Former whale catcher of the Norwegian whaling fleet in Antarctica. Converted to fishing ship in 1965 and then in 1987 in “standby safety vessel “ ; lengthened from 51 to 57 m. Owned by Mystical Spirit Navigation (!) (Greece). Sold for demolition in Turkey.  



June 2006, the ex-whale catcher is rusting in Eleusis (Greece) © Aleks Lindström

Sulan. IMO 6810237. Fishing ship. Length 48 m. Icelandic flag. Unknown classification society. Built in 1967 in Fredrickstad (Norway) by Ankerlokken Verft Glommen.A/S. Owned by Sulan Iceland (Iceland). Sold for demolition in Belgium by the Van Heygen recycling yard.



© Árni S Þ
MarineTraffic.com

Sulan in Neskaupstadir (Iceland) October 2008 © Arni - MarineTraffic

Factory ship

Captain G. Koval (ex-*Thoras*, ex-*Minija*, ex-*Mechislovas Gedvilas*). IMO 8131829. Factory ship. Length 101 m, 3,250 t. Lithuanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Stralsund (Germany) by Volkswerft VEB. Owned by Baltlanta (Lithuania). Unknown destination of demolition.



Criscilla (ex-*Lady Hammond*, ex-*Hammond Innes*). IMO 7214844. Fishery patrol vessel. Length 53 m. Unknown flag. Unknown classification society. Built in 1973 in Beverley (United Kingdom) by Holmes. Former factory ship used from 1977 on as oceanographic research vessel. Resold in 1998 to MVM J Marr (United Kingdom) and converted to fishery patrol vessel in the Falkland Islands. Laid up in Italy for sale with a one million € price tag (1,4 M US \$). Sold for demolition in Turkey.



Patrolling in Port Stanley, Falkland Islands, 1998 © Shipspotting

Passenger ship

Gloriya (ex-*Gloria*, ex-*Akademik Vernadskiy*). IMO 6726929. Research vessel modernized and converted to passenger ship in 1997 on the Odessa-Istanbul line. Length 124 m, 4,843 t. Moldavian flag. Unknown classification society. Built in 1968 in Wismar (Germany) by Mathias-Thesen. Owned by Special Building-Technology (Ukraine). Sold for demolition in Turkey. 295 \$ per ton.



©Vladimir Knyaz

Royale (ex-*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*). 14 names ! IMO 7350442. Passenger ship. Length 132 m, 5,201 t. Deflagged from Bahamas to Tanzania for her last journey. Unknown classification society. Ferry built in 1974 in Salamis (Greece) by Kynosoura DY and converted to cruise ship in 1988. Owned by EXIM Inc (United States). After a period of unemployment in the Bahamas, the ex floating casino becomes Tanzanian and is sold for demolition in India.



Saga Rose (ex-*Gripsholm*, ex-*Sagafjord*). IMO 6416043. Passenger ship. Length 188 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1965 in La Seyne-sur-Mer (France) by Chantiers de la Méditerranée. Owned by Saga Cruises (United Kingdom). After her retirement from the Saga Cruises fleet, the *Saga Rose* made three calls in South Africa in May 2010, then sailed eastward to Asia before being back in the South African waters. The silence of the British shipowner still leaves room for much speculation about the future of the ship. The *Saga Rose*, ultimately, was sold for demolition in China with an utmost discretion. **See also p 42, The END.**



Saga Rose clearing Milford Sound (New Zealand)
© Dedge - Shipspotting



Sagafjord © Chris Howell

Ferry

Capri (ex-*Kvamsoy*). IMO 6519077. Ferry. Length 39 m. Italian flag. Classification society RINA. Built in 1965 in Bergen (Norway) by Molde. Owned by Enermar (Italy).



Unknown destination of demolition.



Capri, July 2005 Maddalena Island, Sardinia
© Lars Helge Isdahl.

Diamond (ex- *F Diamond*, ex-*Ouranos*, ex-*Ariadne*, ex-*Tor Hollandia*). IMO 6704402. Ferry. Length 138 m. Maltese flag. Classification society Germanischer Lloyd. Built in 1967 in Lübeck (Germany) by Flender. Owned by V Ships (Monaco). Detained in 2007 in Catania (Italy) and in 2008 in Genoa (Italy). Sold for demolition in Turkey.



Euroferrys Atlantica (ex-*Hull 309*, ex-*Blue Nose*, ex-*Jutlandica*, ex-*Stena Jutlandoca*). IMO 7218668. Ferry. Length 124 m, 6,100 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Trojir (Croatia) by Lozovina-Mosor. Owned by Euroferrys (Spain). Detained in 1999 in Algeciras (Spain). Sold as is in Spain for demolition in Turkey. 270 \$ per ton.



Merdif I (ex-*Cesme I*, ex-*Blue Island*, ex-*Ionian Island*, ex-*Albireo*). IMO 7229980. Ferry. Length 167 m, 9,333 t. Jordanian flag. Unknown classification society. Built in 1973 in Setoda (Japan) by Naikai Shipbuilding. Owned by Marco Shipping (United Arab Emirates). Sold for demolition in India.



Redentore Primo (ex-*Solidor*, ex-*Langeland*). IMO 6504773. Ferry. Length 63 m. Italian flag. Classification society RINA. Built in 1965 in Papenburg (Germany) by Meyer JL. She sails as a passenger and car ferry in the Bay of Naples. Owned by Medmar (Italy). Sold for demolition in Turkey.



Redentore Primo, Bay of Naples, 22nd July 2008 © 2010 Stefano Guarino

Sredetz (ex-Roada, ex-Adelaide, ex-Tambu Express, ex-Seaspeed Master, ex-Laura Russotti). IMO 7319670. Ferry. Length 115 m, 2,344 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1975 in Messina (Italy) by Cassaro. Owned by Intershipping Ltd (Bulgaria). Sold for demolition in Turkey.



Stena Partner (ex-Freeway, ex-European Freeway, ex-Cerdic Ferry, ex-Stena Transporter, ex-Syria, ex-Alpha Enterprise, ex-Stena Runner). IMO 7528635. Ferry. Length 184 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Stena Line Ltd (United Kingdom). Sold for demolition in China.



Stena Transfer (ex-Ideway, ex-European Tideway, ex-Doric Ferry, ex-Hellas, ex-Alpha Progress). IMO 7528570. Ferry. Length 184m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Stena Line Ltd (United Kingdom). Sold for demolition in China.



Vanga (ex-Basto III). IMO 6812871. Ferry. Length 65 m. Croatian flag. Classification society Ceskoslovensky Lodin Register. Built in 1968 in Fredrikstad (Norway) by Ankerlokken Verft. Owned by Jadrolinija (Croatia). Sold for 106.000 \$ to a Slovakian buyer and resold for demolition in Turkey.



Tanker

Achilles (ex-Niki, ex-Asset, ex-Pocasset, ex-Royal Sphere, ex-Osco Surf). IMO 8008008. Tanker. Length 182 m, 9,636 t. Liberian flag. Classification society RINA. Double hull ship built in 1982 in Koje (South Korea) by Samsung. Owned by Salmar Shipping Ltd (Greece). Sold for demolition in Pakistan. 450 \$ per ton.



Al Maqwa (ex-West Kirby, ex-Umm Al Jathathel). IMO 8006438. Tanker. Length 241 m, 16,046 t. Tanzanian flag. Classification society Det Norske Veritas. Single hull ship built in 1983 in Kaohsiung (Taiwan) by China SB Corp. Owned by Kuwait Oil Tanker Co (Koweit). Sold for demolition in Pakistan where she arrived as *Maq. « Al »* and « wa » have vanished.

Antigoni (ex-Antigua). IMO 8013297. Tanker. Length 99 m, 2,209 t. Panamanian flag. Classification society International Register of Shipping. Double hull ship built in 1981 in Geesthach (Germany) by Menzer-Werft. Owned by Soysay Denizcilik Nakilyat (Turkey). Detained in 1998 in Middlesbrough (United Kingdom), in 1999 in Rotterdam (The Netherlands), in 2007 in Lisbon (Portugal), in 2008 in Gdynia (Poland) and in 2009 in Birkenhead (United Kingdom). Sold for demolition in India. 510 \$ per ton including 500 t of stainless steel..



Aramis (ex-Hydra Mar, ex-Caribbean Shoot II). IMO 8117081. Tanker. Length 228 m, 14,176 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1983 in Onomichi (Japan) by Onomichi Zosen. Owned by Tsakos Shipmanagement (Greece). Sold for demolition in Pakistan. 465 \$ per ton



Athens Bo (ex-Overseas Athens, ex-City University, ex-Ocean Challenger). IMO 8518883. Tanker. Length 192 m, 8,421 t. Deflagged from Marshall Islands to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by VAL Enterprises (Greece). Sold for demolition in India, the *Athens Bo* is finally one of the two vessels beached in Chittagong (Bangladesh) in early september in spite of the ban on importation of ships containing toxic materials. 400 \$ per ton.



Bora I (ex-Bora, ex-Cercina, ex-). IMO 7388865. Tanker. Length 171 m, 6,625 t. Tanzanian flag. Unknown classification society. Built in 1975 in Göteborg (Sweden) by Eriksbergs. Owned by Marika Investments Ltd (Nigeria). Sold for demolition in Pakistan. 440 \$ per ton.



Chi Lang (ex-Anito, ex-Shetland Liberty, ex-Archontas). IMO 7389077. Tanker converted in 1991 to floating production and storage unit. Length 285 m, 23,444 t. Unknown flag. Unknown classification society. Single hull ship built in 1976 in Göteborg (Sweden) by Gotaverken. Owned by Vietsovetro JV (Vietnam). Unknown destination of demolition.



Colonel Ardeshir Burzorji Tarapore PVC. IMO 8316637. Tanker. Length 228 m, 13,153 t. Indian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1985 in Ulsan (South Korea) by Hyundai. Owned by SCI - Shipping Company of India (India). Sold for demolition in India. 372 \$ per ton.

Colorado Voyager (ex-Chevron Colorado). IMO 7391238. Tanker. Length 198 m, 10,293 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1976 in Portland (United States) by FMC Corp. Owned by Chevron (United States). Sold for demolition in Brownsville, Texas (United States).



Colorado Voyager in Warrenton, Oregon (United States), September 2004 © Phil Gilston

Danai 1 (ex-Selayang, ex-Tsurufuji Maru N° 18). IMO 8025020. Tanker. Length 84 m, 1,460 t. Thai flag. No classification society according to the last port state control in Cilacap (Indonesia). Single hull ship built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Thai International Tankers (Thailand). Sold for demolition in India. 410 \$ per ton.



Eagle Milwaukee (ex-Neptune Phoenix). IMO 8607799. Tanker. Length 236 m, 15,725 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by AET Shipmanagement (Singapore). Sold for demolition in Pakistan. 435 \$ per ton.

Eirini (ex-Irini, ex-Als, ex-Alston, ex-Leadsman). IMO 6818526. Tanker. Length 63 m. Greek flag. Unknown classification society. Single hull ship built in 1968 in Kingston-Upon-Hull (United Kingdom) by Drypool. Owned by Hidrotiki Group (Greece). Sold for demolition in Turkey.



Eirini, off the coast of Albania, 2006 © Shipspotting

Estere (ex-Esther). IMO 8820896. Tanker. Length 178 m, 9,630 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1989 in Kherson (Ukraine) by Khersonskiy SZ. Owned by LSC (Latvia). Sold for demolition in India. 440 \$ per ton.

Fissa (ex-Amfissa, ex-Sansei Maru N°6). IMO 7323334. Tanker. Length 54 m. Unknown flag. Unknown classification society. Built in 1973 in Nakamura (Japan) by Matsue. Sold for demolition in Turkey.



Five Stars Glory (ex-Lucky Sailor, ex-Antinea). IMO 8715613. Tanker. Length 277 m, 18,309 t. Panamanian flag. Unknown classification society. Single hull ship built in 1989 in Sakaide (Japan) by Kawasaki. Owned by MSI Ship Management Pte Ltd (Singapore). Sold for demolition in China. 370 \$ per ton.



Ghazi 1 (ex-Ninfea, ex-Patagonia, ex-Piraeus Sea). IMO 7358767. Tanker. Length 170 m, 7,800 t. Nigerian flag. Unknown classification society. Single hull ship built in 1976 in Nakskov (Denmark) by A/S Nakskov. Owned by Ghazi Shipping & Trading Co (Pakistan). Sold for demolition in Pakistan. 388 \$ per ton.



Goldie (ex-Nordfast, ex-Dan Frigg). IMO 8704365. Tanker. Length 165 m, 6,972 t. Maltese flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1987 in Onishi (Japan) by Shin Kurushima. Owned by Socomar Srl (Italy). Sold for demolition in India. 402 \$ per ton.



Grace Star (ex-Integrity I, ex-Richmond Park, ex-Tamara I, ex-RF Carioca, ex-Mercantil Cabo Frio, ex-Jutahy). IMO 8128200. Tanker. Length 170 m, 7,533 t. Pavillon Hong Kong. Classification society Det Norske Veritas. Double hull ship built in 1984 in Dunkirk (France) by Normed. Owned by Prime Cosmos Ltd (Hong Kong, China). Sold for demolition in India. 400 \$ per ton.



Hiyo (ex-Oriental Bluebird, ex-Hiyo Maru). IMO 7818078. Tanker. Length 143 m. Pavillon Tuvalu. Unknown classification society. Reefer built in 1979 in Kochi (Japan) by Kochi Jyuko. In 1992 she was converted to replenishment tanker and used by the Japanese whaling fleet in Antarctica. Very exceptionally, Panama deflagged the *Oriental Bluebird* in 2008 for transferring and transporting whale meat and violating the Panamanian regulations on maritime safety and protection of the environment. Sold for demolition in China.



January 2008, The Japanese factory-ship *Nisshin Maru* (right) transfers whale meat and refuels in Antarctic waters from the supply ship *Oriental Bluebird* (left). In the foreground, the Australian customs officials.
© Reuters

Iron Monger 9 (ex-Simba, ex-Inigi Tapias, ex-Juana Tapias, ex-Argo Artemis, ex-Wilomi Tana). IMO 8617196. Tanker. Length 274 m, 18,662 t. Liberian flag. Classification society Lloyd's Register of shipping. Single hull ship built in 1989 in Nagasaki (Japan) by Mitsubishi. Owned by NOS Shipmanagement Pte Ltd (Singapore). Sold for demolition in India. 440 \$ per ton.

Jag Lamha (ex-Sudong Spirit, ex-Full Moon River). IMO 8700436. Tanker. Length 246 m, 14,127 t. Indian flag. Classification society Lloyd's Register of Shipping. Double sided ship. Built in 1987 in Mihara (Japan) by Koyo. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition in India. 445 \$ per ton.

Jag Pranam (ex-A.P. Moller). IMO 8321383. Tanker. Length 182 m, 10,300 t. Indian flag. Classification society Lloyd's Register of Shipping. Double sided ship built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Great Eastern Shipping Co Ltd (India). Sold for demolition in India. 440 \$ per ton.



Knock Dee (ex-Solva, ex-Afran Wave, ex-Wind Endeavour). IMO 7389235. Tanker converted in 1996 to floating storage. Length 263 m, 18,600 t. Singapore flag. Classification society Det Norske Veritas. Single hull ship built in 1974 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Fred Olsen Marine Services AS (Norway). Sold as is in Fujairah for demolition in India. 430 \$ per ton.



Kriti Art. IMO 8412584. Tanker. Length 178 m, 8,584 t. Greek flag. Classification society American Bureau of Shipping. Single hull ship built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Navigator Tankers Management (Greece). Sold for demolition in Pakistan. 465 \$ per ton



Kriti Champion. IMO 8420270. Tanker. Length 194 m, 10,709 t. Greek flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1987 in Split (Croatia) by Brodosplit. Owned by Avin International SA (Greece). Detained in 2008 in Houston (United States). Sold as is in Singapore for demolition in India. 452 \$ per ton.



Kriti Episkopi (ex-Jag Ladki, ex-Knock Adoon). IMO 8904472. Tanker. Length 274 m, 19,720 t. Greek flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1992 in Belfast (United Kingdom) by Harland & Wolff. Owned by Navigator Tankers (Greece). Sold for demolition in Pakistan. 465 \$ per ton.



Kriti Filoxenia. IMO 8420256. Tanker. Length 194 m, 10,650 t. Greek flag. Classification society Lloyd's Register of Shipping. Double bottom single hull ship built in 1986 in Split (Croatia) by Brodosplit. On 24th December 2002, the *Kriti Filoxenia* is ordered out of the 200 miles of the French Exclusive Economic Zone (EEZ) in application of the agreement of Malaga ; this bi-lateral decision signed by France and Spain on 26th November 2002 after the sinking of the *Prestige* and later adopted by Portugal bans single hull tankers more than 15 years old and transporting heavy oil from sailing within the 200 miles of their EEZ. Owned by Avin International SA (Greece). Detained in 2008 in Amsterdam (The Netherlands). Sold for demolition to an unknown destination, the ship just arrived in Chittagong (Bangladesh) and is « waiting for instructions » and a possible authorization to be beached. 465 \$ per ton.



Lieutenant Rama Raghoba Rane PVC. IMO 8224121. Tanker. Length 228 m, 13,061 t. Indian flag. Classification society Indian Register of Shipping. Single hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by SCI Shipping Company of India (India). Sold for demolition in Pakistan.

Mama (ex-Major Hoshiar Singh PVC). IMO 8311194. Tanker. Length 193 m, 10,296 t. Indian flag. Classification society Indian Register of Shipping. Single hull ship built in 1985 in Ulsan (South Korea) by Hyundai. Owned by SCI – Shipping Company of India (India). Sold for demolition in Pakistan.

Marlina XV (ex-Aurora, ex-Ulyanovsk). IMO 7925778. Tanker. Length 170 m, 7,460 t. Pavillon Indonésie. Unknown classification society. Built in 1983 in Skaramanga (Greece) by Hellenic Shipyard. Owned by Sukses Osean Khatulistiwa (Indonesia). Detained in 2000 in A Coruña (Spain) and in 2002 in Amsterdam (The Netherlands). Sold for demolition in Pakistan. Her delivery is scheduled in late october. 450 \$ per ton.



Morning Glory (ex-Gold Star, ex-Aspen, ex-Alma, ex-Palmyra). IMO 8806369. Tanker. Length 165 m, 6,037 t. Panamanian flag. Classification society Det Norske Veritas. Single hull ship built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Prime Cosmos Ltd (Hong Kong, China). Detained in 2009 in Kunsan (South Korea). Sold for demolition in India. 400 \$ per ton.



Nana (ex-Leni, ex-Loja). IMO 7925039. Tanker. Length 160 m, 6,111 t. Nigerian flag. Unknown classification society. Single hull ship built in 1981 in Pusan (South Korea) by Korea SB. Detained in 2004 in Bandar Khomeini. Sold for demolition in Pakistan. 418 \$ per ton.



Nani (ex-Bernice, ex-Condor). IMO 7803528. Tanker. Length 73 m. Bulgarian flag. Classification society Bulgarski Koraben Registrar. Double hull ship built in 1978 in Neuenfelde (Germany) by Sietas Schiffswerft ; general cargo carrier converted in 1998 to vegetable oil tanker. Owned by BM Chart Ltd (Bulgaria). Detained in 2009 in Samsun (Turkey). Sold for demolition in Turkey.



Oakleaf (ex-Oktania). IMO 7915814. Tanker. Length 173 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1981 in Uddevalla (Sweden) by Uddevallavarvet. Replenishment tanker of the Royal Navy since 1986. Decommissioned in 2009. Sold for demolition and towed to Turkey.



Ocean Power (ex-British Spirit). IMO 7925728. Tanker. Length 261 m, 21,415 t. Tuvaluan flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1983 in Port Glasgow (United Kingdom) by Scott Lithgow. Owned by Ocean Tankers Pte Ltd (Singapore). Sold for demolition in Bangladesh, she arrived in Chittagong shortnamed *Power* and is off the beach « waiting for instructions ».



Orange Star (ex-Fife, ex- Andaluca Star). IMO 7342976. Tanker. Length 155 m, 7,128 t. Liberian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1975 in South Bank (United Kingdom) by



Smith's Dock. Reefer converted in 1987 to refrigerated fruit juice tanker. Owned by Atlanship SA (Switzerland). Detained in 1998 in Rotterdam (The Netherlands). Sold for demolition in India. 475 \$ per ton including 230 t of stainless steel.

Orange Star, at Europoort (The Netherlands)
© Vesseltracker

Overseas Philadelphia (ex-Exxon Princeton, ex-Eileen Ingram). IMO 7932410. Tanker. Length 200 m, 10,344 t. Deflagged from United States to Tuvalu for her last journey. Unknown classification society. Double bottom ship built in 1982 in San Diego (United States) by National Steel. Owned by OSG (United States). Sold for demolition in India where she arrives renamed *Adelphi*. 430 \$ per ton.



Overseas Philadelphia , New York, July 2007 © Tom Turner

Philadelphia. IMO 8641719 et 8001191. Tanker barge and pusher. Length 213 m, 11,437 t. United States flag. Classification society American Bureau of Shipping. The pusher was built in 1984 in Mobile (United States) by Halter Marine and the barge by Bethlehem Steel. *Philadelphia* is an ITB (Integrated Tug Barge), a tanker barge coupled with a catamaran vessel that locked into the stern of the barge ; the US regulations allowed the owners to class their vessels as tug/barge and not tankers. The change of US rules concerning tugs outlawed the ITB and this type of vessel is becoming obsolete. Double bottom single hull ship. Owned by US Shipping Partners (United States). On 18th May 2010, the tug/barge *Philadelphia* collided with the container ship *Rhein Bridge* in the Suez canal. The engine room was flooded and the incident caused an oil spill. The ITB, which was mainly used to carry food aid, is declared a total loss and sold for demolition in India.



Philadelphia, port of Valetta (Malta), February 2008 © **Jorn Prestien**

S/R Baytown (ex-Exxon Baytown). IMO 8109682. Tanker. Length 237 m, 15.767 t. United States flag. Classification society American Bureau of Shipping. Double bottom ship built in 1984 in Avondale (United States) by Avondale Industries. Owned by Seariver Maritime Inc (United States). Sold for demolition in China. 380 \$ per ton.

Sea Jaguar (ex-Genmar Boss, ex-Stavanger Boss, ex-Lightgow, ex-Stellaris). IMO 8307129. Tanker. Length 243 m, 14,350 t. Marshall Islands flag. Classification society Det Norske Veritas. Double sided ship built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Sea Production Management AS (Norway). Sold as is in the Philippines for demolition in India. 325 \$ per ton.



Selay Challenger (ex-Treguier, ex-Mascarin). IMO 8504105. Tanker. Length 178 m, 8,457 t. Maltese flag. Classification society Bureau Veritas. Single hull ship built in 1986 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Seaway Shipping & Trading (Turkey). Detained in 2008 in Novorossiysk. Sold for demolition in India. 450 \$ per ton.



Selay Challenger, January 2010
© **Fehmi – Vesseltracker**

© **Andre Le Mens - Marine marchande.net** The ex-*Mascarin* from Saint-Nazaire used to sail on the Persian Gulf / Reunion Island line for "Union Maritime de l'Océan Indien".

Shinyo Alliance (ex-Tokiwa). IMO 8919130. Tanker. Length 315 m, 29,264 t. Hong Kong flag. Classification society Korean Register of Shipping. Single hull ship built in 1991 in Nagasaki (Japan) by Mitsubishi. Sold for demolition in India. 445 \$ per ton.

Shogun (ex-Temasek, ex-Yuyo Breeze, ex-Nakata Breeze). IMO 8419025. Tanker. Length 182 m, 8,173 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double sided ship built in 1985 in Onomichi (Japan) by Onomichi Zosen. Owned by Warm Seas Development (United Arab Emirates). Sold for demolition in India.

Sofia (ex-Anastasios I, ex-Olympia, ex-Elisabeth Broere). IMO 6723783. Tanker. Length 71 m. Togolese flag. Unknown classification society. Single hull ship built in 1967 in Lauenburg (Germany) by Hitzler JG. Owned by Hellenic Group of Companies SA (Greece). Detained in 2008 in Piraeus (Greece) and in 2009 in Eleusis (Greece). Sold for demolition in Turkey.



Sriracha Energy (ex-Seasong, ex-World Kinship). IMO 7912850. Tanker. Length 246 m, 16,641 t. Thai flag. Unknown classification society. Single hull ship built in 1980 in Aioi (Japan) by Ishikawajima-Harima. Owned by Nathalin Management Co Ltd (Thailand). Sold for demolition in Pakistan. 420 \$ per ton.



Star 8 (ex-Nepline Mas, ex-Nepline Delima, ex-Jurong Gurami). IMO 9114854. Tanker. Length 102 m, 2,400 t. Saint Kitts and Nevis flag. Unknown classification society. Single hull ship built in 1995 in Singapore by Jurong Shipbuilders. Unknown destination of demolition.



Stella (ex-Loul'wat Qatar, ex-Olympic Spirit). IMO 8900490. Tanker. Length 232 m, 13,629 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1990 in Oppama (Japan) by Sumitomo. Owned by AK Shipping & Trading Inc (Greece). Sold as is in Singapore. Unknown destination of demolition. 285 \$ per ton.



Suppavan 1 (ex-Natalia, ex-Garuda Mahakam I, ex-AM Carrier). IMO 7815155. Tanker. Length 108 m, 1,815 t. Thai flag. Unknown classification society. Double bottom ship built in 1979 in Yawatahama (Japan) by Kurinoura. Owned by Thai International Tankers (Thailand). Sold as is in Singapore for demolition in India. 417 \$ per ton.



Talara. IMO 7406289. tanker. Length 171 m, 6,000 t. Peruvian flag. Unknown classification society. Built in 1978 in Callao (Peru) by SIMA. Owned by Peru Govt OFINAG (Peru). Used by the Peruvian navy as a floating storage off Callao, near Lima. Unknown destination of demolition. **See photo p 5.**



Taluga. AO 62. Tanker. Length 168 m, 7,236 t. United States flag. No classification society ; struck from the naval register on the 21st February 1992. Built in 1943 in Sparrows Point (United States) by Bethlehem Steel. Fleet oiler assigned to the Asiatic-Pacific theater during World War II ; she served in the Korean and Vietnam wars. Laid up in the Reserve Fleet in Suisun Bay, California. Owned by US MARAD (United States). She will be towed through the Panama canal and broken up in Brownsville, Texas (United States).



Ukhta. IMO 6503688. Tanker. Length 83 m, 1,260 t. Russian flag. Classification society Russian Maritime Register of Shipping. Single hull ship built in 1964 in Kerch (Ukraine) by Zaliv. Owned by Ecologia DV (Russia). Unknown destination of demolition.

Venus (ex-Ascension, ex-Pranedya Dwitya). IMO 7913464. Tanker. Length 158 m, 5,678 t. Panamanian flag. Unknown classification society. Single hull ship built in 1980 in Setoda (Japan) by Naikai Shipbuilding. Detained in 2004 in Singapore. Sold for demolition in Turkey. 189 \$ per ton.



Victory III (ex-Ryvingen). IMO 8920476. Tanker. Length 242 m, 16,320 t. Cyprus flag. Classification society Bureau Veritas. Built in 1990 in Kerch (Ukraine) by Sudostroitelnyy Zavod Zaliv. Owned by Tsakos Shipping (Greece). Sold as is in Singapore for demolition in India. 449 \$ per ton



Chemical tanker

Alf Armar (ex-*Alfa Marmara*, ex-*Sichem Labrador*, ex-*Kilchem Labrador*, ex-*Dixie Queen*, ex-*Shoun Universe*). IMO 8418241. Chemical tanker. Length 113 m, 2,600 t. Cambodian flag. Classification society Phoenix Register of Shipping. Double hull ship built in 1985 in Kochi (Japan) by Kochi Jyuko. Owned by Chempet Shipping (Turkey). Detained in 2010 in Novorossiisk (Russia). Sold for demolition in India. 475 \$ per ton including 50 t of stainless steel.



Angelim. IMO 8201507. Chemical tanker. Length 133 m, 5,444 t. Brazilian flag. Classification society Bureau Veritas. Single hull ship built in 1985 in La Rochelle (France) by Ateliers et Chantiers de La Rochelle. Owned by Flumar Transportes De Quimicos (Brazil). Sold for demolition in India. 800 \$ per ton including 426 t of stainless steel.



Bice A. IMO 8903959. Chemical tanker. Length 126 m, 4,067 t. Italian flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by ME Marittima Emiliana SPA (Italy). Sold as is in Augusta (Italy) for demolition in India. 985 \$ per ton including 1.169 t of stainless steel.



Champion Brali (ex-*Brali*, ex-*Probo Brali*). IMO 8309799. Chemical tanker. Length 182 m, 13,020 t. Bahamian flag. Classification society Det Norske Veritas. Double hull ship built in 1985 in Ulsan (South Korea) by Hyundai HI. Owned by Champion Tankers (Norway). Detained in 1998 in Vlaardingen (The Netherlands). Sold for demolition in Pakistan. 435 \$ per ton.



Corona (ex-*Global Mars*). IMO 8502731. Chemical tanker. Length 105 m, 2,226 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1985 in Imabari (Japan) by Higaki. Owned by Glory Ship Management (Singapore). Detained in 2008 in Zhangjiagang (China). Sold for demolition in India. 470 \$ per ton



Global Maceio. IMO 8220577. Chemical tanker. Length 147 m, 4,712 t. Deflagged from Brazil to flag Saint Kitts and Nevis for her last journey. Classification society Bureau Veritas. Double hull ship built in 1986 in Viana do Castelo (Portugal) by ENVC. Owned by DTA Ship Trading (United Arab Emirates). Sold for demolition in India, *Global Maceio* has just left Salvador and is expected late november in Alang.



Green Cypress (ex-*Tonegawa*). IMO 8505161. Chemical tanker. Length 149 m, 5,432 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1985 in Uwajima (Japan) by Uwajima Zosenho. Owned by Chung Fai Trading (Hong Kong, China). Unknown destination of demolition. 406 \$ per ton.

Jose Stream (ex-*Yodogawa*, ex-*Molly Laura*). IMO 8517803. Chemical tanker. Length 155 m, 5,728 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1986 in Hakodate (Japan) by Hakodate Dock. Owned by V&K Ocean SA (Japan). Sold for demolition in India. 490 \$ a tonne including 500 t of stainless steel.



Jose Stream, november 2008 in Rozenburg (The Netherlands) © Hans Esveldt

Lady Marialaura. IMO 8903947. Chemical tanker. Length 135 m, 4,461 t. Italian flag. Classification society RINA. Double hull ship built in 1993 in Viareggio (Italy) by Esercizio. Owned by ME Marittima Emiliana Spa (Italy). Sold as is in Augusta (Italy) for demolition in India. 985 \$ per ton including 1,365 t of stainless steel.



Madura (ex-NCC Hijaz, ex-Tomoe 567). IMO 8418277. Chemical tanker. Length 140 m, 4,175 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1985 in Yawatahama (Japan) by Kurinoura. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition and towed to India. 612 \$ per ton including 150 t of stainless steel.

Nokia (ex-Sommer, ex-Moza, ex-Doha Sun, ex-Sun Emerald, ex-Reina, ex-Botany Transcendent). IMO 8025434. Chemical tanker. Length 107 m, 2,788 t. Sierra Leone flag. Unknown classification society. Double hull ship built in 1981 in Akitsu (Japan) by Taihei. Sold for demolition in Pakistan.



Panormus (ex-West Queen, ex-West Trader, ex-Inox, ex-Snow Queen, ex-Chemical Discoverer, ex-Bow Queen). IMO 7382782. Chemical tanker. Length 103 m, 2,295 t. Maltese flag. Classification society RINA. Single hull ship built in 1975 in Sovik (Norway) by Soviknes Verft. Owned by Sicilnavi S.R.L (Italy). Detained in 2008 in Constanza (Romania). Sold for demolition in Turkey.



Pico El Aguila (ex-Stolt Accord, ex-Rainbow). IMO 8122971. Chemical tanker. Length 132 m, 4,464 t. Venezuelan flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1982 in Shimoda (Japan) by Shimoda DY. Owned by HL Boulton & Co (Venezuela). Sold as is in Curacao for demolition in India. Including 287 t of stainless steel.

Pico Espejo (ex-Itakita, ex-Owl Trader, ex-Chemilugano). IMO 8103925. Chemical tanker. Length 132 m, 4,414 t. Venezuelan flag. Unknown classification society. Double hull ship built in 1982 in Shimoda (Japan) by Shimoda DY. Owned by Atlas Marine Ca (Venezuela). Detained in 2008 in Houston (United States). Sold as is in Curacao for demolition in India. 310 \$ per ton.



Pumpuri (ex-Mikhail Gromov). IMO 8623963. Chemical tanker. Length 179 m, 9,680 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1987 in Kherson (Ukraine) by Khersonskiy SZ. Owned by LSC Shipmanagement (Latvia). Detained in 2006 in Augusta (Italy). Sold for demolition in India. 463 \$ per ton.



Pumpuri is ready to leave dry-dock, Sevastopol (Ukraine), November 2005 © Aleksandr Koz

Stolt Pride. Chemical tanker. IMO 7400821. Length 176 m, 10,184 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1976 in Prairie-au-Duc (France) by Dubigeon-Normandie. Owned by Stolt Tankers BV (The Netherlands). Detained in 2009 in Terneuzen (The Netherlands). Sold for demolition in India.



Trader (ex-SMT Chemical Trader, ex-Julius Hammer, ex-Oxy Trader). IMO 7821207. Chemical tanker and pusher. Length 207 m. United States flag. Classification society American Bureau of Shipping. Single hull ship built in 1981 in Avondale (United States) by Westwego. Owned by Stolt-Nielsen-USA (United States). Sold for demolition in India.

Gas tanker

BW Ragnhild (ex-Berge Ragnhild). IMO 8302985. Gas tanker. Length 228 m, 21,994 t. Norwegian flag (international register). Classification society Det Norske Veritas. Single hull ship built in 1986 in La Ciotat (France) by Normed. Owned by BW Gas AS (Norway). Detained in 2000 in Port Bonython (Australia). Used as floating LPG storage in Suape (Brazil) in the All Saints Bay. Sold for demolition in India. 420 \$ per ton.



BW Ragnhild, as floating storage in Suape, Brazil, August 2009 © Ørjan Halvorsen

Egypt Gas (ex-Berge Troll, ex-Extol, ex-Monge). IMO 7359876. Gas tanker. Length 231 m, 19,779 t. Panamanian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1976 in La Ciotat (France) by Chantiers Navals de La Ciotat. Owned by Benelux Overseas Inc (Greece). Sold for demolition in India 435 \$ per ton.



The launching of the *Monge*, La Ciotat, 11th May 1976 © *Courrier de la CGM*



The baptism of the *Monge*, La Ciotat, 11th mai 1976
© *Courrier de la Compagnie Générale Maritime*



Egypt Gas, ex-*Monge* (right) and *Isis Gas*, 13th juin 2008, gulf of Suez © *Shipspotting*

Libra Gas II (ex-Sunny Clipper, ex-Coral Isis). IMO 7514361. Gas tanker. Length 108 m, 3,126 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1976 in Papenburg (Germany) by Meyer JL. Owned by Benelux Overseas (Greece). Sold for demolition in India.



Parna Berlian (ex-Clipper Sea, ex-Lielupe, ex-Robin Transoceanis VI). IMO 7405053. Gas tanker. Length 139 m, 5,890 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1978 in Papenburg (Germany) by Meyer JL. Owned by Anglo-Eastern Shipmanagement (Singapore). Sold for demolition in China. 350 \$ per ton.



Sigloo Finn (ex-Igloo Finn). IMO 8000989. Gas tanker. Length 127 m, 5,550 t. Norwegian flag (international register). Classification society Det Norske Veritas. Double hull ship built in 1981 in Moss (Norway) by Moss Rosenberg. Owned by EMS Ship Management (Singapore). Sold for demolition in India.



Somerset (ex-Maersk Somerset, ex-Sally Maersk). IMO 7924023. Gas tanker. Length 153 m, 8,250 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1981 in Lindo (Denmark) by Odense Staalskibs. Owned by Zodiac Maritime Agencies Limited (United Kingdom). Sold for demolition in India. 430 \$ per ton.



Supreme (ex-Mel, ex-Hassi R'Mel). IMO 7035494. Gas tanker. Length 200 m, 12.825 t. Sierra Leone flag. Classification society Bureau Veritas. Single hull ship built in 1971 in La-Seyne-sur-Mer (France) by les Chantiers de la Méditerranée. Owned by Argo Systems (United Arab Emirates). Detained in 2003 in Barcelona (Spain). Laid up since october 2006 in Arzew (Algeria). Sold for demolition in India.



Supreme, ex-Hassi R'Mel, in Huelva (Spain) © Rafael Martinez Bescos

General cargo

Advanta (ex-Fanagoriya, ex-Afrodita K, ex-Balkan K, ex-Volodarsk). IMO 8892538. General cargo. Length 103 m, 824 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1967 in Komarno (Slovakia) by ZTS Yard. Owned by ZAO Donchart (Russia). Detained in 2008 in Dniepro-Buzkyy (Ukraine). Sold for demolition in Turkey.



Ali M (ex-Ali Macit, ex-Yarda, ex-Agat, ex-Sapphir, ex-Ontik, ex-Ontika, ex-Baltiyskiy 42). IMO 6703795. General cargo. Length 96 m. Cambodian flag. Classification society International Register of Shipping. Built in 1965 in Kaliningrad (Russia) by Yantar. Owned by Macitler Maritime (Turkey). Detained in 2004 in Novorossiysk (Russia), in 2006 in Kdzeregli (Turkey), in 2007 in Kherson (Ukraine), in 2008 in Rostov (Russia), in 2009 in Eysk, Rostov et Temryuk (Russia) and in 2010 in Kherson (Ukraine) and Temryuk (Russia). Sold for demolition in Turkey.



Alouette Arrow (ex-Chimo, ex-Finnarctis). IMO 7415711. General cargo. Length 160 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Gijon (Spain) by Juliana Gijonesa. Owned by Kristian Gerhard Jebsen Skipsrederi A/S (Norway). Sold for demolition in China.



An San (ex-Varuna, ex-Majed M, ex-Eastern Jupiter I). IMO 7618533. General cargo. Length 116 m, 3,064 t. North Korean flag. Classification society Korea Classification Society. Built in 1976 in Kinoue (Japan) by Setouchi. Owned by Korea Ansan Shipping Co (North Korea). Detained in 2003 in Batangas (Philippines) and Hong Kong (China), in 2004 in Guangzhou and Rizhao (China), in 2006 in Vishakhapatnam (India), in 2007 in Qinzhou, and Yantai (China) and Bushire (Iran) and in 2010 in Lianyungang (China). Sold for demolition in India. 402 \$ per ton.



Argoni (ex-Angus, ex-Andros, ex-Alsterberg). IMO 7525580. General cargo. Length 79 m. Sierra Leone flag. Classification society International Ship Classification. Built in 1976 in Kure (Japan) by Imamura. Detained in 2007 in Bayonne (France), in 2008 in Kerch (Ukraine), in 2009 in Aveiro (Portugal), and in 2010 in Alicante (Spain) and Olbia (Italy). Sold for demolition in Turkey.



Assos I (ex-Odessa, ex-Defiant, ex-San Nicolas, ex-Sweet Spirit, ex-Panther, ex-Breeze Lory, ex-Manda Glory, ex-Arkadia C, ex-Olympic Med, ex-Olympic Sun, ex-Angelika Z, ex-Toroneos II, ex-Boringia, ex-Tender Ship, ex-Nikolaj Sif). 16 names, the record ! IMO 6706773. General cargo. Length 70 m, 900 t. Tanzanian flag. Unknown classification society. Built in 1967 in Westerbroek (The Netherlands) by Smit AJ. Owned by Epirus Navigation Ltd (Greece). Detained in 2007 in Novorossiysk (Russia), in 2008 in Chioggia (Italy) and in 2010 in Bourgas, (Bulgaria). Sold for demolition in Turkey.



Brustel (ex-Zeina, ex-Ismini I, ex-Ismini, ex-Megas Vassilios, ex-Ais Giorgis I, ex-Aghios Porfirios, ex-Simao Mansur). IMO 7624398. General cargo. Length 107 m. Albanian flag. Unknown classification society. Built in 1979 in Niteroi (Japan) by EBIN/So. Owned by Albartin Shipping Co (Albania). Detained in 2008 in La Rochelle and Sète (France), Ploce (Croatia) and Koper (Slovenia). Sold for demolition in Turkey.



Daphne (ex-Rose 7, ex -Good Start, ex-Mineva, ex-Nieuwmoer, ex-Domino, ex-Kortenaer, ex-Kortina, ex-Hovin). IMO 6824422. General cargo. Length 82 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1968 in Gdansk (Poland) by Gdanska Lenina. Detained in 2009 in Poti (Georgia) and twice in 2010 in Bartin (Turkey). Sold for demolition in Turkey.



Despina (ex-Iran Kolahdooz, ex-Merapi, ex-Stratheden). IMO 7428809. General cargo. Length 169 m, 7,761 t. Pavillon Iran. Classification society Lloyd's Register of Shipping. Built in 1977 in Gdansk (Poland) by Gdanska Lenina. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Sold for demolition in India. 430 \$ per ton including 250 t of bunkers.



Dynasty (ex-Asean Jade, ex-Welsun, ex-Orion, ex-Hohsing Arrow). IMO 7718383. General cargo. Length 146 m, 4,783 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Uwajima (Japan) by Uwajima Zosenho. Owned by Glory Ship Management (Singapore). Sold for demolition in India. 395 \$ per ton.

Edarte I (ex-Sidervega). IMO 7033123. General cargo. Length 89 m. Albanian flag . Classification society Alfa Register of Shipping. Built in 1971 in Leghorn (Italy) by Luigi Orlando. Owned by Albartin Shipping Co (Albania). Sold for demolition in Turkey.



Fisher (ex-Hendiah, ex-Jeland Star, ex-Pulau Talaud, ex-Pandan Indah, ex-Rindang, ex-Elang II, ex-Clipper, ex-Golden Cast, ex-Golden Castle). IMO 7352787. General cargo. Length 128 m, 3,046 t. Tanzanian flag. Classification society International Maritime Bureau. Built in 1973 in Kochi (Japan) by Kochi Jyuko. Detained in China in 2002 in Zhanjiang and in 2005 in Guangzhou, in 2007 and 2010 in Novorossiysk (Russia) and in 2010 in Theodosia (Ukraine). Sold for demolition in India.



Forest Venture (ex-*Tasman Venture*). IMO 7618569. General cargo. Length 144 m, 5,429 t. Cyprus flag. Unknown classification society. Built in 1977 in Kagoshima (Japan) by Kagoshima Docks. Sold for demolition in India. 358 \$ per ton.



Forest Venture in Rio Haina, Dominican Republic, March 2010 © Viktor - Shipspotting

Garnia (ex-*Lord*, ex-*Agios Nikolaos*, ex-*Siroco*). IMO 7627601. General cargo. Length 106 m, 1,033 t. Syrian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Meira (Spain) by Construcciones. Owned by Yass Marine Co Ltd (Syria). Detained in 2007 in Novorossiysk (Russia), in 2008 in Limassol (Cyprus) and in 2009 in Volos (Greece). Sold for demolition in Turkey.



Inlaco Spring (ex-*Van Lang*, ex-*Mekong Vitesse*, ex-*Nowshera*, ex-*Oyster Bay*, ex-*Scandutch Corsica*, ex-*Hornberg*, ex-*Ocean Sif*). IMO 8302935. General cargo. Length 115 m, 1,990 t. Vietnamese flag. Classification society Viet Nam Register of Shipping. Built in 1983 in Frederikshavn (Denmark) by Orskov Christensens ; lengthened from 102 to 115 m in 1989. Owned by Vinalines (Vietnam). Unknown destination of demolition.



Ioannis K (ex-*Ntama*, ex-*Tonna*). IMO 5364683. General cargo. Length 77 m. Albanian flag. Classification society Alfa Register of Shipping. Built in 1957 in Aarhus (Denmark) by Flydedok & M. Lengthened from 71 to 77 m in 1964. Owned by Klaudio Shipping (Albania). Detained in Otranto (Italy) once in 2007, three times in 2009 and twice in 2010. Sold for demolition in Turkey.



Jing Feng (ex-*Ju Fu Men*, ex-*Blue Oxygen*, ex-*Pioneer Dawn*, ex-*Aki*, ex-*Kota Bakti*, ex-*Concord Gasan*, ex-*Lupin*). IMO 7909114. General cargo. Length 166 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Toyama (Japan) by Nipponkai HI. Owned by Hongyuan Marine Co (China). Detained in 2003 in Osaka (Japan) and in 2004 in Hong Kong. Sold for demolition in India.



Karadeniz M (ex-*Asena*, ex-*Nasan*, ex-*Dragut reis*, ex-*Huseyin Bey*, ex-*Maro*, ex-*Cali*, ex-*California*). IMO 7363516. General cargo. Length 81 m. Comorian flag. Classification society Phoenix Register of Shipping. Built in 1974 in Gijon (Spain) by Cantabrico y Riera. Owned by Cantas Shipping & Trading Ltd (Turkey). Detained in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey.



King Spirit (ex-*Clipper Itajai II*, ex-*Expert*, ex-*Delmas Sycamore*, ex-*Woermann Expert*, ex-*CMB Esprit*, ex-*Apapa Palm*, ex-*Lloyd Parana*, ex-*Barber Menestheus*, ex-*Menestheus*). IMO 7601566. General cargo. Length 164 m, 10,074 t. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1977 in Nagasaki (Japan) by Mitsubishi. Owned by Nanjing King Shipmanagement (China). Detained in 2006 in Singapore and in 2009 in Quanzhou (China). Sold for demolition in India. 440 \$ per ton.



King Spirit, on the Huangpu river, Shangaï (China)
© FHZ - Shipspotting

Kobzar 1 (ex-*Tenenea*, ex-*Aristopes*, ex-*Vadim*, ex-*Blue Sky I*, ex-*Blue Sky*, ex-*Azovstal*). IMO 7115969. General cargo. Length 123 m, 1,783 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1971 in Navashino (Russia) by Navashinskiy Oka. Proprietaire Trais Shipping (Ukraine). Detained in 2002 in Eleusis (Greece), in 2006 in Bourgas (Bulgaria) and Constanza (Romania) and in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey. 295 \$ per ton.



Kola. IMO 8013053. General cargo. Length 176 m, 10,815 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Turku (Finland) by Oy Wartsila. Owned by Murmansk Shipping Company (Russia). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in India. 385 \$ per ton.



Lady Malak (ex-*JM 2*, ex-*Alalaa*, ex-*King Lol*, ex-*Birkenwald*, ex-*Henriette Isa*, ex-*Christopher Meeder*). IMO 6910867. General cargo. Length 76 m. Sierra Leone flag. Unknown classification society. Built in 1969 in Wewelsfleth (Germany) by Peters Hugo. Owned by Atlas Gemi Isletmeciligi Ltd (Turkey). Detained in 2004 in Sotchi and Novorossiysk (Russia) and in 2008 in Chalkis (Greece). Sold for demolition in Turkey.



Layla I (ex-*Wesam B*, ex-*Firas I*, ex-*Dania*, ex-*Carol H*, ex-*Sinno M.E. IV*, ex-*Scandinavian Express*, ex-*Bastant*). IMO 6602290. General cargo. Length 72 m. Bolivian flag. Classification society Guardian Bureau Of Shipping. Built in 1965 in Kristiansand (Norway) by Kristiansands MV. Owned by Phoenicia Maritime Co (Syria). Detained in Russia in 2005 in Sotchi and Novorossiysk and twice in 2007 in Novorossiysk. Sold for demolition in Turkey.



Mai (ex-*Maldiva Carrier*, ex-*Kairos I*, ex-*Kairos*, ex-*Germanic*). IMO 7525889. General cargo. Length 129 m, 4,273 t. Maldives flag. No classification society according to her last port state control in Singapore. Built in 1977 in Ishinomaki (Japan) by Yamanishi. Owned by Pelmar Shipping (India). Detained in 2001 in Port Klang (Malaysia). Sold for demolition in Turkey. 198 \$ per ton.



Mike Carrier (ex-*Prince Moudi*, ex-*Hamoudi K*, ex-*Prince K*, ex-*M.J.K.IV*, ex-*Hamoudi Junior*, ex-*Eagle II*, ex-*Contship One*, ex-*Seasky*, ex-*Gwendolen Isle*). IMO 6901751. General cargo. Length 81 m. Comorian flag. Unknown classification society. Built in 1969 in Bardenfleth (Germany) by Schurenstedt. Sold for demolition in Turkey.

Mineral (ex-*Harlesiel*, ex-*Mariana*, ex-*Craigerin*, ex-*Anke Z*). IMO 7113313. General cargo. Length 80 m, 1,200 t. Montenegrin flag. Unknown



classification society. Built in 1971 in Bremen (Germany) by Rolandwerft. Owned by Nimont Ltd (Montenegro). Detained in 2008 in Ravenna (Italy) and Pula (Croatia) and in 2009 again in Ravenna. Sold for demolition in Turkey.

Mineral in Ravenna (Italy), February 2009
© S.Bykov

Miya (ex- *Glaros*, ex-*Perla I*, ex-*Islam Bici*, ex-*Vjeko*, ex-*Unitiger*, ex- *Balkhash*). IMO 7005669. General cargo. Length 72 m. Togolese flag. Classification society International Register of Shipping. Built in 1969 in Krasnoyarsk (Russia) by Krasnoyarskiy. Owned by Sok Denizcilik Tik Ltd (Turkey). Detained in 2009 in Marina di Carrara (Italy). Sold for demolition in Turkey.



Nados (ex-*Stella Maris V*, ex-*Stella Maris*, ex-*La Luna del Mar*, ex-*Tartous II*, ex-*Olympios Hermes*, ex-*Styrso*). IMO 5342661. General cargo. Length 93 m. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1962 in Langesund (Norway) by Langesunds MV. Owned by Best Partner Ship Management (Lebanon). Sold for demolition in Turkey.



Nam Dinh (ex-*Dien Bien 02*, ex-*Tone*, ex-*Jersey*). IMO 7429762. General cargo. Length 118 m. Vietnamese flag. Classification society Viet Nam Register of Shipping. Built in 1976 in Kinoo (Japan) by Setouchi. Owned by Vietnam Shipping Co (Vietnam). Unknown destination of demolition.



Natasha (ex-*Kota Bintang*, ex-*White Star*). IMO 8021311. General cargo. Length 132 m, 4,126 t. Panamanian flag. Unknown classification society. Built in 1980 in Uwajima (Japan) by Uwajima Zosenho. Owned by Panseas Shipping LLC (United Arab Emirates). Detained in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



Nika (ex-*Ruslan*, ex-*Sormovskiy-5*). IMO 6919502. General cargo. Length 114 m, 1,222 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1968 in Nijni Novgorod (Russia) by Krasnoye Sormovo. Detained in 2003 in Novorossiysk (Russia). Sold for demolition in Turkey.



Ninh Binh (ex-*Dien Bien-03*, ex-*Kiso*, ex-*Grenada*). IMO 7429750. General cargo. Length 118 m. Vietnamese flag. Classification society Viet Nam Register of Shipping. Built in 1975 in Kinoo (Japan) by Setouchi. Owned by Vinaship (Vietnam). Unknown destination of demolition.



Orient II (ex-*Hawke Bay*, ex-*Iran Vojdan*, ex-*Arya Kay*, ex-*Aristonidas*). IMO 7360760. General cargo. Length 149 m, 4,813 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Bremerhaven (Germany) by Ag Weser Seebeck. Owned by Gulf Of Aden Shipping LLC (United Arab Emirates). Sold for demolition in India. 408 \$ per ton.



Oskar (ex-Baltic Star, ex-Tamara, ex-Kinso). IMO 7222279. General cargo. Length 74 m. Sierra Leone flag. Classification society Maritime Lloyd Georgia. Built in 1972 in Trondheim (Norway) by Orens MV. Detained in 2007 in Kdzeregli (Turkey) and in 2010 in Poti (Georgia) and Ordu (Turkey). Sold for demolition in Turkey.



Pheaton (ex-Ever Power, ex-Anhui Hope, ex-Aegis, ex-Lovcen). IMO 8212958. General cargo. Length 158 m, 7,030 t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society Bureau Veritas. Built in 1982 in Warnemunde (Germany) by VEB Warnowwerft. Owned by Shanghai Vasteast Intl (China). Detained in 2000 in Antwerp (Belgium). Sold for demolition in India, the *Pheaton* actually arrived on 30th september in Chittagong, Bangladesh, theoretically for bunkering ; three weeks later she is still waiting off the beaching plots. 394 \$ per ton.



Pheaton, Singapore Strait, November 2006 © Ivan Meshkov

Pioner Belorussii. IMO 7733656. General cargo. Length 130 m, 3,937 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping (Russia). Sold for demolition in India.

Piya Bhum (ex-Resourceful). IMO 8406975. General cargo. Length 147 m, 5.046 t. Singapore flag Classification society Germanischer Lloyd. Built in 1985 in Pusan (South Korea) by Korea SB. Owned by RCL Shipmanagement (Singapore). Detained in 2005 in Mumbai (India). Sold as is in Singapore for demolition in India. 295 \$ per ton.



Riga 4 (ex-Premier, ex-Benenden, ex-Sormovskiy-7). IMO 6919954. General cargo. Length 114 m, 1,032 t. Cambodian flag. Unknown classification society ; excluded from the Russian Maritime Register of Shipping in March 2010. Built in 1969 in Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Sun Brothers Shipping Inc (Turkey). Detained in 2007 in Constanza (Romania), in 2009 in Azov (Russia) and in 2010 in PLoce (Croatia). Sold for demolition in Turkey.






Ruby (ex-Golden Gulf, ex-Sayrandeepa, ex-Golden Venture, ex-Hoo Venture). IMO 8127646. General cargo. Length 50 m. Sierra Leone flag. Unknown classification society. Built in 1982 in Hull (United Kingdom) by Yorkshire Dry Dock. Owned by Al Hamadani (United Arab Emirates). Sold for demolition in India.








Salih Turan. IMO 8878025. General cargo. Length 60 m. Turkish flag. Unknown classification society. Built in 1984 in Istanbul (Turkey). Sold for demolition in Turkey.









Sandrella (ex-Sandrilla, ex-Maham, ex-El Sharkiah). IMO 7032703. General cargo. Length 100 m. Syrian flag. Classification society International Register of Shipping. Built in 1974 in Port Fouad (Egypte) by Suez Canal Authorities. Owned by Uni Marine Managment Company (Syria). Detained twice in 2007 in Novorossiysk (Russia). Sold for demolition in Turkey.  


Santa Suria (ex-Golden Grace, ex-Trade Grace, ex-Enarxis, ex-Bandama, ex-Silveravon). IMO 7610220. General cargo. Length 151 m, 5,187 t. Malaysian flag. Classification society Bureau Veritas. Built in 1977 in Hiroshima (Japan) by Mitsubishi. Owned by Bendera Mawar (Malaysia). Detained in 2001 in Singapore and in 2005 in Mangalore (India). Sold for demolition in India. 


Sea Breeze (ex-Devon, ex-Sea Dream, ex-Antwerp Bridge, ex-Shearer, ex-Valentin ZoloTaryev, ex-Velho, ex-Athenian Spirit). IMO 8120832. General cargo. Length 158 m, 7,019 t. Slovakian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Warnemunde (Germany) by Warnowwerft. Owned by Sudoservice Ukraine Ltd (Ukraine). Detained in 1999 in Antwerp (Belgium), in 2002 in Bremen (Germany) and Lisbon (Portugal), in 2006 in Shangai (China), in 2009 in Tianjin (China) and in 2010 in Quanzhou (China). Sold for demolition in India. 435 \$ per ton.  



Senja Fjord (ex-Astra Sea, ex-Saint Pierre, ex-Antilles, ex-Sapele). IMO 7720087. General cargo. Length 145 m, 5,960 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1980 in Szczecin (Poland) by A.Warskiego. Detained in 2007 in Novorossiysk (Russia). Sold for demolition in India. 380 \$ per ton.   



Stefanos (ex-Bulk Trader, ex-Sea Wave, ex-Alidia, ex-Alicia D, ex-Alicia). IMO 7018575. General cargo. Length 73 m. Comorian flag. Unknown classification society. Built in 1970 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Amarante Maritime (Greece). Sold for demolition in Turkey.   

Sveti Nikolay (ex-Sea Falcon, ex-Ognyan Naydov). IMO 7630311. General cargo. Length 123 m, 1,045 t. Saint Vincent and the Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Navashino (Russia) by Navashinskiy Oka. Owned by Trimpex Union Ltd (Bulgaria). Detained in 2008 and 2009 in Koper (Slovénie) and in 2010 in Larnaca (Cyprus). Sold for demolition in Turkey.   

Tae Yang (ex-Continental Partner N°1, ex-Sam Jung). IMO 7417707. General cargo. Length 68 m. South Korean flag. Unknown classification society. Built in 1976 in Pusan (South Korea) by Daedong Shipbuilding. Owned by ES Line (South Korea). Sold for demolition in India. 

Taiyo (ex-Myoken 5, ex-Kairyu n°5). IMO 8514409. General cargo. Length 78 m, 1,200 t. Sierra Leone flag. Classification society Bureau Veritas. Built in 1985 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Dalian Chuangjie Shipping Co (China). Detained in 2002 in Tokuyama (Japan), in 2007 in Kunsan (South Korea), in 2008 in Pusan and Pyeongtaek (South Korea) and in 2010 in Nongbo (China). Unknown destination of demolition. 

Tetra I (ex-Hung Phat 36, ex-Phu Yen 01, ex-Nha Trang II, ex-Toho Maru). IMO 7920807. General cargo. Length 72 m. Tuvaluan flag. Unknown classification society. Built in 1980 in Saiki (Japan) by Miura. Detained in 2000, 2003 and 2005 in Singapore, in 2007 in Beihai and Zhanjiang (China) and in 2008 in Fangcheng (China). Unknown destination of demolition.  

Tian Xing (ex-Litsa, ex-Laurie U). IMO 7618466. General cargo. Length 119 m. Panamanian flag. Classification society Panama Maritime Surveyors Bureau. Built in 1977 in Kinoe (Japan) by Setouchi. Owned by Shanghai Marukichi Ship Management Co Ltd (China). Detained in 2005 in Incheon (South Korea), in 2009 in Zhangjiagang (China) and in 2010 in Guangzhou (China). Sold for demolition in Mumbai (India).  

Twin Star (ex-Sea Trader, ex-Barco, ex-Birona, ex-Corona, ex-Speed Bulk, ex-Suavity). IMO 7229277. General cargo. Length 91 m. Togolese flag. Classification society Dromon Bureau Of Shipping. Built in 1972 in Wallsend (United Kingdom) by Clelands. Owned by ISM Group Ltd (Syria). Detained in 2005 in Samsun (Turkey), in 2007 in Gaeta (Italy), in 2008 in Novorossiysk (Russia) and Koper (Slovenia), in 2009 in Bartin (Turkey) and in 2010 in Constanza (Romania) and Thessaloniki (Greece). Sold for demolition in Turkey.



Van Phong (ex-Deja Bhum, ex-Lanka Ajitha). IMO 8012889. General cargo. Length 136 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1985 in Tigre (Argentina) by ASTARSA. Owned by Vinalines (Vietnam). Detained in 2001 and 2002 in Hong Kong (China) and in 2003 in Hong Kong and Tianjin (China). Unknown destination of demolition.



Victory JL (ex-Feng Sheng, ex-Rainbow Harmony, ex-Pakarti Tiga). IMO 7801506. General cargo. Length 120 m, 2,814 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1978 in Shiogama (Japan) by Tohoku. Owned by Nanjing King Ship Management Co Ltd (China). Detained in 2000 in Hong Kong. Unknown destination of demolition.



Zakaria J (ex-Nisreen, ex-Edarte I, ex-Nicolas S, ex-Silver I, ex-Nicolas, ex-Sigrid). IMO 7383944. General cargo. Length 93 m. Togolese flag. Unknown classification society. Built in 1975 in Gdansk (Poland) by Gdanska Lenina. Owned by Jaohar UK Ltd (United Kingdom). Detained in 2003 and twice in 2004 in Constanza (Romania), in 2006 in Valetta (Malta), in 2007 in Chalkis (Greece) and in 2008 in Varna (Bulgaria). Sold for demolition in Turkey.



Zehra I (ex-Aras 5, ex-Volgo-Balt 109). IMO 8866084. General cargo. Length 114 m. Togolese flag. Classification society Columbus American Register. Built in 1969 in Komarno (Slovakia) by ZTS Yard. Owned by Zeb Denizcilik (Turkey). Sold for demolition in Turkey.



Container ship

Dubai Fortune (ex-Gulf Fortune, ex-Union Fortune, ex-Union Fortune, ex-Porcupine, ex-Cast Porcupine, ex-Carrybox, ex-Lux Delfic, ex-San Huberto). IMO 7826037. Container ship. Length 96 m, 1,738 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Meira (Spain) by Construcciones. Owned by Gulfruss Shipping Co (United Arab Emirates). Sold for demolition in India.



Eurus Paris (ex-Puritan, ex-Eagle Prestige, ex-Puritan). IMO 8220046. Container ship. Length 148 m. Liberian flag. Classification society Germanischer Lloyd. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Sold for demolition in China.

Ital Bianca (ex-LT Bianca, ex-Adria Bianca, ex-P&O Nedlloyd Caracas, ex-Spirit Of Amsterdam, ex-City of Amsterdam, ex-Kaduna, ex-CMB Energy, ex-Hartford Express, ex-Asian Senator, ex-Maersk Bella, ex-Maersk Claudine, ex-Norasia Helga, ex-Helga Wehr). IMO 8219841. Container ship. Length 162 m. Italian flag. Classification society RINA. Built in 1983 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by Italia Marittima SpA (Italy). Sold for demolition in Turkey.



Kanal Mas (ex-X-Press Padma, ex-Orient Shreyas, ex-San Juan, ex-Holstentrader). IMO 7712339. Container ship. Length 159 m. Unknown flag. Unknown classification society. Built in 1978 in Bremerhaven (Germany) by Weser Seebeckwerft; lengthened from 146 to 159 m in 1989. Owned by Tempuran Emas Line (Indonesia). Sold for demolition in China.



Macedon (ex-Tong Xiang, ex-Ling Chang He, ex-Ostesun). IMO 8209573. Container ship. Length 104 m, 2,415 t. Panamanian flag. Classification society China Classification Society. Built in 1983 in Busum (Germany) by Busumer. Owned by North Maritime Management SA (Greece). Sold for demolition in China. 360 \$ per ton.



Maximos (ex- *Clipper Sun*, ex-*Sun Pegasus*, ex-*Caransebes*). IMO 8501725. Container ship. Length 134 m, 4,389 t. Unknown flag. Classification society Turk Loydu. Built in 1989 in Galati (Romania) by Galati SN. Owned by Nejem Co Marine Services (Syria). Unknown destination of demolition.



MSC Sariska (ex-*MSC Alex*, ex-*Alexa*, ex-*Carmen Mare*, ex-*Ville de Zenith*, ex-*Passero*, ex-*Ruhr Express*, ex-*Seatrain Bremen*, ex-*Seatrain Valley Forge*, ex-*Atlantica Livorno*, ex-*Geyerfels*). IMO 7107780. Container ship. Length 153 m, 8,500 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1971 in Lübeck (Germany) by Flender. Owned by MSC Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



MSC Sicily (ex-*Carmen*, ex-*MSC China*, ex-*Prestige*, ex-*California Express*, ex-*Asian Pearl*). IMO 7718034. Container ship. Length 186 m, 9,220 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Aioi (Japan) by Ishikawajima Harima. Owned by Shanghai Costamare Shipmanagement (China). Detained in 2010 in Montreal (Canada). Sold for demolition in India.



Rhein Bridge. IMO 8808446. Container ship. Length 276 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by `K` Line (Japan). On 18th May 2010 in the Suez canal, due to either a wrong manoeuvre or steering gear, the container ship which is sailing from Canada towards Singapore collided with the pusher/tug *Philadelphia*. Both ships are ultimately sold to ship-breakers. *Philadelphia* arrived in India. The destination of demolition of the *Rhein Bridge* is still unknown. See also page 17.



Philadelphia, anchored in Singapore, November 2008
© Andrew Mackinnon - MarineTraffic



Rhein Bridge in Savannah (United States), April 2007 © Lorraine Morrill

River Mas (ex-*Budi Waja*, ex-*MSC Indonesia*, ex-*Mecklenburg I*, ex-*Mecklenburg*, ex- *Ernst Thalmann*). IMO 8607438. Container ship. Length 172 m, 8,750 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by Ciel Shipmanagement SA (Greece). Detained in 2003 in Osaka (Japan) and in 2004 in Hong Kong (China). Sold for demolition in China.



Sea-Land Integrity (ex-*Virginia*, ex-*Jacqueline J*; ex-*American Virginia*). IMO 8212659. Container ship. Length 289 m. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1984 in Okpo (South Korea) by Daewoo. Owned by US Bank Nation Association (United States). Sold for demolition in China.

Sima Tara (ex-*Tiger Metro*, ex-*Metro*, ex-*Anro Jayakarta*, ex-*Jayakarta*). IMO 7920560. Container ship. Length 170 m, 7,000 t. Cyprus flag. Classification society Bureau Veritas. Built in 1981 in Flensburg (Germany) by Flensburger. Owned by Simatech Shipping & Forwarding (United Arab Emirates). Sold for demolition in India and renamed « *Tara* » for her last journey.



Sima Tina (ex-Orient Resolve, ex-Tiger Rythm, ex-Rythm, ex-Anro Gowa, ex-Gowa). IMO 8026036. Container ship. Length 170 m, 7,048 t. Cyprus flag. Classification society Bureau Veritas. Built in 1982 in Flensburg (Germany) by Flensburger. Owned by Simatech Shipping (United Arab Emirates). Detained in 2000 in Singapore and in 2006 in Bandar Abbas (Iran). Sold for demolition in India. 398 \$ per ton.



Strait Mas (ex-Montreal Senator, ex-Brandenburg, ex-Wilhelm Pieck). IMO 8705424. Container ship. Length 172 m. Bahamian flag. Classification society Germanischer Lloyd. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by PT Pelayaran Tirtamas Express (Indonesia). Sold for demolition in China.



Ro-Ro

Abby G (ex- CPL Louis J.Hauge Jr, ex-Estelle Maersk). IMO 7702047. Ro-Ro. Length 230 m, 24,414 t. United States flag. Classification society American Bureau of Shipping. Built in 1979 in Lindo (Denmark) by Odense Staalskibs. In 1983 the ship is purchased by the United States navy, rebuilt by Bethlehem Steel Corp and activated with the US Military Sealift Command. Owned by Wilmington Trust Company (United States). Sold for demolition in India. 436 \$ per ton. **See p 2, United States.**



Al Salmy 2 (ex-Touggourt). IMO 7533161. Ro-Ro. Length 123 m, 4,638 t. Comorian flag. Unknown classification society. Built in 1977 in Niigata (Japan) by Niigata Engineering. Owned by Salem Al Makrani Cargo Co (United Arab Emirates). Sold for demolition in India. 392 \$ per ton.



Atlantis (ex-Niledutch Atlantic, ex-Sangwin, ex-Sassandra, ex-Atlantic Arrow, ex-CGM Ronsard, ex-Ronsard). IMO 7702889. Ro-Ro. Length 213 m, 14,835 t. Netherlands Antilles flag. Classification society RINA. Built in 1980 in La Ciotat (France) by Chantiers Navals de La Ciotat. Ordered by the Compagnie Générale Maritime, the *Ronsard* had four decks, with two running over the whole length of the ship, a 8,9 m high area for large-sized cargo and a stern quarter ramp 38 m long (cf. plan p 32). Owned by Anglo-Eastern UK (United Kingdom). Detained in 2007 in Lisbon (Portugal). Her sistership, the *Niledutch Kwanza*, ex-Ango, has just been sold for demolition. They both will meet again in India.



The *Ronsard* being completed in La Ciotat yards © **Courrier de la CGM**



Atlantis, ex-CGM *Ronsard* © **Shipspotting**

Baltic Eager (ex-*Seawheel Humber*, ex-*Olympic Star*, ex-*Baltic Eagle*). IMO 7804065. Ro-Ro. Length 137 m, 6,140 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Rauma (Finland) by Rauma Repola. Owned by Jay Management Corp (Greece). Unknown destination of demolition.



Commodore (ex-*Quito*, ex-*Alkaios*, ex-*Pavlosk 1*, ex- *Pavlosk*). IMO 9055761. Ro-Ro. Length 157 m, 9,030 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Saint Petersburg (Russia) by Severnaya. Owned by Valiant Shipping SA (Greece). Sold for demolition in India. 425 \$ per ton



Crowley Ambassador (ex-*Ambassador*). IMO 792039. Ro-Ro. Length 168 m, 5,413 t. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1980 in Papenburg (Germany) by Meyer JL. Owned by Interorient Marine Services (Cyprus). Sold for demolition in India. 370 \$ per ton.



Green Cape (ex-*Natal*, ex-*Bandama*, ex-*Als Dedication*, ex-*Conti Hammonia*, ex-*Manhattan*, ex-*Costa Arabica*). IMO 7824675. Ro-Ro. Length 177 m, 11,430 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1981 in Monfalcone (Italy) by Italcantieri. Owned by MACS Maritime Carrier Shipping (Germany). Detained in 2009 in Hamburg. Sold for demolition in India. 383 \$ per ton.



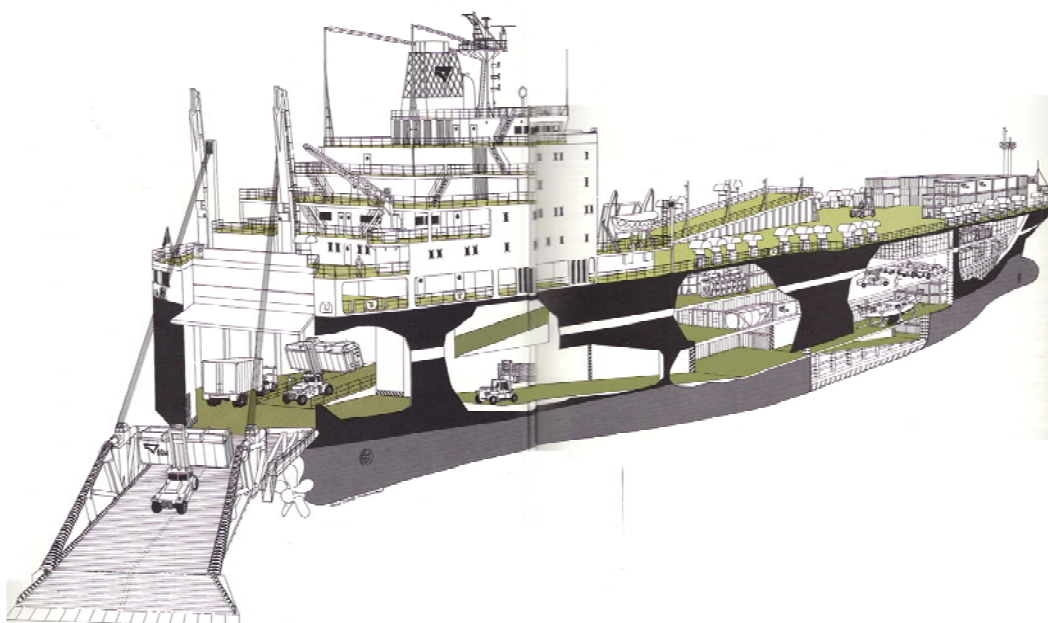
Jolly Smeraldo (ex-*C. Valor*, ex-*Hellenic Valor*). IMO 7722231. Ro-Ro. Length 190 m, 13,516 t. Italian flag. Classification society RINA. Built in 1978 in Sasebo (Japan) by Sasebo HI. Owned by Ignazio Messina & C SPA (Italy). Sold for demolition in India. 396 \$ per ton.



Ken (ex-*Kent*, ex-*Maersk Kent*, ex-*Maersk Anglia*, ex-*Duke of Anglia*, ex-*Saint Remy*, ex-*Admiral Nigeria*, ex-*Admiral Caribe*). IMO 7627950. Ro-Ro. Length 123 m, 3,468 t. Tanzanian flag. Classification society American Register Of Shipping. Built in 1977 in Tokyo (Japan) by Ishikawajima-Harima. Owned by SALS Shipping Pvt Ltd (India). Detained in 2010 in Wellington (New Zealand). Unknown destination of demolition.



Niledutch Kwanza (ex- *Kwanza*, ex-*African Arrow*, ex-*CGM Renoir*, ex-*Ango*). IMO 7702877. Ro-Ro. Length 213 m, 14.000 t. Netherlands Antilles flag. Classification society RINA. Built in 1979 in La Ciotat (France) by Chantiers Navals de la Ciotat. See also her sistership *Atlantis* p 31. Owned by Anglo-Eastern Ltd (United Kingdom). Sold for demolition in India.



Plan of the Ro-Ro container ships *Ango* and *Ronsard* © Michel Thouin- Studio dix neuf / Courrier de la CGM

Oak (ex-Transoak, ex-Ada Gorthon). IMO 8305949. Ro-Ro. Length 156 m, 6,026 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding. Owned by Transatlantic Shipping AB (Sweden). Detained in 2005 in Quebec (Canada). Sold as is in Sweden for demolition in India. 1,5 million \$ i.e. 249 \$ per ton.



Sea Runner (ex-Lan Qiao, ex-Ravel, ex-C.R. Casablanca, ex-Le Mans). IMO 7606645. Ro-Ro. Length 120 m, 3,884 t. Maltese flag. Classification society Bureau Veritas. Built in 1978 in Prairie-au-Duc (France) by Dubigeon-Normandie. Owned by Levant Shipping (France). Detained in 2006 in Fleetwood (United Kingdom). Sold for demolition in India. 398 \$ per ton.



The *Sea Runner*, ex-*Le Mans* from Nantes, in February 2008 in Fort-de-France, Martinique (France)

Spector (ex-Niledutch Prospector, ex-NDS Prospector, ex-Laura, ex-Republicca de la Boca, ex-Laura Delmas, ex-Jolly Celeste, ex-Katsina, ex-Anatoliy Vasilyev). IMO 7910656. Ro-Ro. Length 205 m, 15,015 t. Antigua & Barbuda flag. Classification society Bureau Veritas. Built in 1981 in Vuosaari (Finland) by Valmet Oy. Sold for demolition in India.



Super Star III (ex-Blue Nile). IMO 7818107. Ro-Ro. Length 133 m, 4,333 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1980 in Copenhagen (Denmark) by Burmeister & Wain Skibsvaerft. Owned by Gulf of Arabian Shipping (United Arab Emirates). Detained in 2008 in Mumbai (India). Sold for demolition in India.



Tor Bellona (ex-Massilia, ex-Dart 10, ex-Mont Ventoux, ex-Zhang Jia Kou). IMO 7822213. Ro-Ro. Length 177 m, 9,450 t. Norwegian flag (international register). Classification society Bureau Veritas. Built in 1980 in Sakaide (Japan) by Kawasaki. Owned by Norbulk Shipping (United Kingdom). Sold as is in Port-Said (Egypt) for demolition in India. 380 \$ per ton.



Tor Minerva (ex-Dana Minerva, ex-Boracay, ex-Karawa, ex-Saudi Express, ex-Jolly Avorio, ex-Bandar Abbas Express). IMO 7430735. Ro-Ro. Length 183 m, 9,365 t. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1978 in Oskarshamns (Sweden) by Oskarshamns Varv. Owned by Global Hanseatic Shipping GmbH (Germany). Sold for demolition in India where she arrives as *Minerva*. 378 \$ per ton.



Trakya (ex-Jolly Turchese, ex-C. Innovator, ex-Hellenic Innovator). IMO 7708273. Ro-Ro. Length 190 m, 13,516 t. Turkish flag. Classification society Turk Loydu. Built in 1978 in Sasebo (Japan) by Sasebo H.I.. Owned by BKT Roro Co (Turkey). Detained in 2009 in Naples (Italy). Sold as is in Tekirdag (Turkey) for demolition in India. 375 \$ per ton.



Viljandi (ex-Vilyandi, ex-Merwehaven, ex-Uniroller, ex-Boris Buvin). IMO 7740465. Ro-Ro. Length 139 m, 6,015 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Saint Petersburg (Russia) by les chantiers A.Zhdanov. Owned by Baltic Mercur Ltd (Russia). Sold for demolition in India. 470 \$ per ton.

Voyager (ex-Seaboard Voyager, ex-Kintampo, ex-Tor Mercia). IMO 8412869. Ro-Ro. Length 158 m, 6,050 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1985 in Bremerhaven (Germany) by Schichau-Unterweser. Sold for demolition in India. 380 \$ per ton.



Bulk carrier

Badri Prasad (ex-Badri, ex-Iolcos Mariner, ex-Co-Op Marine). IMO . Bulk carrier (ore). Length 240 m, 16,602 t. Deflagged from India to flag Tuvalu for her last journey. Classification society Indian Register of Shipping. Built in 1978 in Ariake (Japan) by Hitachi. Owned by Essar Shipping (India). Announced as sold for demolition in China ou India, the *Badri Prasad*, indian ship, was finally beached in Bangladesh early in September. Is business back in the ex empire of ship-breaking ?

Cape Athens (ex-Cape Athos, ex-Las Sierras, ex-La Sierra, ex-Galion, ex-Gallant Lion). IMO 8001579. Bulk carrier. Length 280 m, 18,927 t. Cyprus flag. Classification society Bureau Veritas. Built in 1981 in Sakaide (Japan) by Kawasaki. Owned by Cyprus Maritime Co Ltd (Cyprus). Detained in 2002 in Rotterdam (The Netherlands), in 2004 in Rotterdam and Sept-Iles (Canada) and in 2009 in Ningbo (China). Sold for demolition in Pakistan. 405 \$ per ton.



Free Destiny (ex-M Trader, ex-Mineral Trader, ex-Christiane, ex-Juventia). IMO 8128157. Bulk carrier. Length 184 m, 7,790 t. Liberian flag. Classification society Korean Register of Shipping. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Free Bulkers SA (Greece). Detained in 2007 in Gdynia (Poland) and in 2009 in Antwerp (Belgium). Sold for demolition in India. 417 \$ per ton



Friendly Zhejiang (ex-Thomas Selmer, ex-Tomis Glory, ex-Basarabi). IMO 821406. Bulk carrier. Length 254 m, 17,370 t. Panamanian flag. Classification society China Classification Society. Built in 1985 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Anhui Ocean Shipping Company (China). Detained in 2000 in Incheon (South Korea). Sold for demolition in India.



Govind Prasad (ex-Ikaria, ex-Thalassini Avra, ex-Kepwave). IMO 7926112. Bulk carrier. Length 263 m, 24,555 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Tamano (Japan) by Mitsui. Proprietaire Essar Shipping (India). Detained in 2006 in Amsterdam (The Netherlands). Sold for demolition in China. 407 \$ per ton.



Govind Prasad, port of Amsterdam, June 2007 © Alf van Beem

Grace N (ex-Elbe Ore, ex-Frontier Maru). IMO 8118267. Bulk carrier. Length 312 m, 30,758 t. Liberian flag. Classification society Det Norske Veritas. Built in 1983 in Kure (Japan) by Ishikawajima-Harima. Owned by Neu Seeschiffahrt GmbH (Germany). Sold for demolition in India.



Grand Fortune (ex-Bai Yu Lan, ex-Star I, ex-Cyprus Star, ex-Angeliki H, ex-Kilmarnock, ex-Baron Maclay). IMO 7125615. Bulk carrier. Length 159 m, 6,154 t. Cambodian flag. Classification society Union Bureau of Shipping. Built in 1971 in Horten (Norway) by Horten.Verft. Owned by Grand Fortune Group Co Ltd (China). Detained in China in 2007 in Tianjin, in 2009 in Lianyungang and in 2010 in Nanjing. Sold for demolition in China. 370 \$ per ton.



Haci Fatma Sari (ex-Soli, ex-Merhaba-1, ex-Ata K, ex-S'Hib). IMO 7600079. Bulk carrier. Length 142 m, 4,660 t. Turkish flag. Classification society Turk Loydu. Built in 1977 in Onishi (Japan) by Kurushima. Owned by T Ve O Denizcilik Ltd (Turkey). Detained in 2002 in Gand (Belgium), and in 2005 and 2006 in Constanza (Romania). Sold for demolition in Pakistan.



Haina A (ex-Regal Star, ex-Dia P, ex-Jag Ravi, ex-Faro, ex-Eastern Moon). IMO 7528867. Bulk carrier. Length 186 m, 7,781 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1977 in Osaka (Japan) by Osaka Zosen. Owned by Youhang Logistics Hong Kong (Hong Kong, China). Detained in 2002 in Lisbon (Portugal) and in 2005 in Novorossiysk (Russia). Sold for demolition in China. 365 \$ per ton.



Integra Duckling (ex-Amstelwal, ex-Bulkeregli, ex-Niels Onstad). IMO 7921837. Bulk carrier. Length 270 m, 18,014 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1981 in Kobe (Japan) by Kawasaki. Owned by TMT Co Ltd (Taiwan). Detained in 2003 in Eleusis (Greece) and Newcastle (Australia) and in 2006 in Ningbo (China). Sold for demolition in India. 425 \$ per ton.



Iran Sarbaz. IMO 8113011. Bulk carrier. Length 197 m, 7,711 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Sevilla (Spain) by Espanoles. Owned by Islamic Republic of Iran Shipping Lines (Iran). Detained in 2003 in Bunbury (Australia). Sold for demolition in India. 405 \$ per ton.



Ireex (ex-Kapitonas Kaminskas, ex-Kapitonas Gudin, ex-Kapitan Gudin). IMO 7740972. Bulk carrier. Length 146 m, 5,615 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Leon Trading Ltd (Ukraine). Detained in 2005 in Naples (Italy) and in 2006 in Bayonne (France). Sold for demolition in India. 475 \$ per ton.



Irene E.M. (ex-Maria C.K., ex-Frotachile). IMO 7921837. Bulk carrier. Length 193 m, 8,913 t. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1980 in Rio de Janeiro (Brazil) by EMAQ. Owned by Chian Spirit Maritime (Greece). Detained in 2001 in N. Charleston (United States), in 2005 in Philadelphia (United States) and in 2006 in Beancour (Canada). Sold for demolition and towed to India. 370 \$ per ton.



Jan Lin (ex-Dong Shan Ling, ex-Maritime Noble). IMO 7700300. Bulk carrier. Length 164 m, 5,777 t. Chinese flag. Unknown classification society. Built in 1978 in Osaka (Japan) by Osaka Zosen. Owned by China Shipping Group (China). Sold for demolition in India. 380\$ per ton.



Jeannie III (ex-Jade Pacific, ex-Livanita, ex-Amatista, ex-General Villa, ex-Beaver, ex-Bessnes). IMO 7426215. Bulk carrier. Length 180 m, 7,822 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1977 in Uraga (Japan) by Sumitomo. Owned by Courage Maritime Technical (Taiwan). Detained twice in 2007 and in 2008 in Guangzhou, (China) and in 2010 in Qingdao (China). Sold for demolition in China. 350 \$ per ton.



Laurel (ex-Sanko Laurel). IMO 8316352. Bulk carrier. Length 167 m, 5,672 t. Chilean flag. Classification society American Bureau of Shipping. Built in 1985 in Toyohashi (Japan) by Kanasashi. Owned by Naviera Chilena del Pacifico (Chile). In February 2010, the ship is in Talcahuano (Chili) dry dock undergoing routine maintenance when an 8.8 magnitude earthquake strikes the country. Two tsunamis lift the *Laurel* up and out of the dock and thrust her onto the pier. The *Laurel* is finally sold for demolition as is in Mexico. Unknown destination of demolition. 406\$ per ton.



© Mike Schuler

Mercedes (ex-Hedvig, ex-First Star, ex-Wakayama Maru). IMO 8000496. Bulk carrier. Length 268 m, 22,693 t. Maltese flag. Classification society Bureau Veritas. Built in 1981 in Onishi (Japan) by Kurushima. Owned by Polembros Shipping Ltd (Greece). Detained in 1999 in Aabenraa (Denmark) and in 2004 in Amsterdam (The Netherlands). Sold as is in China for demolition in India. 385 \$ per ton.



Norsul Sobral (ex-Mercantil Teresopolis, ex-Felicidade Ferraz, ex-Corina). IMO 7433098. Bulk carrier. Length 173 m, 7,296 t. Deflagged from Brazil to Comoros. Classification society Bureau Veritas. Built in 1982 in Niteroi (Brazil) by CCN Maua. Owned by Norsul Navegacao (Brazil). Detained in 2008 in San Antonio (Chile). Sold for demolition in Bangladesh in spite of the ban on importation of ships containing toxic materials issued by the High Court in May 2010. The ship just arrived in Chittagong and is « waiting for instructions » off the beaching plots.



Norsul Sobral © Shipspotting

Oriental Hope (ex-Sanyo Maru). IMO 8315308. Bulk carrier. Length 230 m, 14,455 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by STX POS Shipmanagement Co (South Korea). Detained in 2004 in Newcastle (Australia). Unknown destination of demolition.



Swift Resolute (ex-Intrepid Resolute, ex-Global Peace, ex-Primo, ex-Coal Star, ex-Coal Venture). IMO 8005082. Bulk carrier. Length 263 m, 17,685 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1982 in Tamano (Japan) by Mitsui. Proprietaire Split Ship (Croatia). Detained in 2004 in Dampier (Australia) and in 2009 in Dangjin (South Korea) and Newcastle (Australia). Sold for demolition in China. 460 \$ per ton including 1.600 t de carburant. The *Swift Split*, also owned by Split Ship and forbidden from casting off Gabon, would deserve to leave for demolition (Cf. p 3 – Africa).



Venturer (ex-New Venturer, ex-New Luck, ex-Clelias Luck, ex-Tribulus). IMO 7917850. Bulk carrier. Length 264 m, 20,016 t. Italian flag. Classification society RINA. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Augustea Atlantica Spa (Italy). Detained in 1997 in Amsterdam (The Netherlands), in 2006 au Havre (France) and in 2008 in Norfolk (United States). Sold for demolition in India. 437 \$ per ton including 800 t of bunkers.



Vergina (ex-Argus Explorer, ex-Tiber, ex-Ogden Tiber). IMO 7375260. Bulk carrier. Length 185 m, 7,791 t. Liberian flag. Classification society Polski Regestr Statkow. Built in 1975 in Osaka (Japan) by Osaka Zosensho. Owned by Sicuro SA (Greece). Detained in 2000 in Bremen (Germany) and in 2002 in Venice (Italy). Sold for demolition in China. 345 \$ per ton.



Reefer

Alhambra Carrier (ex-Biyo, ex-Biyo Maru). IMO 8313219. Reefer. Length 134 m, 4,200 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Shimoda (Japan) by Shimoda DY. Owned by Norbulk Shipping (United Kingdom). Detained in 2009 in Osaka (Japan). Unknown destination of demolition.



Baltic Meridian (ex-Swan Lagoon, , ex-Isla Plaza, ex-Pocahontas). IMO 7710927. Reefer. Length 151 m, 5,748 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Tamise (Belgium) by Boelwerf along with *Potomac* and *Pocantico* (which have become *Baltic Melody* and *Baltic Mariner* and are still active). Used in the nineties to carry bananas from South America to the US East Coast. Owned by Ost-West-Handel Und Schifffahrt (Germany). Detained in 1998 in Antwerp (Belgium), in 2004 in Savona (Italy) and in 2007 in Gdansk (Poland). Sold for demolition in India. 418 \$ per ton.



The *Baltic Meridian* in the Kiel canal, November 2008 © Juergen Braker

Baltic Wave (ex-Almeda Star, ex-Harlech, ex-Arran). IMO 7392737. Reefer. Length 155 m, 6,500 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in South Bank (United Kingdom) by Smith's Docks. Owned by Ost-West-Handel Und Schiffahrt (Germany). Detained in 2002 in Brest (France), in 2003 in Antwerp (Belgium) and in 2005 in Paldiski (Estonia). Sold for demolition in India. 405 \$ per ton.



Baltic Wind (ex-Hornsound, ex-Castle Peak, ex-Avelona Star). IMO 7342988. Reefer. Length 155 m, 6,200 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in South Bank (United Kingdom) by Smith's Dock. Owned by Ost-West-Handel Und Schiffahrt (Germany). Detained in 2000 in Lisbon (Portugal) and in 2002 in Saint Petersburg (Russia). Sold for demolition in India. 405 \$ per ton.



Boston Bay (ex-Sun Claudia, ex-Levante). IMO 8313283. Reefer. Length 139 m, 4,804 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1983 in Shimonoseki (Japan) by Towa. Owned by Roswell Navigation Corp (Greece). Detained in 1999 in Beverwijk (The Netherlands), in 2001 in Saint Petersburg (Russia) and in 2008 in Esbjerg (Denmark). Sold for demolition in India. 382 \$ per ton.



Cape Navarin (ex-Amurskiy Bereg). IMO 8131556. Reefer used as fish carrier. Length 152 m, 7,263 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Wismar (Germany) by Mathias-Thesen. Owned by Laskaridis Shipping Co Ltd (Greece). Sold for demolition in India. 407 \$ per ton.



Hai Shun (ex-Florida Maru, ex-Suoh). IMO 7823633. Reefer. Length 123 m, 2,982 t. Kiribati flag. Classification society China Classification Society. Built in 1979 in Uwajima (Japan) by Miyoshi. Owned by Liaoning Foreign Trade (China). Sold for demolition in China.

Palana (ex-Bukhta Kamyshovaya). IMO 8723397. Reefer. Length 126 m, 4,157 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Nikolaiev North (Ukraine) by 61 Kommunar. Owned by Yugretransflot (Ukraine). Detained in 2009 in Marin (Spain). Sold for demolition in India. 432 \$ per ton including 40 t of aluminium.



Pioneer Bay (ex-Pioneer Express, ex-Pioneer Reefer, ex-Rehmannia, ex-Raffia Universal). IMO 8129852. Reefer. Length 142 m, 4,811 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shimonoseki (Japan) by Hayashikane. Owned by Seatrade Groningen BV (The Netherlands). Detained in 2003 in San Diego (United States). Sold for demolition in India.



Razino. IMO 7418684. Reefer. Ex fishing ship converted to fish carrier in 2000. Length 54 m, 699 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Khabarovsk (Russia) by Khabarovskiy Kirova. Owned by Polar Shipping Company Co (Russia). Detained in 2004 in Otaru (Japan). Unknown destination of demolition.



Sidonia Carrier (ex-Douglas). IMO 8223385. Reefer. Length 127 m, 4,100 t. Bahamian flag. Classification society Nippon Kaiji Kyoka. Built in 1983 in Kochi (Japan) by Imai Zosen. Owned by Norbulk Shipping (United Kingdom). Detained in 2002 in Kanto (Japan). Unknown destination of demolition.



Varadero (ex-Pietari Great, ex-Saxon Star, ex-EW Eiger, ex-Tasman Rex). IMO 7808906. Reefer. Length 168 m, 7,091 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Mihara (Japan) by Koyo. Owned by Marine Shipping OU (Estonia). Sold for demolition in India.



Car carrier

Atlantic Breeze (ex-Bujin). IMO 8507614. Car carrier. Length 195 m. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Toyohashi (Japan) by Kanasashi Zosen. Owned by Wallenius Ship Management (Norway). Sold for demolition in China.



Chijin (ex-Chijin Maru). IMO 8123054. Car carrier. Length 176 m, 9,320 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by MMS Co Ltd (Japan). Sold as is in Singapore for demolition in India, 360 \$ per ton including 500 t of bunkers.

Ducky Sovereign (ex-Prince Maru n°11). IMO 7927465. Car carrier. Length 111 m, 3,496 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Akitsu (Japan) by Taihei. Owned by TMT Co (Taiwan). Sold for demolition in Bangladesh in spite of the ban on importation of ships containing toxic materials issued in May 2010. Chittagong is the official final destination announced by the ship since July but she has not been beached in Bangladesh yet. 398 \$ per ton.

Pacific Breeze. IMO 8507626. Car carrier. Length 193 m, 14,000 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Toyohashi (Japan) by Kanasashi Zosen. Owned by Wallenius Wilhelmsen (Norway). Sold for demolition in China.



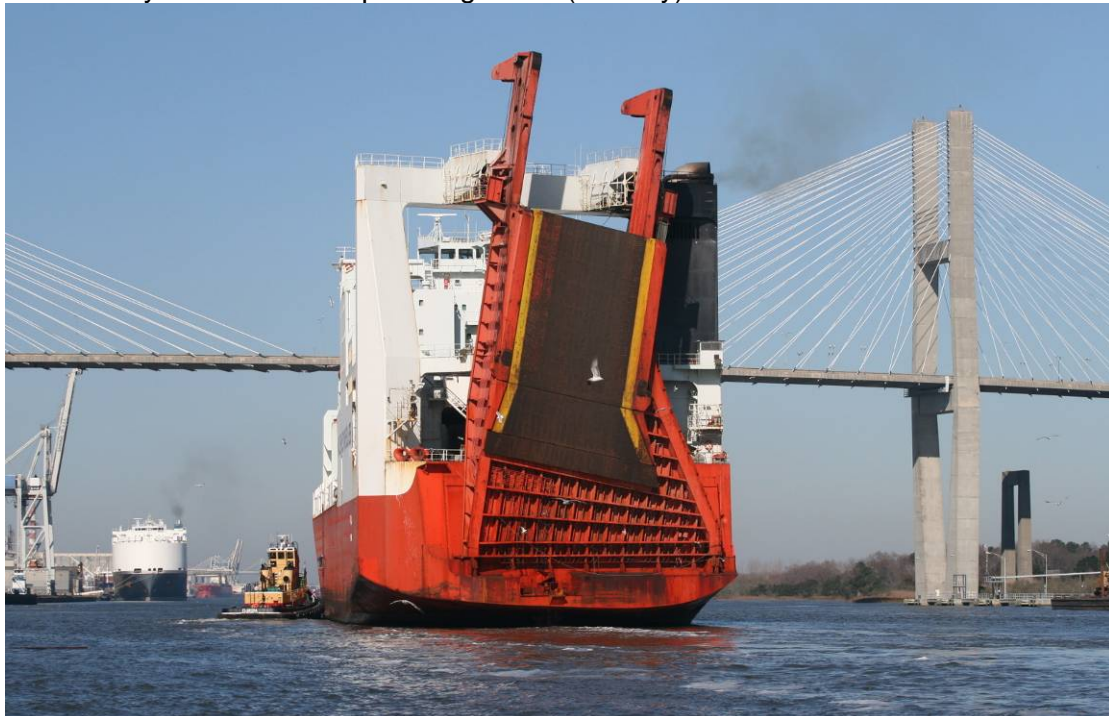
Sea Wave (ex-Sea Tarak, ex-Salome, ex-Kaiei). IMO 8014227. Car carrier. Length 165 m, 8,242 t. Maltese flag. Classification society Nippon Kaiji Kyokai (NKK). Built in 1980 in Onishi (Japan) by Kurushima. Owned by Abou Merhi Ship Management (Liban). Detained in 2009 in Antwerp (Belgium). Sold for demolition in India.



Tampere (ex-Barber Nara). IMO 7718577. Car carrier. Length 228 m, 19,000 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Tamano (Japan) by Mitsui ; Ro-Ro converted to car carrier. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition in China.



Tapiola (ex-Boogabilla). IMO 7705934. Car carrier. Length 228 m, 19,800 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Nagasaki (Japan) by Mitsubishi. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition in China.



Tapiola, port of Savannah, Georgia (United States) © JP Byrd

Toba (ex-Barber Toba). IMO 7705972. Car carrier. Length 228 m, 18,890 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Kobe (Japan) by Mitsubishi. Owned by Wilhemsen Ship Management (Norway). Sold for demolition in China.



Livestock carrier

Buffalo Express. IMO 8124424. Livestock carrier. Length 81 m. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Wivenhoe (United Kingdom) by Cook. Owned by Vroon Ship Management BV (The Netherlands). Sold for demolition in Turkey.



The *Buffalo Express* in Santos (Brazil), July 2007 © Bruno Leonardo Pricoli

Cement carrier

Caribbean Carrier I (ex-Caribbean Carrier, ex-Cadimare, ex-Split). IMO 5336911. Cement carrier. Length 180 m, 8,063 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Bulk carrier built in 1962 in Split (Croatia) by Brodogradilist ; converted to cement carrier in 1975. Proprietaire Seabulk Shipping SA (Greece). Detained in 2002 and in 2004 in Naples (Italy). Sold for demolition in India. 445 \$ per ton.



Caribbean Carrier I in Muscat (Oman) in November 2008. October 2010, the old cement carrier has just been beached in Alang © John Wilson

Dalia. IMO 7016929. Cement carrier. Length 106 m, 2,264 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1970 in Kiel (Germany) by Howaldtswerke DW. Owned by Essberger JT GMBH (Germany). Sold for demolition in India. 406 \$ per ton.



Miscellaneous

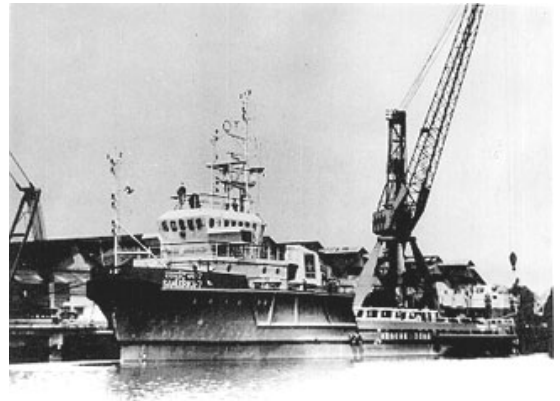
Florikan. IMO . Submarine rescue ship. Length 76 m, 1,790 t. United States flag. no classification society ; struck from the naval register on 3rd september 1991. Built in 1942 in Oakland (United States) by Moore Shipbuilding and Dry Dock. Owned by the US MARAD (United States). Laid up since 2001 in the Reserve Fleet in Suisun Bay, California. In 2006, the vessel undergoes SINKEX preparation in Concord, Californie before immersion in naval exercises. In 2010, a demolition contract is signed with Marine Metal Inc from Brownsville, Texas (United States).

North East (ex-Ost, ex-Gryadushiy). IMO 6802448. Tug. Length 41 m, 543 t. Panamanian flag. Unknown classification society. Built in 1960 in Galati (Romania) by Galati SN. Sold for demolition in India.



In 1998, the *North East* is towing ships to be demolished ; in 2010 she is beached for scrapping © Zakrochimsky

Samudrika 7. IMO 8311754. Tug. Length 55 m, 999 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Visakhapatnam (India) by Hindustan. Owned by Shipping Company of India (India). Sold for demolition in India.



© SCI

Shamrock Falcon (ex- Shamrock Petrel, ex-Seabulk Petrel, ex-Red Petrel, ex-Ben Viking). IMO 7401318. Offshore and supply. Length 61 m, 1,272 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1975 in Elmshorn (Germany) by Kremer & Sohn. Owned by Ajman Marine Services (United Arab Emirates). Sold for demolition in India. 378 \$ per ton.



The END

Now is the *Saga Rose* disappearing, with her silhouette of *Miss France* beached for demolition in Alang in 2006.

With the *Saga Rose*, a prestigious French-built liner has just been delivered to Chinese breakers in Jiangyin (on the Yangtze) in the 45th year of his age.

The *Saga Rose* is indeed a creation by the Forges et Chantiers de la Méditerranée, La Seyne. Commissioned by the Norwegian America Line, she was launched on June 13th, 1964 under the name *Sagafjord* and after the sea trials were over she was christened on September 18th 1965. During the first part of her life, she sailed regularly between Oslo and New York, the original line of her owners, and made as well many around the world cruises.



© Dedge - Shipspotting

Purchased but not renamed by the Cunard Line in 1983, she carried on her cruise shipping while she was re-flagged from Norwegian to Bahamian flag. In 1996, she was chartered by the German company Transocean Tours and temporarily renamed *Gripsholm* in memory of a famous Swedish liner.



The *Sagafjord* in Hakodate (Japan), September 1984 © Raisuke Numata

She was then sold in 1997 by Cunard to another English company, Saga Holidays (Saga Cruises) of Folkestone, which was acquiring an ocean liner for the first time. She was then renamed *Saga Rose* but retained the Bahamian flag. The company, which has the originality to accept only passengers of 50 years old and over, succeeded in making her a liner particularly appreciated by the British public for her genuine refinement. A number of her passengers renewed their bookings year after year. Her career came to an end because of her non-compliance with the SOLAS regulations taking effect in 2010.

189 m long, 24.50 m wide, weighing 24,528 gross tonnage, the *Saga Rose* had a capacity of 587 passengers and 350 crew members. Two Sulzer engines totaling 24,000 hp gave her a speed of 20 knots.

Saga Cruises owns a quite similar vessel, the *Saga Ruby*, built in 1973 as *Vistafjord* by Swan Hunter, in Wallsend, on the Tyne river. The *Saga Rose* was replaced in the Saga Cruises fleet by the *Saga Pearl II* (ex-*Astoria*), built in 1981. See page 10.



Greenland, 2008 © Robby Norman

Sources

AFP ; American Bureau of Shipping ; BEA Mer; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ;Clarkson's ; Cotzias ; Courrier de la Compagnie Maritime Générale ; Daily Star (the) ; Daylife ; Det Norske Veritas ; Equasis ; European Maritime Security Agency ; Exim India ; Germanischer Lloyd ; Ghanaian Chronicle (the) ; Global Marketing Systems ; Gujarat Maritime Board (the) ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lloyd's Register of Ships ; Marine Traffic ; Marine-Marchande.net ; Maritime Matters Phuket Gazette (the) ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping ; Shipspotting ; Titan Maritime Ltd; Tokyo Memorandum of Understanding ;Tugfax ; United States Coast Guards ; United States Maritime Administration ; Vessel Tracker.



This bulletin is exclusively financed by the association Robin des Bois.

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account : Robin des Bois/SG Paris Belleville

IBAN : FR76 3000 3033 7000 0505 1050 963

BIC-ADRESSE SWIFT : SOGEFRPP

Director of Publication: Jacky Bonnemains.

Editors : Christine Bossard, Jacky Bonnemains

Researchers : Christine Bossard, Elodie Crépeau, Charlotte Nihart

Translation : Jacky Bonnemains, Miriam Potter, Christine Bossard

Many thanks to Gérard Cornier for his contribution

Robin des Bois – association de protection de l’Homme and de l’environnement

Depuis 1985 / Since 1985

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