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from October 16th to December 31st 2010

Ship-breaking.com

The agony of the *Azzurra*



Ravenna (Italy), on July 13th 2006 © Jacques Pirson



Callao (Peru), on December 6th 2009 © Captain Ted



Callao, on November 2nd 2010 © Andreas Schlatterer

In 2006, the Italian Liquid Petroleum Gas carrier *Azzurra Prima* was sailing in the Mediterranean Sea for Finaval SpA, an Italian company specialised in the transport of oil products and vegetable oil. In 2007, she became *Azzurra*, owned by Società Cooperativa Di Navigazione G.Giulietta based in Genoa. In 2008 she was docked in Callao, Peru's main fishing and commercial port, where, after inspection, on October 7th 2008 the classification society RINA issued reservations and suspended the certificate of the unseaworthy vessel. On August 1st 2009, "the causes for the suspension are not removed" and RINA withdrew its classification. The vessel is laid up and progressively plundered at anchorage without any safety and environmental precautions taken to protect the marine environment or the workers. One has

to hope that, as a substitute to “beaching”, the *Azzurra* is not initiating a new technique of demolishing European vessels: Offshore demolition. This particular case of a European vessel abandoned in a South American port is the reverse of the trend noticed in France consisting in abandoning old vessels flying flags of convenience.

Another vessel at the end of her tether had already been seen in Callao in Shipbreaking.com n°21: the old tanker *Talara*. Therefore a question is raised about the lack of demolition facilities on the South American continent. To illustrate this concern, at the end of 2010 three Mexican vessels were sent to be broken up in India

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Piracy and demolition

Somali pirates take anything that cross their path. As a matter of fact they happen to hijack vessels which are on their way to be broken up or vessels in a bad state already targeted by safety inspectors.

On September 8th 2010, the *Olib G*, a Greek chemical tanker flying the Maltese flag, was attacked by Somali pirates while passing through the Gulf of Aden where the European Navy, the United States and NATO forces patrol. She was sailing with ballast on her last trip to be broken up in India. The 15 Georgian and 3 Turkish crewmembers were held hostage aboard. The pirates were asking for a ransom of \$15 million, the Greek owner proposed 75,000 \$ then 150,000 \$; taking into account the presence of the stainless steel tanks which are usually present onboard chemical tankers, the sale of the vessel to a demolition shipyard would probably have raised between 2 and 3 million \$.



Olib G, southbound on the Bosphorus, on June 11th 2006 © Wil Weijsters

According to the Equasis database the status of the *Olib G* is “To be broken up” since September 8th 2010, the date that she was hijacked by the pirates. In October the classification society Det Norske Veritas, recommended to carry out a survey of the vessel upon release and before resuming trading.

According to information available in January 2011, the *Olib G* remains captured.

The *Irene EM* was listed in the category of chemical tankers in “Shipbreaking.com n°21” and towed to Alang in the summer of 2010. Before being sent to demolition, she had been hijacked on April 14th 2009. She was seized in the East of the Gulf of Aden with 23 Filipino crewmembers aboard. She was released on November 14th 2009. The ransom remains unknown.

The *Panega*, chemical tanker flying the Bulgarian flag with 15 crewmembers of the same origin cruised across the Indian Ocean towards her final destination and was listed in “Shipbreaking.com n°20”. The Promised Land was Alang where stainless steel from chemical tankers is appreciated. The vessel was intercepted and captured on May 11th 2010 at around 100 miles east of Aden (Yemen). The hijackers released the vessel on September 9th 2010, the ransom paid is unknown. Taking into account the presence of stainless steel in the *Panega* one could assume that her owner may have received a total of around 1.5 million \$ from the demolishers.

As for the tanker *Theresa VIII* (listed in Shipbreaking.com n°20) flying the Kiribati flag, she was also hijacked by Somali pirates on November 16th 2009 Northwest of the Seychelles. She was released on March 16th 2010 with her crew of 28 from North Korea. It is assumed that a 3 million \$ ransom was paid. After her release she left immediately for Alang.

The *Blue S* (ex *Blue Star*, *FCC Glory*, *Tian Jing Quan*, *Myrsinidi*) flying the Saint Kitts and Nevis flag with an Egyptian crew of 28 was transporting fertilizer from Suez to Mozambique. On January 1st 2009 she was intercepted and captured by 15 pirates 22 miles from the Port of Aden off the Yemen coast. The ship and crew were released March 4th, 2009. A ransom of 1 million \$ was paid in cash and dropped in by a helicopter when the vessel was stationed at Eyl, the pirates' port of refuge in Somalia. The pirates originally requested 6 million \$. The crew had to fish in order to eat. At the end of 2009, the old bulk carrier arrived at Alang, under the name *Blue S* without having her IMO number communicated. She escaped a citation in "Shipbreaking.com" N°18. It could be estimated that she was sold for a total of 1 million \$ at the end of 2009.

The *Bow Asir* was listed in "Shipbreaking.com n°17" in the chemical tanker category and hijacked on March 26th 2009 with a cargo of 20,000 tons of caustic soda. Thanks to her ransom being paid within 15 days, she is among the vessels that were released quickly. The ransom total remains undisclosed. She was put up for sale in the summer of 2009 which raised a total of 6 million \$ to her owner.

The *Centauri* was listed in "Shipbreaking.com n°14" in the bulk carrier category and hijacked with her crew of 26 on September 18th 2008 carrying a cargo of 15,000 tons of salt. The hull was riddled with bullet marks. Even though she had not been subject to a detention in a State Port, she was sent directly to be demolished after her release in November 2008.

The *Al Mansourah* was listed in "Shipbreaking.com n°14" in the general cargo carrier category and hijacked on September 3rd 2008 in the Gulf of Aden with 25 crewmembers onboard. She was released at the end of September 2008. A couple of weeks later the *Al Mansourah* was sent to be demolished in Alang.

The *Thor Star* was listed in "Shipbreaking.com n°15" in the category general cargo carrier and hijacked on August 12th 2008 16 km off the coast of Yemen. The vessel and her crew of 28 were released on October 14th 2008. According to her owner, she was supposed to resume trading immediately but the *Thor Star* arrived in Bangladesh for demolition early 2009.

Mauritania (follow up)

For some time now Robin des Bois has addressed the project to remove the wrecks in the bay of Nouadhibou, Mauritania; the subject was first mentioned in Shipbreaking.com N°20. The European Delegation in Mauritania encourages Robin des Bois in its letter sent in January 2011 to follow this project closely to ensure its best possible outcome. None of the wrecks or parts of the wrecks shall be dumped at sea. Prevention of pollution will be a priority throughout the entire wreck removal process.

Robin des Bois is satisfied that the option to dump the wrecks which was mentioned in the call for tender is finally abandoned. The Dutch company Mammoet Salvage BV was appointed for the project and they drew our attention to their expertise in the domain of removing wrecks or dangerous cargo from the marine environment. Robin des Bois will keep informed on the progress of operations particularly concerning the waste processing issue.

France

The 2010 parliamentary report on the dismantling of ships truly buried beneath sarcasms and inaccuracies the industrial and collective attempts arisen after the case of the *Clemenceau*.

Wiping out what it calls "untruths", "myths" and "common places" in one page, it denies the ship dismantling industry to be, as the case may be, complementary with naval repair or construction activities as well as to have the capacity to create jobs and provide the industry with significant quantities of steel scrap.

It recommends as a priority and ideal site of scrapping for ocean-going vessels the river port of Bordeaux, upstream of the Gironde and of a fragile estuary; this option is offbeat and eccentric compared to the usual practise which, in the new projects, puts forward fast and secure access to the

yard. The best decision of the parliamentary mission was to pass the torch to a new interministerial mission.

To move forward, we must get out of this morass of paper and face facts.

For two years, numerous initiatives have been taken in France to demolish fishing boats within a rational administrative framework. They were previously burnt, sunk or abandoned in ports or estuaries. The *Winner*, 101 m, approximately 2,000 tons, an old cargo carrier seized in 2002 by the Marine Nationale for drug trafficking, is being dismantled in a drydock in the military port of Brest. This is the first of the crippled ships from the Breton port or from Landévennec ship graveyard to open the road to a modern and regulated industrial sector. A call for tender has been issued for the demolition of the *Anna* in La Rochelle - the general cargo carrier *Anna*, 87 m in length, sailing under the Comorian flag for Ukrainian interests, has been seized by the court after colliding in July 2008 into the downstream gate of the lock basin at the port of La Rochelle - and the civilian port would therefore rent a ship drydock to demolish the *Anna*. The Marine Nationale will announce this year which tenderers have been chosen for the demolition of the *Saone*, the *Dives*, the *Argens* and the *Bouvet* laid up in Toulon and Lorient.

The ports of Saint-Nazaire, Cherbourg, Le Havre and Dunkirk were also cited as potentially interesting demolition sites. The proximity of Ghent is encouraging for the great French Northern port. On the other side of the Belgian border, the Van Heygen recycling yard in Ghent is becoming more active and will treat early this year about twenty Scottish fishing vessels. May it please the French mission decidedly misguided, the Ghent ship-breaking yard contributes to the growth of the Belgian port which, in 2010, has just beaten its highest record of activity.

Bangladesh

The situation in Bangladesh remains unclear. During the autumn of 2010, to begin with, business started again: the local ship breaking yards succeeded in diverting a number of vessels from their original destination and have them beached at Chittagong. This was the case for *Haina A* destined for China but arriving under the name *Ina*, as well as the Panamanian VLCC *Nichiryu* listed to be demolished in India in Ship-breaking.com N°19 but arriving in Bangladesh as the *Hiryu* flying the Saint-Kitts-and-Nevis flag, as well as the *Grace N* also originally destined for India. Ship owners proved patient by waiting for the reopening of the Bangladesh market to send vessels sold earlier in the year such as the *Aegiali* listed as sold in the bulletin N°19 yet only beached at her destination in the final days of 2010. Just in time to escape the last request by the High Court suspending all new authorisations while waiting for the creation of an independent committee regrouping scientists, environmentalists and medical doctors who should guarantee that the vessels beached for demolition do not contain any dangerous materials. This new judgement imposed on imports to Bangladesh is pushing ship owners who wish to quickly get rid of their old hulls to send them towards other ship-breaking yards such as India which was the case of *Sabine*.



Keeping in mind that on August 12th 2010, Robin des Bois, launched an alert on the fate of the *Ocean Pearl* purchased by the Indian company Prayati Shipping specialised in buying ships to be demolished (Cf. [note of information](#)), the vessel arrived in Chittagong, coming from China to unload 4,000 t of urea. She has not left Bangladesh and is currently grounded on a sand bar without any official mentioning of demolition...

November 17th 2010, the *Ocean Pearl* grounded, twisted and condemned on a sand bar in Chittagong © Hans Rosenkranz

4th Quarter 2010 Statement

India rules, Turkey has ambition and Europe is perhaps waking up ...

Between October 16th and December 31st 2010, **202** vessels have left to be demolished, at a rhythm of 18 vessels a week. India with **78** vessels (39%) achieved the Grand Slam this year with their 4th appearance as the number one spot of demolition in the tonnage category as well as total number of units to be recycled. With **38** vessels (19%) Turkey stays in second place and reasserts its ambitions with the purchase of three big Canadian bulk carriers in their forties, the *Algoisle*, the *Agawa Canyon* and the *Canadian Prospector* which used to sail on the Great Lakes, in addition to the small general cargo carriers and ferries. China comes in 3rd place with **33** vessels (16%), ahead of Pakistan, **25** (12%) and Bangladesh **14** (7%). **5** vessels were demolished in Europe in Danish and Belgian ship-breaking yards. In Ghent, Van Heygen Recycling just receptioned two large Icelandic fishing vessels, and will demolish another twenty odd Scottish vessels originating from a decommissioning plan. Will Europe convert the try in 2011 and score more points in the fishing and merchant fleets?

In terms of tonnage of scrap to be recycled, India is ahead of China, Pakistan, Bangladesh and Turkey. The accumulated total to be demolished is close to **1.3 million tons** of metal. The oil, chemical and gas tankers represent this time the largest amount of vessels sent to be scrapped with a total of 64 vessels ie. 34%. In volume, the tankers represent more than 510,000 tons ie. 40% of recycled metal. General cargo carriers, 51 (25%), are next, ahead of bulk carriers, 31 (15%). The container ships, 7 (3%), and the car carriers, 4 (2%) have become rarities in ship-breaking yards.

The prices offered by ship-breaking yards have remained stable, at around 475\$ per ton for the tankers, 450\$ for the dry cargo carriers. The differential has narrowed, the prices offered by Chinese ship-breaking yards are only slightly less than those of the Indian or Pakistanese breakers. The prices have gone up in Turkey where vessels have found buyers for more than 300\$ per ton.

Of the **202** vessels, **75** (35%) were flying a European flag or belonged to European ship owners or members of the European Free Trade Association (EFTA). **95** (47%) were built in the same countries of which 3 in France namely in Brest, Dieppe and La Ciotat.

After the bar, the scrapping

79 (39%) of the vessels leaving to be broken up were controlled by a classification society which was not a member of IACS (International Association of Classification Societies) or had no classification society. The vessels not up to standards are always the first to leave: at least **89** (44%) were detained in the world's ports with a total of detention of 71% for the reefers and more than 60% for the bulk carriers and general cargo carriers. The total of detentions was 16% for the oil tankers but 59% for the chemical tankers.

Years and meters

The end of service age of the vessels leaving the waters during the period of October 16th to December 31st 2010 ranges between **15** for the gas carrier *Golden Crux n°18* and the container ship *Valley*, two vessels which were respectively victims of an explosion or a collision, and **71** year old for the *Guard Valiant*, ex Norwegian whaler *Thorgaut* (see the saga under the chapter The END, page 37-38) ; the average age is **31 years**; and it is 25 for double-hull tankers, 29 for single-hull tankers, 33 for bulk carriers and general cargo carriers, 37 for ferries and passenger ships and lastly 45 for fishing vessels whether converted or not and factory ships. 104 vessels were less than 150 m, 62 measured between 150 and 199 m and 36 were more than 200 m in length. The largest vessel to be scrapped this quarter was the old VLCC (Very Large Crude Carrier) *Maxus Widuri*, aged 36 years, **347 m** in length, used as a Floating Production Storage and Offloading unit



Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).



Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.



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



Vessel and crew detained in a port for deficiencies.



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

Ferry

Ancona (ex-Captain Zaman II, ex-Knossos, ex-Saga, ex-Hispania, ex-Svea). IMO 6608098. Ferry. Length 141 m, 6,338 t. Panamanian flag. Classification society Bureau Veritas. Built in 1966 in Göteborg (Sweden) by AB Lindholm. Owned by Blue Line (Denmark). Detained in 2006 in Ancona (Italy). Sold for demolition in India. 465 \$ per ton.



Apollon (ex-Express Apollon, ex-Apollon Express, ex-Apollo Express, ex-Senlac). IMO 7235915. Ferry. Length 118 m. Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1973 in Brest (France) by DCAN. Owned by European Seaways Inc (Greece). Detained in 2007 and 2008 in Igoumenitsa (Greece). Sold for demolition in Turkey.



© Roy Thornton

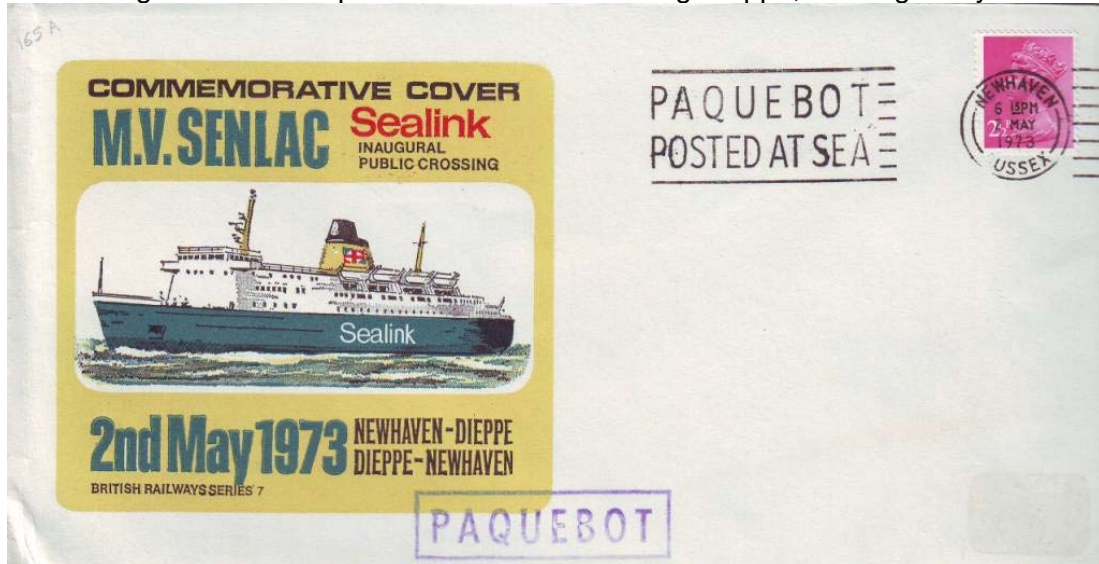


Franta Belsky's mural in the forward stairwell
© Richard Seville

It would have made Napoleon eat his hat. Indeed it was in France, and what more in a naval ship yard, the one in Brest, that the English ship *Senlac* was built in 1973 for British Railways, partners of the French train company SNCF for cross channel traffic under the shared trademark Sealink. At the time, British Railways made a good bargain by ordering for an appealing price three ferries, of which the *Senlac* was third after the *Hengist* and *Horsa*, delivered by the Brest ship yard the previous year and put to sea in the Strait. The latter are still in use in Greece under the names *Agios Georgios* and *Penelope A*. It's surprisingly the youngest who is first to be sent to scrap in the ship-breaking yard of Aliaga, in Turkey.

With a gross tonnage of 5,590 t, the *Senlac* -named after a site from the Battle of Hastings in 1066- was able to convey 1400 passengers and 210 cars. She enters service on May 2nd 1973 on the Newhaven/

Dieppe line replacing the *Falaise* and teaming with the French ships *Valencay* and *Villandry*. For 12 years, the *Senlac* fulfills her purpose regularly on this line until the English partner- since then privatized- decides to withdraw from the Dieppe line, leading to strong social disorder on the other side of the Channel of which we still remember the slogan "Save our *Senlac*". The ship is finally bought back by the SNCF in February 1985 (who owned already 2/3 despite the fact that she sailed under the British flag) and continued serving under French flag until she was replaced by the *Versailles*. She seems to have known only one remarkable incident: on the night of the 13th to the 14th of January 1986, a strong storm threw her to crash against the East pier while she was entering Dieppe, causing many cracks in the hull.



© Kasinath - shipthemegallery

Her second career in Greece will last much longer than the first. Sold in November 1987 to Ventouris Sealines, she becomes the *Apollo Express* and travels the line between Piraeus and Santorin, by ways of several islands. In 1995 she is passed over to Agapitos Express lines and her name changed to *Express Apollon*, then in 1999 joins the Hellas Ferries fleet within Hellenic Seaways. She will continue to stop in a variety of Islands ending her trail in Santorin. The former *Senlac* next leaves the Greek flag to be replaced in 2007 by the flag of Saint Vincent and the Grenadines, her named shortened to only *Apollon* within European Seaways. She was at the time on her way to Italy, on the Igoumenitsa/ Brindisi line, then on the Bari / Durres (Albania).



Senlac © Matt Murtland



Apollon, Corfu, July 2008 © Matt Murtland

Erotokritos T (ex-Ishikari) IMO 7394747. Ferry. Length 188 m, 11,000 t. Greek flag. Classification society Hellenic Register of Shipping. Built in 1974 in Setoda (Japan) by Naikai Shipbuilding; jumboized in 1980. Owned by Lucky Lines Maritime (Greece). Detained in Italy in 2002 in Monfalcone and in 2003 in Brindisi. Sold as is in Piraeus (Greece) for demolition in India. 367 \$ per ton.



Grecia (ex-Caramba I, ex-Espresso Grecia, ex-Espresso Livorno). IMO 7224514. Ferry. Length 125 m, 4,286 t. Maltese flag. Classification society RINA. Built in 1973 in Leghorn (Italy) by Orlando. Owned by Ilion Lines SA (Greece). Sold for demolition in Turkey. 305 \$ per ton.



SNAV Campania (ex-Norstar). IMO 7360710. Ferry. Length 173 m, 11,505 t. Italian flag. Unknown classification society. Built in 1974 in Bremerhaven (Germany) by Weser Seebeck ; jumboized in 1987. Owned by SNAV S.p.A. (Italy). Sold for demolition in India. 440 \$ per ton.



SNAV Sicilia (ex-Norland). IMO 7333822. Ferry. Length 173 m, 11,510 t. Italian flag. Unknown classification society. Built in 1974 in Bremerhaven (Germany) by Weser Seebeck ; jumboized in 1987. Owned by SNAV S.p.A. (Italy). Sold for demolition in India.



Split 1700 (ex-Wilanow, ex-Kronprins Carl Gustaf). IMO 6606234. Ferry. Length 110 m, 3,551 t. Panamanian flag. Classification society Bureau Veritas. Built in 1966 in Rendsburg (Germany) by Nobiskrug Werft. Owned by Blue Line International (Denmark). Detained in 2006 in Ancona (Italy). Sold for demolition in India. 465 \$ per ton.



Venezia (ex-Espresso Venezia, ex-Espresso Ravenna). IMO 7521663. Ferry. Length 125 m, 4,299 t. Bahamian flag. Classification society RINA. Built in 1978 in Leghorn (Italy) by Luigi Orlando. Owned by Ilion Lines (Greece). Sold for demolition in Turkey. 305 \$ per ton.



Passenger ship.

Caribbean Express (ex-Admiral of Scandinavia, ex-Hamburg, ex-Kronprins Harald). IMO 7400778. Passenger ship. Length 156 m, 9,299 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Rendsburg (Germany) by Nobiskrug Werft. Owned by Access Ferries SA (Greece). Detained in Puerto Rico in 2003 in Mayaguez and in 2008 in San Juan. Sold for demolition in India.



October 2010, *Caribbean Express* off Capetown (South Africa) before her ultimate journey to India. © Ian Schiffman

Flamenco I (ex-New Flamenco, ex-Elysian Flamenco, ex-Southern Cross, ex-Starship Majestic, ex-Sun Princess, ex-Spirit of London). IMO 7211517. Passenger ship. Length 163 m, 9,606 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Riva Trigoso (Italy) by Tirreno & Riuniti. Owned by Singapore Star Shipping (Singapore). Detained in 2004 in Las Palmas (Spain). Laid up since July 2009 in Malaysia. Sold as is for demolition in India. 335 \$ per ton.



Flamenco I, October 19th 2010 © Mara - Shipspotting

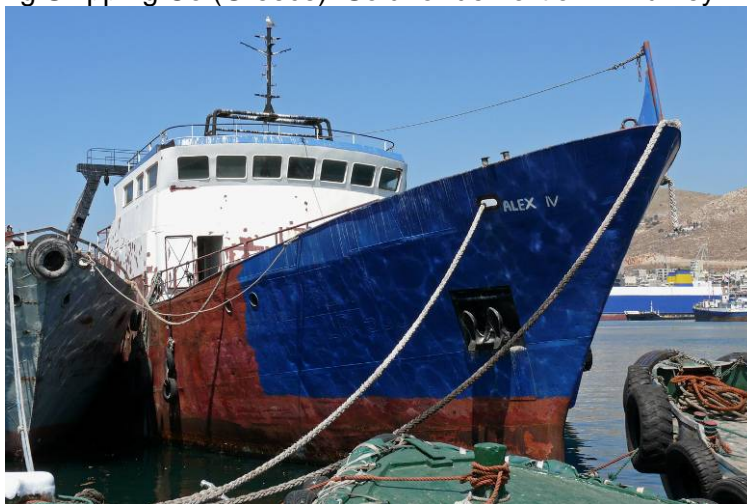
Fishing ship

Adalvik (ex-Joi Bjarna, ex-Edda, ex-Pall, ex-Nattfari, ex-Saebjorg, ex-Fylkir, ex-Gylfi, ex-Petur Thorsteinson). IMO 5276733. Fishing ship. Length 38 m, 400 t. Icelandic flag. Unknown classification society. Built in 1959 in Stralsund (Germany) by Volkswerft VEB. Deprived of fishing permits, the *Adalvik* is immobilized in the port of Njardvík for most of the year 2002. Laid up in Seydisfjörður shipyard since 2008, the ship was towed to Terneuzen (The Netherlands) and then to the Van Heygen ship-breaking yard in Ghent (Belgium).



Adalvik, anchored in the Slippurinn shipyard in Seydisfjörður (Iceland) © Gretar

Alex IV (ex-Flandre). IMO 7039115. Fishing ship. Length 38 m. Greek flag. Unknown classification society. Built in 1970 in Dieppe (France) by les Ateliers and Chantiers de la Manche. The *Flandre* was quite innovating at the time of her construction. In 1977 she was honored by the visit onboard of the PM at the time Raymond Barre. Her owner under the French flag was the Association Rochelaise de Pêche à Vapeur, from La Rochelle. The ship was sold to a Greek society in 1984 and renamed *Alex IV*. Owned by Macedonian Fight Fishing Shipping Co (Greece). Sold for demolition in Turkey.



Alex IV, undergoing cosmetic care in Piraeus (Greece), May 25th 2008 © Aleks Lindström

Guard Valiant (ex-M Valiant, ex-Cam Valiant, ex-Striltreff, ex-Manon, ex-Berg Karl, ex-Thorgaut). IMO 5041968. Fishing ship converted to standby safety vessel. Length 47 m. Norwegian flag. Unknown classification society. Built in 1939 in Sandefjord (Norway) by Framnaes. Owned by Tananger Offshore (Norway). Sold for demolition in Grenaa (Denmark) by Fornaes Shipbreaking. The Danish yard was founded in 1993 and has, since then, scrapped over 1000 ships. Major part of them has been fishing vessels of various sizes, but also freighters, supply vessels, ferries and a military vessel. They mostly came from Scandinavia, United Kingdom, Germany and The Netherlands. See the chapter **THE END**, p 37-38, to know more about the adventurous biography of the *ex-Thorgaut*.



Oskar (ex-Votaberg, ex-Oskar Halldorsson). IMO 6416768. Fishing ship. Length 40 m, 500 t. Icelandic flag. Unknown classification society. Built in 1964 in Zandam (The Netherlands) by De Beer. Icelandic owned.. Sold for demolition in Ghent (Belgium) by Van Heygen Recycling.



Oskar, January 2003 in Reydarfjörður Fjord (Iceland) © Birkir Agnarsson

Factory ship

Izumrudnyy . IMO 7348425. Factory ship. Length 82 m, 2,188 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Wismar (Germany) by Mathias-Thesenwerff. Owned by Nakhodka Active Marine Fishing Base (Russia). Sold for demolition in China.



Strezhevoy. IMO 7640861. Factory ship. Length 53 m, 909 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Volgograd (Russia) by Volgogradskiy. Owned by Oskar Co Ltd (Russia). Sold for demolition in China.

Wiesbaden (ex-West Rumb). IMO 7324912. Factory ship. Length 92 m. Polish flag. Classification society Germanischer Lloyd. Built in 1973 in Bremerhaven (Germany) by Rickmers. Owned by Deutsche Fischfang-Union (Germany). In November, the *Wiesbaden* was towed from Cuxhaven for demolition in Grenaa (Denmark).



The *Wiesbaden* in Cuxhaven (Germany), October 25th 2009 © Ulf Kornfeld

Tanker

Al Mubarakah (ex-Al Madinah, ex-Sibeia, ex-Gorbeia, ex-Ambra Grey, ex-Viking Osprey). IMO 7826829. Tanker. Length 228 m, 15,514 t. Saudi Arabian flag. Classification society Bureau Veritas. Single-hull ship built in 1981 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Bakri Navigation Co Ltd (Arabie Saoudite). Sold for demolition in Pakistan. 501\$ per ton.





Al Reefa (ex-Coral Reef, ex-5 de Septiembre). IMO 7413024. Tanker. Length 143 m, 3,041 t. Sierra Leone flag. Unknown classification society. Single-hull ship built in 1978 in Sorel (Canada) by Marine Industries. Sold for demolition in Pakistan.




Al Tawba (ex-Gulf Navigator, ex-Bakri Navigator, ex-Bunga Tiga, ex-Tomoe 111). IMO 8203799. Tanker. Length 123 m. Saudi Arabian flag. Classification society Nippon Kaiji Kyokai. Double-hull ship built in 1982 in Imabari (Japan) by Asakawa. Detained in 2003 in Bandar Abbas (Iran). Sold for demolition in Pakistan.







Avil (ex-Havildar Abdul Hamid PVC). IMO 8316625. Tanker. Length 228 m, 13,000 t. Comorian flag. Classification society Lloyd's Register of Shipping. Single-hull ship built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Shipping Company of India - SCI (India). Sold for demolition in Bangladesh. 400 \$ per ton.



CM Spirit (ex-S/R Galveston, ex-Exxon Galveston, ex-Exxon Sunshine State, ex-Enco Port Everglades, ex-Enco Sunshine State). IMO 7046168. Tanker. Length 168 m, 6,307 t. Tanzanian flag. Unknown classification society. Built in 1970 in Port-Arthur (United States) by Gulfport ; jumboized in 1978. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Owned by Marika Investments Ltd (Nigeria). Sold for demolition in India. 468 \$ per ton.  

Da Qing 244. IMO 8425347. Tanker. Length 178 m, 6,080 t. Chinese flag. Unknown classification society. Single-hull ship built in 1977 in Dalian SY Co (China) by Dalian Shipyard Co. Owned by China Shipping Development Co (China). Sold for demolition in China. 380 \$ per ton. 

Galena (ex-Overseas Galena Bay, ex-S/R Galena Bay, ex-Chesapeake Trader). IMO 8008917. Tanker. Length 200 m, 11,054 t. Deflagged from United States to Panama for her last journey. Classification society American Bureau of Shipping. Double bottom ship built in 1982 in San Diego (United States) by NASSCO. Owned by OSG Shipmanagement Inc (United States). On the 25th November, the *Overseas Galena Bay* left off her owner, her name, her flag and her destination. Announced in Chittagong on the 29th December, the ex American and hidden *Galena* is beached for demolition in Alang on the 23rd December.



Genius Prime (ex-Alambra, ex-Oriental Fortune, ex-). IMO 8323630. Tanker. Length 86 m, 1,112 t. Comorian flag. Classification society Nippon Kaiji Kyokai. Double-hull ship built in 1984 in Yawatahama (Japan) by Kurinoura Dockyard Co. Owned by Pacific Wise Shipping Co (United Arab Emirates). Detained in 2003 in Guangzhou (China), and in 2008 and 2010 in Bandar Abbas (Iran). Sold for demolition in Pakistan. 370 \$ per ton. 

Iman (ex-Dalnerechensk). IMO 8406638. Tanker. Length 113 m, 3,163 t. Panamanian flag. Classification society Det Norske Veritas. Double-hull ship built in 1986 in Rauma (Finland) by Rauma Repola. Owned by Riga Transport Fleet (Latvia). Detained in 1997 in Rotterdam (The Netherlands). Sold for demolition in Pakistan. 448 \$ per ton.   

Independencia. IMO 7368504. Tanker. Length 170 m, 6,140 t. Mexican flag. Unknown classification society. Single-hull ship built in 1974 in Heusden (The Netherlands) by Verolme. Owned by PEMEX (Mexico). Sold for demolition in India. 220 \$ per ton.  



Independencia in Mazatlan (Mexico), February 2005 © Arjan Elmendorp

Intuition (ex-Olympic, ex-Tweed Seto). IMO 7825801. Tanker. Length 159 m. Panamanian flag. Unknown classification society. Single-hull ship built in 1979 in Osaka (Japan) by Osaka Zosenho. Owned by Azure Services (Greece). Sold for demolition in Turkey.  

Jag Pragati. IMO 8313635. Tanker. Length 170 m, 7,678 t. Indian flag. Classification society Indian Register of Shipping. Single-hull ship built in 1985 in Pusan (South Korea) by Korea SB & E. Owned by Great Eastern Shipping Co Ltd (India). Sold for demolition in Pakistan. 455 \$ per ton.

Jet VIII (ex-Petrolier 1). IMO 8861474. Tanker. Length 55 m. Greek flag. Unknown classification society. Single-hull ship built in 1986 in Tulcea (Romania) by Tulcea Santierul Naval. Refuelling tanker of the Greek port of Piraeus. Sold for demolition in Turkey.



Jet XII (ex-Ticleni). IMO 8861656. Tanker. Length 53 m. Greek flag. Unknown classification society. Single-hull ship built in 1988 in Tulcea (Romania) by Tulcea Santierul Naval. Refuelling tanker of the Greek port of Piraeus. Sold for demolition in Turkey.



Johar (ex-Vukovar, ex-Petar Lekovic, ex-Sofia). IMO 7917393. Tanker. Length 243 m, 16,327 t. Pakistanese flag. Classification society Bureau Veritas. Single-hull ship built in 1985 in El Ferrol (Spain) by Astano. Owned by Pakistan National Shipping (Pakistan). Sold for demolition in India. 482 \$ per ton.



Juviter (ex-Victoria VII, ex-Pranedya Pratama). IMO 7908457. Tanker. Length 158 m. Panamanian flag. Unknown classification society. Single-hull ship built in 1980 in Setoda (Japan) by Naikai Shipbuilding. Owned by Intersea Management (Switzerland). Sold for demolition in Turkey.



Kun Ming Hu (ex-Kingfisher, ex-Treasure). IMO 8013558. Tanker. Length 228 m. Chinese flag. Classification society China Classification Society. Single-hull ship built in 1982 in Ariake (Japan) by Hitachi Zosen. Owned by Cosco (China). Sold for demolition in China.

Lance Naik Karam Singh PVC. IMO 8224119. Tanker. Length 228 m, 13,326 t. Deflagged from India to Comoros for her last journey. Classification society Det Norske Veritas. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in Bangladesh where she arrives as "*Lancer*". When India sent her ships to Bangladesh, it is carried out under hidden flag.

Lania (ex-Diamond Dream). IMO 8808642. Tanker. Length 315 m, 29,200 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1990 in Nagasaki (Japan) by Mitsubishi. Owned by Polyar Tankers AS (Norway). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 460 \$ per ton.



Lania, © Reinier Meuleman

Maxus Widuri (ex-Deep Blue, ex-Saint Constantinos, ex-Chevron Ocean, ex-Afran Ocean, ex-Ocean Park). IMO 7363487. Tanker FPSO. Length 347 m, 56,000 t. Liberian flag. Unknown classification society. Single-hull ship built in 1974 in El Ferrol (Spain) by Astano ; converted in 1997 to Floating Production Storage and Offloading unit ; in service off Indonesia in the Widuri oil field. Owned by Tankers Pacific Offshore Ltd (Singapore). Sold and towed for demolition in Pakistan. 385 \$ per ton.



Niki (ex-Giorgos M, ex-Promar, ex-Petrobulk Progress, ex-Perseverance). IMO 8607842. Tanker. Length 182 m, 8,300 t. Liberian flag. Classification society Det Norske Veritas. Double sided ship built in 1988 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by AK Shipping & Trading (Greece). Detained in 2007 in Algesiras (Spain) and in 2008 in Amsterdam (The Netherlands). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 477 \$ per ton.



Oosea (ex-Broose, ex-Sea Shell, ex-Primero de Mayo). IMO 7413000. tanker. Length 143 m, 3,041 t. Sierra Leone flag. Unknown classification society. Single-hull ship built in 1977 in Sorel (Canada) by Marine Industries. Sold for demolition in Pakistan



Overseas Diligence (ex-Diligence, ex-Chevron Louisiana). IMO 7391240. Tanker. Length 198 m, 10,339 t. United States flag. Classification society American Bureau of Shipping. Double-hull ship built in 1977 in Portland (United States) by FMC Corp. Owned by OSG Ship Management (United States). Sold for demolition in the United States by the All Stars Metal ship-breaking yard, Brownsville, Texas.

Panagia Chrisoskalitissa (ex-Panagia, ex-Tyrius, ex-Star VI, ex-Kakuhisa Maru). IMO 7639496. Tanker. Length 70 m. Greek flag. Unknown classification society. Single-hull ship built in 1977 in Sasebo (Japan) by Ito. Owned by Chrisoskalitissa Maritime (Greece). Sold for demolition in Turkey.



Phoenix (ex-Gannet, ex-Maersk Gannet, ex-Gerd Maersk, ex-Messiniaki Anatoli). IMO 7359503. Tanker. Length 171 m, 7,430 t. Panamanian flag. Unknown classification society. Single-hull ship built in 1977 in Turku (Finland) by Wartsila. Owned by Marika Investments (Nigeria). Sold for demolition in India. 468 \$ per ton.



Prince William Sound. IMO 7395349. Tanker. Length 267 m, 23,154 t. United States flag. Classification society American Bureau of Shipping. Double-hull ship built in 1975 in Chester (United States) by Sun Shipbuilding. Owned by Alaska Tankers (United States). NGOs have protested against the export of this old tanker likely to contain toxic materials towards Asia as it would be in violation of the US environmental laws. The *Prince William Sound* was laid up in a BP terminal in Malaysia (Alaska Tankers is 25% owned by BP). Sold as is in Labuan for demolition in India. 430 \$ per ton including 1,400 t of bunkers.



Prince William Sound, in Port Angeles Harbour, Washington State (United States) on July 3rd 2007
© photos - Scott D Walker

Promise (ex-Gammatank, ex-Apache Spirit). IMO 8805688. Tanker. Length 246 m, 19,637 t. Deflagged from Singapore to Saint Kitts-and-Nevis flag. Classification society Lloyd's Register of Shipping. Double-hull ship built in 1991 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Transpetrol TM AS (Norway).. Sold for demolition in India where she arrives as « *Star III* ».



Quality Spirit (ex-Francis, ex-George V, ex-Bastiaan Broere). IMO 6901658. Wine tanker. Length 82 m. San Marino flag. Classification society RINA. Single-hull ship built in 1968 in Groningen (The Netherlands) by Nieuw Noord Nederlandsche. Owned by AdorTerMar (Italy). Detained in 2007 in Temryuk (Russia) and in 2010 in Palerme (Italy). Sold for demolition in Turkey.



Quality Spirit loading wine in Valencia (Spain)
© Manuel Hernández Lafuente

Rhone. IMO 7361685. Wine tanker. Length 89 m, 1,370 t. Turkish flag. Classification society Turkish Lloyd. Navire simple Built in 1974 in Busum (Germany) by Busumer Werft. Owned by Ortak Denizcilik (Turkey). Sold for demolition in Turkey. 290 \$ per ton.



Ruby Princess (ex-Knock Davie, ex-Aegeas, ex-In Amenas, ex-Teakwood). IMO 7389015. Tanker converted in 1988 into a Floating Production and Offloading unit (FPSO). Length 270 m, 20,000 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1975 in Göteborg (Sweden) by Gotaverken. The *Ruby Princess* is operated by the Japanese MODEC since 1998 off Vietnam in the Ruby oil field, processing 30.000 barrels per day (around 4.000 t) ; the gas is flared on board ; the storage capacity of the FPSO is 850.000 barrels (more than 100.000 t). Owned by Petro Vietnam (Vietnam). Sold for demolition in China. Given her age, this type of factory ship contains around environ 15 t of oil contaminated with PCBs in her transformers and capacitors.



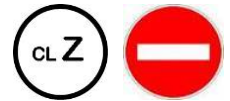
The flare of the FPSO *Ruby Princess* in action off Vietnam © MODEC Inc

Sabine (ex-Heidmar Sabine, ex-R Hal Dean). IMO 8612287. Tanker. Length 239 m, 13,699 t. Marshall Islands flag. Classification society American Bureau of Shipping. Single-hull ship built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by Liquimar Tankers (Greece). Sold for demolition as is in Singapore. On the 16th December, her destination was announced to be Chittagong but the High Court of Bangladesh ask the authorities to stop issuing NOCs (No Objection Certificates) allowing the beaching of ships. The *Sabine*, shorten to « *Sabi* » changes course ; she was finally beached for demolition in Alang, India. 487 \$ per ton.



Port of Salamina, (Greece), May 23rd 2008 © Aleks Lindström

Sea Prince 1 (ex-Artina A, ex-Sealady, ex-Canopus). IMO 7910979. Tanker. Length 170 m, 7,760 t. Saint-Vincent-and-the-Grenadines flag. Unknown classification society. Built in 1981 in Ulsan (South Korea) by Hyundai Heavy Inds. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Sold for demolition in Pakistan. 470 \$ per ton.



Sebastian Lerdo de Tejada (ex-Viken Vest). IMO 7383293. Tanker. Length 207 m, 11,962 t. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Horten (Norway) by AS Horten. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Owned by PEMEX (Mexico). Sold for demolition in India. 220 \$ per ton. Along with the *Tolteca* and *Independencia* also to be demolished, PEMEX is destocking its old hulls.



Shujaa 5 (ex-Cap Farina II, ex-Crescent Highway, ex-Petro Avon, ex-Esso Avon). IMO 8019306. Tanker. Length 91 m, 1,746 t. Panamanian flag. Unknown classification society. Built in 1981 in Groningen (The Netherlands) by Nieuw Noord Nederlandsche. Sold for demolition in Pakistan.



Southway (ex-Genmar Prometheus, ex-Crudesun, ex-Bona Liv, ex-Golar liv). IMO 8613841. Tanker. Length 267 m, 21,189 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double-hull ship built in 1988 in Okpo (South Korea) by Daewoo Shipbuilding. Owned by Green Ocean Ship Management (India). Sold for demolition in Bangladesh. 465 \$ per ton.

Splendour (ex-Green Valley). IMO 8607775. Tanker. Length 214 m, 11,641 t. Liberian flag. Classification society Bureau Veritas. Double sided ship built in 1987 in Imari (Japan) by Namura. Owned by FAL Shipping Co Ltd (United Arab Emirates). Sold for demolition in Pakistan. 455 \$ per ton.

Subedar Joginder Singh PVC. IMO 8224171. Tanker. Length 228 m, 13,369 t. Indian flag. Classification society Indian Register of Shipping. Single-hull ship built in 1984 in Ulsan (South Korea) by Hyundai. Owned by The Shipping Corporation of India Ltd - SCI (India). Sold for demolition in India where she is beached as *KCTL 29*. 469 \$ per ton.

Swat (ex-Velimir Skorpik, ex-Ocean Captain). IMO 7917408. Tanker. Length 243 m, 15,463 t. Pakistanese flag. Classification society Bureau Veritas. Single-hull ship built in 1985 in El Ferrol (Spain) by Astano. Owned by Pakistan National Shipping (Pakistan). Detained in 2000 and 2002 in Trieste (Italy). Sold for demolition in Pakistan. 468 \$ per ton.



Tolteca. IMO 7531319. Tanker. Length 196 m, 11,962 t. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Monfalcone (Italy) by Italcantieri. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Owned by PEMEX (Mexico). Sold for demolition in India. 220 \$ per ton.



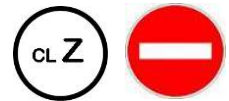
Torrent (ex-Tourmalet, ex-Torocoba, ex-Atlantic). IMO 7412771. Tanker. Length 138 m, 3,809 t. Tanzanian flag. Unknown classification society. Single-hull ship built in 1975 in Hashihama (Japan) by Hashihama Zosen. Owned by Marika Investments Ltd (Nigeria). Sold for demolition in India, the *Torrent* arrived off Alang on 2nd November, but left off and is finally beached for demolition in Gadani (Pakistan) on 19th November. 468 \$ per ton.



Waset (ex-Ikaros M, ex-Mare Glaciale). IMO 8411970. Tanker. Length 144 m, 3,853 t. United Arab Emirates flag. Classification society Bureau Veritas. Single-hull ship built in 1985 in Marina di Carrara (Italy) by Nuovi Cantieri Apuania. Owned by FAL Shipping Co Ltd (United Arab Emirates). Sold for demolition in Pakistan. 472 \$ per ton.



Yong Chi (ex-Silver Ching, ex-Quebec, ex-Dagrund, ex-Dakila, ex-Lucerna, ex-Baraka, ex-Alrai, ex-Athelmonarch). IMO 7400572. Tanker. Length 182 m, 8,775 t. Chinese flag. Unknown classification society. Built in 1977 in Lauzon (Canada) by Davie SB. Single-hull tanker banned from transporting heavy fuel in European waters since January 2005. Owned by China Shipping Group (China). Sold for demolition in China.



Zeinat 2 (ex-Ist). IMO 8325573. Tanker. Length 210 m, 15,002 t. Egyptian flag. Classification society Bureau Veritas. Single-hull ship built in 1986 in Pula (Croatia) by Uljanik-Brodogradilist. Owned by International Marine Management Co (Greece). Detained in 2001 in Augusta (Italy) and in 2002 in Cagliari (Italy). Sold for demolition in India. 477 \$ per ton.



Chemical tanker

Agia Marina (ex-Costas II, ex-Anemos I, ex-Thita Apollo, ex-Hosho Maru). IMO 7620720. Chemical tanker. Length 70 m. Greek flag. Unknown classification society. Double-hull ship built in 1976 in Imabari (Japan) by Asakawa. Sold for demolition in Turkey.



Annoula (ex-Christianborg, ex-Three Rivers, ex-TN Ruby, ex-Leading Lady, ex-Lady T, ex-Team Carrier, ex-Far Carrier, ex-Protank Carrier, ex-AM Carrier). IMO 8003333. Chemical tanker. Length 175 m, 9,749 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double-hull ship built in 1982 in Trojir (Croatia) by Lozovina-Mosor. Owned by Project Shipping Inc (Greece). Detained in 1997 in Hamburg (Germany), en 1999 in Amsterdam (The Netherlands), in 2001 in Syracuse (Italy), en 2002 in New Orleans (United States) and in 2005 in Pyongtack (South Korea). Sold for demolition in India. 450 \$ per ton.



Annoula, at Perama (Greece), July 14th 2008 © Dimitrios

Bow Panther (ex-Northern Panther). IMO 8316728. Chemical tanker. Length 170 m, 9,536 t. Singapore flag Classification society Det Norske Veritas. Double-hull ship built in 1986 in Pusan (South Korea) by Korea Shipbuilding. Owned by Odfjell Management AS (Norway). Sold for demolition in India, with delivery in January 2011. 480 \$ per ton.



Caribbean Pearl (ex-Holland Park, ex-Golden Hermes, ex-Panam Querida). IMO 8300341. Chemical tanker. Length 118 m, 3,406 t. Panamanian flag. Unknown classification society. Built in 1983 in Imabari (Japan) by Asakawa. Sold for demolition in Turkey. 300 \$ per ton.



Custom (ex-Botany T, ex-Betty T, ex-Betty Theresa, ex-Botany Troubadour). IMO 8001866. Chemical tanker. Length 106 m, 2,671 t. Panamanian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1981 in Uwajima (Japan) by Miyoshi. Owned by Navigator Tankers (Greece). Detained in 1997 in Rotterdam (The Netherlands) and in 2005 in Santander (Spain). Sold for demolition in Pakistan. 462 \$ per ton.



Doroussa (ex-Kapitan E Egorov, ex-Thorgull). IMO 8009909. Chemical tanker. Length 206 m, 10,389 t. Liberian flag. Classification society Det Norske Veritas. Built in 1982 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Dileton Maritime (Greece). Sold for demolition in Pakistan.



Ebony (ex-Jo Ebony, ex-Golden Venus). IMO 8500135. Chemical tanker. Length 128 m, 4,397 t. Maltese flag. Classification society Det Norske Veritas. Double-hull ship built in 1986 in Shimonoseki (Japan) by Misubishi. Owned by Seaflex A/S (Denmark). Detained in 2010 in Durban (South Africa). Sold for demolition in India. 545 \$ per ton.



Ebony, waiting in Rotterdam (The Netherlands) on September 3rd 2009 © Christian Bråthen

Estrellita (ex-Justus, ex-Stella, ex-Stella Duval). IMO 7102716. Chemical tanker. Length 82 m, 1,216 t. Panamanian flag. Classification society Bureau Veritas. Double-hull ship built in 1971 in Groningen (The Netherlands) by N.Noord Nederlandsche Scheepswerven. Owned by Fuji Marine Ltd (Japan). Detained in 2008 in Daesan (South Korea). Sold for demolition in India.



Olib G (ex-Berna Sultan, ex-Yeliz K, ex-Olib). IMO 8026608. Chemical tanker. Length 112 m. Maltese flag. Classification society Det Norske Veritas. Double-hull ship built in 1988 in Gijon (Spain) by Cantabrico y Riera. Owned by Frio Maritime SA (Greece). Detained in 2001 in Dunkirk (France) and in 2007 in Constanza (Romania). While she was sailing to India for the demolition yards, the *Olib G* was attacked and seized by Somali pirates. To our knowledge the ship is still held off the Somalian coast. (See the chapter « Piracy and demolition» p. 2)



Pacific Trader (ex-Butt). IMO 7920431. Chemical tanker. Length 130 m, 3,414 t. Panamanian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1980 in Bern (Germany) by Berner SW. Owned by Riga Transport Fleet (Latvia). Sold for demolition in India. 472 \$ per ton.



Rain (ex-Rainbow I, ex-Petrolimex 01, ex-Granada, ex-Gogo Royal, ex-Gogo Ranger). IMO 8101056. Chemical tanker. Length 157 m, 6,333 t. Tuvaluan flag. Classification society RINA. Double-hull ship built in 1983 in Pusan (South Korea) by Korea SB. Owned by Navimar (Italy). Sold for demolition in Bangladesh.



Rain, on November 17th 2010, beached for demolition in Chittagong © Hans Rosenkranz

Sichem Cormoran (ex-Pointe du Cormoran, ex-Domenico Ievoli). IMO 8610447. Chemical tanker. Length 100 m, 2,095 t. Maltese flag. Classification society Bureau Veritas. Double-hull ship built in 1987 in Viareggio (Italy) by Esercizio. Owned by V Ships (Germany). Sold for demolition in India.



Siteam Actinia (ex-Team Actinia, ex-Actinia). IMO 8917077. Chemical tanker. Length 176 m, 9,289 t. Maltese flag. Classification society Lloyd's Register of Shipping. Double-hull ship built in 1993 in Pula (Croatia) by Uljanik. Owned by EMS Ship Management (India). Detained in 1999 in New York (United States) and in 2008 in Gladstone (Australia). Sold for demolition in India.



Star Orion (ex-Andhika Adhisatya, ex-Global Venus). IMO 8512190. Chemical tanker. Length 107 m, 2,300 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1985 in Imabari (Japan) by Higaki. Owned by Megaports Shipmanagement (Singapore). Detained in 2000 in Brisbane (Australia). Sold for demolition in India. 445 \$ per ton.



Theresa Jupiter (ex-Isokaze, ex-Isokaze Maru). IMO 7908861. Chemical tanker. Length 149 m, 5,738 t. Tuvaluan flag. Classification society International Ship Classification. Double-hull ship built in 1980 in Mihara (Japan) by Koyo. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Detained in China in 2008 in Guangzhou, and in 2009 in Shenzhen and Fangcheng. Sold for demolition in India.



Vikstraum (ex-Snark, ex-OT Acid). IMO 7917587. Chemical tanker. Length 129 m, 3,430 t. Maltese flag. Classification society Det Norske Veritas. Double-hull ship built in 1981 in Oskarshamn (Sweden) by Oskarshamns Var. Owned by Utkilen Shipping AS (Norway). Sold for demolition in India. 785 \$ per ton including 292 t of stainless steel.



Zoppun (ex-Sira Borg, ex-Transborg, ex-Kongstraum, ex-Brage Baltic). IMO 7922128. Chemical tanker. Length 101 m, 1,896 t. Turkish flag. Classification society Turk Loydu. Double bottom ship built in 1980 in Mandal (Norway) by Mandals Slip & Mek Verksted A/S. Owned by Beykim Petrolculuk Gemi (Turkey). Detained in 2006 in Setubal (Portugal) and in 2009 in Temryuk (Russia). Sold for demolition in India.



Gas tanker.

Azzurra (ex-*Azzurra Prima*, ex-*Valle Azzurra*). IMO 8123688. Gas tanker. Length 88 m. Panamanian flag. Classification society RINA. Single-hull ship built in 1983 in Genoa (Italy) by Italcantieri. Owned by Societa Cooperativa Di Navigazione G.Giulietta (Italy). Laid up off Callao (Peru), the wreck is undergoing demolition in the middle of the Bay. See the pictures of her agony on **p 1**.



Berge Racine. IMO 8116582. Gas tanker. Length 228 m, 21,978 t. Deflagged from Norwegian to Comorian flag for her last journey. Classification society Det Norske Veritas. Single-hull ship built in 1985 in La Ciotat (France) by Normed, one of the leaders in the building of gas tankers at the time. With a capacity of 81,000 m3 of Liquid Petroleum Gas or ammonia, the *Berge Racine* was the second in a serie of three ships built for the Norwegian Bergesen which became after their launching the first LPG transporter. The *Berge Rachel*, in service since 1984, was demolished in Chittagong in September 2009, the *Berge Ragnhild*, in service since 1986, was beached in Alang in August 2010. Owned by BW Gas AS (Norway). The *Berge Racine* has been sold for demolition in Bangladesh where she arrived as *Racine*. 460 \$ per ton.



Berge Racine anchored in Port Bolivar (Ecuador), February 2008 © Alejandro González Marín

Golden Crux n°18. IMO 9129691. Gas tanker. Length 95 m, 1,476 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1995 in Imabari (Japan) by Shin Kurushima. Owned by Daiichi Tanker Co Ltd (Japan). In April 2010, an explosion occurs in the engine room while the *Golden Crux n°18* is sailing on the Yangtze river, bound for South Korea. Two Filipino sailors are killed. The ship was towed and eventually sold for demolition in India. 410 \$ per ton.

New Seaman (ex-*New Wave 2*, ex-*W-Net*, ex-*Golden Crux n°8*, ex-*Carol Maru*). IMO 8022212. Gas tanker. Length 99 m, 2,324 t. Thai flag. No classification society according to her last port state control. Single-hull ship built in 1981 in Usuki (Japan) by Usuki Tekkosho. Owned by Seamanship Co Ltd (Thailand). Detained in South Korea in 2003 in Daesan, in 2007 in Yeosu and in 2010 in Kwangyang. Sold for demolition in India



Patcharawadee 4 (ex-*Seaman*, ex-*Venus Gas*). IMO 7354151. Gas tanker. Length 89 m, 1,556 t. Thai flag. Unknown classification society. Built in 1973 in Usuki (Japan) by Usuki Tekkosho. Owned by Unique Gas and Petrochemicals Public Co (Thailand). Sold for demolition in India.



Shokaku Maru n°2. IMO 8103913. Gas tanker. Length 73 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Single-hull ship built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Taiheiyo Kisen (Japan). Sold for an unknown destination of demolition.

Sigas Master (ex-Jakob Kosan, ex-Jakob Tholstrup, ex-Markland). IMO 8325327. Gas tanker. Length 70 m, 1,099 t. Maltese flag. Classification society Bureau Veritas. Single-hull ship built in 1985 in Waterhuizen (The Netherlands) by Pattje. Owned by V Ships Ltd (Monaco). Sold for demolition in Turkey. 277 \$ per ton.



Sigloo Polar (ex-Igloo Polar). IMO 8107141. Gas tanker. Length 128 m, 5,550 t. Norwegian flag. Classification society Det Norske Veritas. Double-hull ship built in 1982 in Moss (Norway) by Moss Rosenberg. Owned by THOME Ship Management (Singapore). Sold for demolition in India.



General cargo.

Acqua Azzurra (ex-Addaura, ex-Sagemar Prima, ex-Atlantic Coaster, ex-Rozenburgh). IMO 5301526. General cargo. Length 50 m. Italian flag. Unknown classification society. Built in 1958 in Landsmeer (The Netherlands) by Dollard. Owned by Acqua Azzurra (Italy). Sold for demolition in Turkey



Afanasiy Bogatyrev. IMO 7337701. General cargo. Length 123 m, 2,140 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Navashino (Russia) by Oka Navashino. Owned by Arctic Shipping Co (Russia). Detained in 2000 in Rumoi (Japan). Sold for demolition in China.



Al Fazal Almushrig (ex-Pishtaz, ex-Progress Carrier II). IMO 8129060. General cargo. Length 104 m, 2,072 t. Sierra Leone flag. Unknown classification society. Built in 1982 in Singapore by the Asia-Pacific shipyards. Sold for demolition in India.



Alexander Skvoretz (ex-Ola, ex-Vidlitsa, ex-50 Let Sovetskoy Vlasti). IMO 6919100. General cargo. Length 114 m, 1,271 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1967 in Nijni-Novgorod (Russia) by Krasnoye Sormovo. Owned by Standard Shipping Denizcilik (Turkey). Sold for demolition in Turkey.

Anakonda (ex-Pukjani, ex-Ample E, ex-Ample Harvest, ex-Ample Route I, ex-Jin Tai, ex-Jia Fa, ex-Ocean Mercury, ex-Corona, ex-Finnmaster). IMO 7224368. General cargo. Length 106 m, 7,507 t. Albanian flag. Unknown classification society. Built in 1972 in Ulsteinvik (Norway) by Kleven Mek Verksted. Detained in 2000 in Vunglau (Vietnam) and Onimichi (Japan), in 2001 in Fushiki (Japan) and in 2007 in Novorossiysk (Russia). Sold for demolition in Turkey.



Arina. (ex-Bonus, ex-Nimus, ex-Rogall, ex-Mattun, ex-Gretchen, ex-Gretchen Weston, ex-Frendo Star). IMO 7367964. General cargo. Length 82 m. Moldavian flag. Classification society Polski Rejestr Statkow. Built in 1974 in Foxhol (The Netherlands) by Bodewes Gruno BV. Owned by Unifreight Shipping Ltd (Russia). Detained in 2008 in Valletta (Malta). Sold for demolition in Turkey.



Arkaim-1 (ex-Vela, ex-Mar Bianco, ex-White Sea). IMO 7626451. General cargo. Length 89 m, 1,840 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Solvesborg (Sweden) by Gotaverken. Owned by Tenera Ltd (Russia). Detained in 2005 in Miyako (Japan). Sold for demolition in China.



Bahregan 10 (ex-Ehsan, ex-Iran Ehsan, ex-Arya Akhtar, ex-Aristaios). IMO 7360746. General cargo. Length 149 m, 4,820 t. Iranian flag. Unknown classification society. Built in 1975 in Bremerhaven (Germany) by AG Weser Seebeckwerft. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Detained in 2004 in Guangzhou (China) and in 2007 in Iroshima (Japan). Sold for demolition in India.



Barsehe (ex-Moonlight, ex-Blue Moon, ex-Solca). IMO 7906215. General cargo. Length 106 m, 2,300 t. Moldavian flag. Classification society Maritime Lloyd. Built in 1979 in Braila (Romania) by Braila S.N. Owned by Metkar Shipping & Trading (Romania). Sold for demolition in Turkey.



Betul (ex-Mustafa Kemal, ex-Kaptan Kemal). IMO 7015846. General cargo. Length 78 m. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1971 in Istinye (Turkey) by Denizcilik Istinye. Owned by Dogru Denizcilik (Turkey). Detained in 2005 in Constanza (Romania), in 2009 in Novorossiysk (Russia) and in 2010 three times in Varna (Bulgaria). Sold for demolition in Turkey.



Bolan. IMO 7822108. General cargo. Length 153 m, 5,638 t. Pakistanese flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Kobe (Japan) by Kawasaki Heavy Inds. Owned by Pakistan National Shipping (Pakistan). Detained in 2007 in Bandar Abbas (Iran). Sold for demolition in Pakistan. 448 \$ per ton.



BSLE Performer (ex-ASR, ex-Caravaggio, ex-Karlobag, ex-Makedonija, ex-Konkar Nereus). IMO 7717731. General cargo. Length 193 m, 8,739 t. Saint-Vincent-and-the-Grenadines flag. Classification society RINA. Built in 1980 in Pula (Croatia) by Uljanik. Owned by Bogazzi & Figli Spa (Italy). Sold for demolition in India.



Cabot Orient (ex-Oriental Runner). IMO 8317069. General cargo. Length 94 m, 1,666 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Saiki (Japan) by Honda Zosen. Owned by Seven Seas Shipmanagement Pte (Singapore). Detained in 2004 and 2009 in Guangzhou (China) and in 2010 in Kolkata (India). Sold for demolition in India. 650.000 \$ i.e. 387 \$ per ton.



Capella (ex-BS Express, ex-Medhope, ex-Tilia, ex-Emcol Clipper, ex-Lotus). IMO 7522760. General cargo. Length 122 m. Turkish flag. Classification society Turkish Lloyd. Built in 1976 in Yokkaichi (Japan) by Mie. Owned by Erbay Denizcilik Tasimacilik (Turkey). Detained in 2004 in Novorossiysk (Russia). Sold for demolition in Turkey.



Capital Star (ex-Trader, ex-Chaika, ex-Pyotr Gutchenko). IMO 7008635. General cargo. Length 123 m. Saint-Vincent-and-the-Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1969 in Navashino (Russia) by Navashinskiy Oka. Owned by Solmar Denizcilik (Turkey). Detained in 2007 in Kerch (Ukraine) and in 2008 in Temryuk (Russia). Sold for demolition in Turkey.



Capital Star, Bosphorus, on June 3rd 2008 © Gilmiyarov Evgeny

Condock I (ex-*Glenn Warrior*, ex-*Ondo*). IMO 7812749. General cargo. Length 92 m, 2,406 t. Antigua-and-Barbuda flag. Classification society Germanischer Lloyd. Built in 1979 in Rendsburg (Germany) by Nobiskrug Werft. Owned by Harren & Partner Ship Management GmbH (Germany). Detained in 2009 in Rotterdam (The Netherlands). Sold for demolition in India.



Despina (ex-*Domeyko*, ex-*Karlowicz*). IMO 8030881. General cargo. Length 156 m, 8,002 t. Maltese flag. Classification society Det Norske Veritas. Built in 1982 in Gdansk (Poland) by Gdanska Lenina. Owned by G Bulk Corp (Greece). Sold for demolition in India. 488 \$ per ton including bunkers, important quantities of non ferrous metals and a full set of spares.



Eastern Sea (ex-*Olmecca*, ex-*Coral Bay*, ex-*Apollo C*, ex-*Express Nilgiri*, ex-*Tiger Arrow*, ex-*Alexander Schulte*, ex-*Cape York*, ex-*Nordwoege*). IMO 8311039. General cargo. Length 150 m, 6,002 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1983 in Rostock (Germany) by Neptun VEB. Owned by Alunited Maritime Business (Bangladesh). Detained in 2007 in Kobe (Japan). Sold for demolition in Bangladesh.



Eastern Sea, port of Nikolayev (Ukraine) © Andrey Jakimenko

Flora (ex-*Safmarine Palance*, ex-*Flora V*, ex-*CGM Mana*, ex-*CCNI Ancud*, ex-*Flora*, ex-*Meredith E*, ex-*Santa Filipinas*, ex-*Sainte Alexandrine*). IMO 8027547. General cargo. Length 150 m, 6,113 t. Deflagged from Panama to Saint Kitts and Nevis for her last journey. Classification society Russian Maritime Register of Shipping. Built in 1981 in Rostock (Germany) by Neptun VEB. Owned by Kanlar Denizcilik Insaat (Turkey). Detained in 2003 in Eleusis (Greece). Sold for demolition in India. 468 \$ per ton.



Flotec (ex-*Theofano*, ex-*Presidente Ibanez*, ex-*Wangoni*). IMO 8225448. General cargo. Length 157 m, 7,100 t. Hong Kong flag. Classification society China Classification Society. Built in 1982 in Warnemünde (Germany) by Warnowwerft. Owned by Shanghai Adani Shipping Co Ltd (China). Detained in 2003 in Nantes (France). Sold for demolition in China. 390 \$ per ton.



Forward 1 (ex-*Solka*, ex-*Gerol VS Oleynikov*, ex-*Volgo Balt 139*). IMO 8858221. General cargo. Length 114 m. Cambodian flag. Classification society International Register of Shipping. Built in 1971 in Komárno (Slovakia) by ZTS Yards. Detained in 2007 in Kdzeregli (Turkey) and Nikolayev (Ukraine) and in 2009 in Trabzon (Turkey). Sold for demolition in Turkey.



Glory K (ex-Union Glory, ex-Ever Sea, ex-Southern Wind, ex-Kaenary). IMO 7618480. General cargo. Length 110 m. Panamanian flag. Classification society Columbus American Register. Built in 1977 in Imabari (Japan) by Nishi Zosen. Detained in 2000 in Vladivostock (Russia), in 2003 in Matsuyama (Japan), and in 2007 and twice in 2008 in Nikolayev (Ukraine). Sold for demolition in Turkey.



Golden Line 8 (ex-Man Chong, ex-Zale, ex-Marine Kobe, ex-Baron, ex-Corbina 1, ex-Murni Bayu, ex-Great Field, ex-Waterloo Leopard, ex-Kota Timor). IMO 8105430. General cargo. Length 109 m, 2,078 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Pusan (South Korea) by Daedong. Owned by Korea Daesong Shipping (Corée du Nord). Detained in 2000 in Bangkok (Thailand), in 2001 in Hong Kong, in 2008 in Quangninh (Vietnam) and in 2009 in Bangkok (Thailand). Sold for demolition in China. 385 \$ per ton.



Hai Tong Xian Feng (ex-Tong Cheng, ex-Aristonidas). IMO 7526845. General cargo. Length 147 m, 5,599 t. Chinese flag. Classification society China Classification Society. Built in 1977 in Toyama (Japan) by Nipponkai. Owned by Lianyungang Cosfar Shipping International Co (China). Sold for demolition in China.

Innes (ex-Conticarib, ex-Inn, ex-Ventus, ex-Josun). IMO 7502069. General cargo. Length 106 m. Cyprus flag. Classification society Germanischer Lloyd. Built in 1976 in Aukra (Norway) by Aukra Bruk. Owned by Fisser & Doornum (Germany). Sold for demolition in India.



Jaipur (ex-Aristoteles, ex-lloyd Houston). IMO 7433256. General cargo. Length 141 m. Jordanian flag. Classification society Hellenic Register of Shipping. Built in 1981 in Niteroi (Brésil) by CCN - Maua. Owned by Five Stars Shipping Co Ltd (India). Detained in 2006 in Bandar Khomeini (Iran). Sold for demolition in India.



Jaipur, in Mombasa (Kenya) June 2009
© Dmitry Rostopshin

Kapitan Kiriy. IMO 7384261. General cargo. Length 151 m, 5,439 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Gdansk (Poland) by Gdanska Lenina. Owned by Sakhalin Shipping Co (Russia). Sold for demolition in China. 410 \$ per ton.



Lider Trabzon (ex-Marie O, ex-Sparos, ex-Inka). IMO 7907350. General cargo. Length 86 m. Deflagged from Slovakia to Georgia for her ultimate journey to Aliaga. Classification society Maritime Lloyd. Built in 1979 in Wewelsfleth (Germany) by Peters H. Owned by Asya Roro Turizm Nak (Turkey). Detained in 2009 in Novorossiysk (Russia). Sold for demolition in Turkey.



Lumy (ex-Manzala, ex-Haj Moneir, ex-Senon, ex-Iosif S, ex-Medias). IMO 7311886. General cargo. Length 85 m, 1,121 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1973 in Drobeta (Romania) by Drobeta-Turnu Sever. Sold for demolition in Pakistan. 370 \$ per ton.



Mamaluca (ex-Onega, ex-Bothnia Stone, ex-Hettstedt, ex-Jobebe). IMO 7532820. General cargo. Length 121 m, 3,570 t. Panamanian flag. Unknown classification society. Built in 1976 in Rostock (Germany) by Neptun VEB. Owned by Gulf Shipping Co (United Arab Emirates). Detained in 2006 and 2007 in Yeosu (South Korea) and in 2008 in Vostochny (Russia). Sold for demolition in Pakistan.



Maroantsetra (ex-Sine Boye). IMO 7507069. General cargo. Length 49 m. Madagascar flag. Unknown classification society. Built in 1976 in Ringkobing (Denmark) by Nordsovaerftet A/S. Owned by Compagnie Malgache de Cabotage (Madagascar). Sold for demolition in India.



Med Glory (ex-African Glory, ex-St Paul River, ex-South Faith, ex-Ravenswood). IMO 7419133. General cargo. Length 125 m, 3,829 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Pusan (South Korea) by Dae Sun SB. Owned by Aurora Maritime (Bulgaria). Detained in 2002 in Ravenna (Italy), in 2006 in Castellon de la Plana (Spain) and in 2008 in Kerch (Ukraine). Sold for demolition in India. 467 \$ per ton.



Mikue (ex-Hermosa, ex-Helle Stevns, ex-Christina W, ex-Sintala, ex-Mare Garant, ex-Germa Garant, ex-Germa Lina, ex-Lina). IMO 7702592. General cargo. Length 106 m, 2,458 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1980 in Singapore by Singapore Shipbuilding ; jumboized and lengthened from 80 to 106 m in 1989. Detained in Portugal in Leixoes in 2003, and in Setubal twice in 2004, and then in 2007 and 2008. Sold for demolition in India. 440 \$ per ton.



National Star (ex-15 Ma). IMO 7810961. General cargo. Length 130 m. Egyptian flag. Classification society Polski Rejestr Statkow. Built in 1982 in Alexandria (Egypt) by Alexandria Shipyard. Owned by National Shipping & Investment (Egypt). Sold for demolition in Turkey.



Njord (ex-Swan). IMO 8007157. General cargo. Length 89 m, 1,438 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rendsburg (Germany) by Nobiskrug Werft. Owned by DAF Co Ltd (Russia). Detained in 2007 in Ventspils (Latvia) and in 2008 in Szczecin (Poland). Sold for demolition in Turkey.



Nurettin Amca (ex-Blacksea Poyraz, ex-Pergamos, ex-Sagitario, ex-Coral Volans). IMO 7334577. General cargo. Length 117 m. Mongolian flag. Classification society Turk Loydu. Built in 1973 in Hakata (Japan) by Watanabe Zosen KK. Owned by Kutup Shipping & Trading Ltd (Turkey). Sold for demolition in Turkey



Ocean Express (ex-Ummeedh, ex-Leila, ex-Neila, ex-Punta Izkiro). IMO 7713333. General cargo. Length 77 m, 1,405 t. Unknown flag. Unknown classification society. Built in 1978 in Pasajes (Spain) by Luzuriaga Astilleros. Sold for demolition in India. 390 \$ per ton.



Perla Adib (ex-Nordic Pearl, ex-Norden, ex-Rautaruuki). IMO 7434937. General cargo. Length 143 m, 3,545 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1976 in Bardenfleth (Germany) by Schuerenstedt Schiffswerft. Owned by ISM Group Ltd (Syria). Sold for demolition in Turkey. 310 \$ per ton.



Pheafan (ex-X-Press Nuptse, ex-X-Press Annapurna, ex-Kota Selamat, ex-Hodeidah Crown, ex-Ostfriesland, ex-S.A. Ostfriesland). IMO 7720893. General cargo. Length 160 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Kiel (Germany) by Howaldtswerke-DW. Owned by Shanghai Vasteast International Shipping (China). Detained in 2009 in Tangshan (China). Sold for demolition in China.



Princess Goud (ex-Abida Y, ex-Lucy M, ex-Georgiana, ex-Abdul Razzak G, ex-Rega, ex-Dana, ex-Euro Skipper, ex-Sundern, ex-Adda). IMO 6616772. General cargo. Length 80 m. Sierra Leone flag. Unknown classification society. Built in 1966 in Neuenfelde (Germany) by Sietas Schiffswerft ; jumboized and lengthened in 1979 from 67 to 80 m. Owned by Rose Marine Transport (Syria). Detained in 2004 in Novorossiysk (Russia), in 2005 in Constanza (Romania) and in 2008 in Nikolayev (Ukraine). Sold for demolition in Turkey.



Queen Haja (ex-Majestik K, ex-Jutha Phansiri, ex-Cielo di Trieste, ex-Booker Crusade, ex-Wolfgang Russ, ex-Sol Neptun). IMO 7348633. General cargo. Length 145 m, 5,569 t. Deflagged from Panama to Saint Kitts and Nevis for her last journey. Classification society International Register of Shipping. Built in 1975 in Rostock (Germany) by Neptun VEB. Owned by Metkar Shipping And Trading Co (Romania). Detained twice in 2010 in Novorossiysk (Russia). Sold for demolition in India where she arrives renamed « *Ace I* ».



Rosborg (ex-Clipper Itajai, ex-Orient Clipper, ex-African Sky, ex-Minos, ex-Cape Verde, ex-Tendai Maru). IMO 7813183. Container ship. Length 166 m, 8,170 t. Bahamian flag. Classification society RINA. Built in 1978 in Numakuma (Japan) by Tsuneishi. Owned by Konvoy Maritime Ltd (Turkey). Detained in 2010 in Xiamen (China). Sold for demolition in China. 405 \$ per ton.



Safaga (ex-Vispataurini, ex-Daniella, ex-Lady Emily, ex-Ekuelle, ex-Far South, ex-Turid). IMO 8507298. General cargo. Length 158 m, 6,856 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Red Sea Navigation Co (Egypt). Detained in 2005 in Novorossiysk (Russia) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India



Sealark (ex-Malone, ex-Fosseland, ex-Perelle). IMO 7711402. General cargo. Length 66 m, 582 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in



1979 in Wivenhoe (United Kingdom) by JW Cook. Owned by Seagate Trading & Shipping (Bulgaria). Detained in 1997 in Belfast (United Kingdom), in 2003 in Amsterdam (The Netherlands), in 2007 in Constanza (Romania), in 2008 in Nikolayev (Ukraine) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.

Sealark, inbound for Rotterdam on November 11th 2006 © **Wil Weijsters**

Southern Arrow (ex-Ocean Pioneer). IMO 8404393. General cargo. Length 107 m, 2,014 t. Cambodian flag. Classification society International Register of Shipping. Built in 1984 in Pusan (South Korea) by Daedong Shipbuilding. Owned by Pamela Corp (South Korea). Detained in 2001 in Shinhang (South Korea), in 2003 in Hong Kong, in 2009 in Kwangyang (South Korea) and Nhatrang (Vietnam) and in 2010 in Pusan and Kwangyang (South Korea) and Changshu (China). Sold for demolition in China. 385 \$ per ton.



Sveta Kseniya (ex-Sea Transporter, ex-Nord Transporter, ex-Safe Transporter). IMO 7524005. General cargo. Length 67 m. Saint Vincent and the Grenadines flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Niigata (Japan) by Niigata Engineering. Owned by Trimpex Union Ltd (Bulgaria). Sold for demolition in Turkey.



Terrisha (ex-Trubezh, ex-Fratzis M, ex-Advantage, ex-Industrial Advantage, ex-DSR/TCA Livorno, ex-Radebeul). IMO 8422905. General cargo. Length 158 m, 7,160 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemünde (Germany) by Warnowwerft. Owned by National Shipping Company (Lebanon). Detained in 2008 in Mumbai (India) and in 2010 in Colombo (Sri Lanka). Sold for demolition in India. 435 \$ per ton.



Thinh Cuong 14 (ex-Minh Duc, ex-Song Tien 1). IMO 8837423. General cargo. Length 81 m, 685 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1985 in An Phu (Vietnam) by Anphu Shipyard. Owned by Hai Phong Shipping & Trading (Vietnam). Sold for an unknown destination of demolition.



Tian Chang (ex-Angeliki, ex-Maria U). IMO 7706330. General cargo. Length 119 m, 3,554 t. Panamanian flag. Classification society International Register of Shipping. Built in 1978 in Kinoue (Japan) by Setouchi Zosen. Owned by Tianjin International Marine Shipping Co (China). Detained in 2009 in Pyeongtaek (South Korea). Sold for demolition in India. 420 \$ per ton.



Topaz (ex-TJT 2, ex-Eishin Maru, ex-Saran, ex-Sea Ace, ex-Mizushima Maru). IMO 7010250. General cargo. Length 102 m, 1,901 t. Thai flag. No classification society according to her last port state control. Built in 1969 in Imabari (Japan) by Imabari Zosen. Owned by Navee Chartering (Thailand). Detained in 2002 in Singapore. Sold for demolition in Bangladesh.



Trial (ex-Sormovskiy, ex-Leninskaya Smena). IMO 7011101. General cargo. Length 114 m. Cambodian flag. Classification society Shipping Register of Ukraine. Built in 1969 in Nijni Novgorod (Russia) by Krasnoye Sormovo. Owned by Concord Crewing Co (Ukraine). Sold for demolition in Turkey.



Container ship.

APL Orchid (ex-Eagle Orion, ex-Dragon Nias, ex-Neptune Jasper, ex-Anro Adelaide). IMO 8207898. Container ship. Length 161 m, 6.821 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shanghai (China) by Jiangnan shipyards. Owned by Neptune Shipmanagement (Singapore). Sold as is in Djebel Ali for demolition in India. 450 \$ per ton.


LTC Calvin P. Titus (ex-Calvin P. Titus, ex-American Michigan, ex-Sea Lion). IMO 8322789. Porte conteneurs. Length 198 m, 13,494 t. Deflagged from United States to Saint Kitts and Nevis for her last journey. Classification society American Bureau of Shipping. Built in 1985 in Odense (Denmark) by Odense Steel Shipyard. Converted for naval service and assigned to the US Military Sealift Command to carry support equipment and supplies. LTC Calvin P Titus was until recently part of the US Navy Prepositioning Program and is the 4th ship in around a year to be beached in Alang for demolition (Cf. the cases of *Abby G* in Ship-breaking.com # 21, *PFC James Anderson* and *1st LT Alex Bonnyman* in Ship-breaking.com # 17). In every case the procedure is the same : renaming and deflagging to facilitate the export towards Asia.





On December 21st, the *LTC Calvin P. Titus* abandons her American flag, her historical reference to the soldier and bugler of the Fourteenth United States Infantry who was the first to scale the Peking walls with the American flag at the siege of August 1900 and was beached in Alang six days later as "*Calvin*".






LTC Calvin P. Titus in Salalah, Oman. June 10th 2008 © Ship Nostalgia



MSC Endurance (ex-*Sea-Land Endurance*). IMO 7820849. Container ship. Length 257 m, 17,152 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1980 in Ulsan (South Korea) by Hyundai ; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Target Marine SA (Greece). Detained in 2008 in Montreal (Canada). Sold for demolition in India. 


MSC Freedom (ex-*Sea-Land Freedom*). IMO 7820954. Container ship. Length 257 m, 17,333 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1980 in Nagasaki (Japan) by Mitsubishi ; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Target Marine SA (Greece). Sold for demolition in India. 440 \$ per ton. 




MSC Voyager (ex-*Sea-Land Voyager*). IMO 7820916. Container ship. Length 257 m, 16,455 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1980 in Kobe (Japan) by Mitsubishi ; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Target Marine SA (Greece). Sold for demolition in India. 467 \$ per ton. 






Valley (ex-*Green Valley*, ex-*Mare Hibernum*, ex-*ACX Seagull*, ex-*Saudi Buraydah*). IMO 9101807. Container ship. Length 149 m, 7,636 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Wallem Shipmanagement Ltd (Norway). Detained in 2010 in Hong Kong. On 23rd November 2010, the *Green Valley* collides with another container ship, the *Tiger Spring*, on the Hoogly River in Nurpur, West Bengal (India). She was towed to Diamond Harbour for repairing but is then announced sold for demolition in Bangladesh.   



Ro Ro




Aegean Sky (ex-*Acacia*, ex-*Assi Scan Link*, ex-*Ocean Link*, ex-*Baltic Wasa*, ex-*Tor Finlandia*). IMO 7369039. Ro Ro. Length 163 m, 5,998 t. Saint-Vincent-and-the-Grenadines flag. Classification society RINA. Built in 1974 in Sandefjord (Norway) by Framnaes; jumboized in 1977. Owned by Aegean Cargo Management (Greece). Sold for demolition in India.  



Al Salmy 1 (ex-*Timimoun*). IMO 7533173. Ro Ro. Length 123 m, 4,670 t. Comorian flag. Unknown classification society. Built in 1977 in Niigata (Japan) by Niigata Eng. Owned by Salame Al Makrani Cargo Co (United Arab Emirates). Sold for demolition in India. 




Caribbean Carrier (ex-Pasewalk, ex-Auersberg). IMO 8306565. Ro Ro. Length 138 m, 5,390 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Wismar (Germany) by Mathias-Thesen. Owned by Caribbean Carrier Holding (Porto Rico). Detained in 2007 and 2010 in San Juan (Porto Rico). Sold for demolition in India.   

Coral Moon (ex-Silver Moon, ex-Sana S, ex-Peris). IMO 8503876. Ro Ro. Length 128 m, 5,430 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1985 in Galati (Romania) by Galati SN. Owned by Nova Ostria Shipping Co SA (Greece). Detained in 2008 in Santander (Spain) and Rosslare (Ireland). Sold for demolition in India. 428 \$ per ton.     

Dubai Coast II (ex-Ghat). IMO 7359280. Ro Ro. Length 118 m. Panamanian flag. Classification society Indian Register of Shipping. Built in 1975 in Uusikaupunki (Finland) by Uudenkaupungin. Sold for demolition in India.  




Ducky Symphony (ex-Santa Marcella, ex-New Aries, ex-Aries, ex-Comodal I). IMO 7713280. Ro Ro. Length 135 m, 5,669 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 in Sestao (Spain) by AESA. Owned by TMT Co Ltd (Taiwan). Detained in 2002 in Antwerp (Belgium), in 2003 in Sheerness (United Kingdom), in 2008 in Yokohama (Japan) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 430 \$ per ton.   



Fu Han Kou (ex-Roro Siam, ex-Seaboard Arrow, ex-Merida, ex-Mercandian Arrow). IMO 8322753. Ro Ro. Length 160 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Frederikshavn (Denmark) by Frederikshavn Vft. Owned by Nykcos Car Carrier Co Ltd (China). Sold for demolition in China.  

Norilsk. IMO 8013003. Ro Ro. Length 174 m, 10,816 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Turku (Finland) by Oy Wärtsilä. Owned by NB Maritime Management (Cyprus). Sold for demolition in China. 415 \$ per ton.   



Norilsk departing from Gibraltar roads on May 19th 2009 © Gerolf Drebbes

Ravenna (ex-Ravenna Bridge, ex-Freccia dell'Ovest, ex-Corriere dell'Ovest). IMO 7351226. Ro Ro. Length 140 m, 3,462 t. Greek flag. Classification society RINA. Built in 1975 in Leghorn (Italy) by Luigi Orlando ; jumboized in 1980 and lengthened from 117 to 140 m. Owned by Ilion Lines SA (Greece). Sold for demolition in Turkey. 305 \$ per ton.   

Zhen Xiang (ex-Han Zhong Men, ex-Min Tai 89, ex-NenJiang, ex-Nopal Audrey). IMO 7618674. Ro Ro. Length 133 m, 5,020 t. Chinese flag. Classification society China Classification Society. Built in 1977 in Copenhagen (Denmark) by AS Burmeister & Wain. Sold for demolition in China.  

Bulk carrier

Afflatus (ex-*Developer*, ex-*Iran Taleghnani*). IMO 8309660. Bulk carrier. Length 190 m. Hong Kong flag. Classification society Det Norske Veritas. Built in 1985 in Okpo (South Korea) by Daewoo. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Detained in 2005 in Pohang (South Korea). In May 2009, the *Afflatus* which is sailing only with ballast from Lianyungang to Tianjin collides with the general cargo carrier *Wen Yue*. The *Wen Yue* sunk immediately, one of the crewmember is found dead, the other seven are lost. The Chinese Maritime Administration states that the *Afflatus* failed to comply with related regulations on navigating in fog and to observe a regular look-out, did not take avoidance actions and did not adopt a safe navigation speed. The ship was towed and then at the end of the investigation sold for demolition in Fulian (China).



Agawa Canyon. IMO 7028556. Bulk carrier. Length 197 m, 7,152 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1970 in Collingwood (Canada) by Collingwood Shipyard. Owned by Algoma Central Marine (Canada). Sold for demolition in Turkey.



The *Agawa Canyon* leaves Contrecoeur, Quebec (Canada) for scrapping in Turkey © Serge Beauchemin

Algoisle (ex-*Silver Isle*). IMO 5417820. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1963 in Cork (Ireland) by Verolme Cork. Owned by Seaway Marine Transport (Canada). Sold for demolition in Turkey.



Alma 1 (ex-*Athos*, ex-*Akrathos*, ex-*Galet*, ex-*Myson*, ex-*Mariza*, ex-*Merchant Pilot*, ex-*Kennington*, ex-*El Crusader*). IMO 8018388. Bulk carrier. Length 185 m, 7,643 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Victoria Ocean Way Ltd (Greece). Detained in 1998 in Rotterdam (The Netherlands) and in 2000 in Quebec (Canada). Sold for demolition in Pakistan.



Anatolia (ex-*Pacific Novator*, ex-*Pacific Onnovator*, ex-*Nestor*, ex-*Atlas*, ex-*Adelfa*, ex-*Cape Finisterre*). IMO 7433103. Bulk carrier. Length 176 m. Panamanian flag. Classification society Turkish Lloyd. Built in 1982 in Niteroi (Brazil) by CCN Maua. Owned by Ataduru Denizcilikve Gemi (Turkey). Detained in 2000 in Antwerp (Belgium), in 2001 in Calais (France), in 2003 in Iquique (Chile) and in 2004 and 2005 in Vladivostok (Russia). Sold for demolition in India. 427 \$ per ton.



Arima (ex-*Awobasan Maru*). IMO 8001505. Bulk carrier. Length 271 m, 20,106 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Kure (Japan) by Ishikawajima-Harima. Owned by Schulte Shipmanagement (Germany). Sold for demolition in China. 448 \$ per ton.



Asraar-E-Mostafa (ex-*Amalia*, ex-*Kanev*, ex-*Vladimir Gavrilov*, ex-*Borgnes*). IMO 7600768. Bulk carrier. Length 177 m, 8,087 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Shimizu (Japan) by Nippon Kokan. Owned by Fine Ocean International (Bangladesh). Detained in China in 2008 in Nantong and in 2010 in Zoushan. Sold for demolition in Bangladesh.



Bao Yuan Men (ex-Corey, ex-Millennium Scorpio, ex-Scorpio, ex-Capricorn, ex-Platte, ex-Spirit of Texas) IMO 7821178. Bulk carrier. Length 186 m, 8,244 t. Saint-Vincent-and-the-Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Orange (United States) by Levingston. Owned by HTM Shipping Co Ltd (China). Sold for demolition in India.

Bao Yue Jia (ex-Winter, ex-Ming Winter). IMO 7618313. Bulk carrier. Length 172 m, 8,200 t. Saint-Vincent-and-the-Grenadines flag. Classification society American Bureau of Shipping. Built in 1978 in Kaohsiung (Taiwan) by China Shipbuilding. Owned by Good Faith Shipping Co SA (China). Detained in 1999 in Cardiff (United Kingdom) and in 2009 in Xiamen (China). Sold for demolition in India. 430 \$ per ton.



Basil (ex-Vaky Junior, ex-Ratna Deep). IMO 7532650. Bulk carrier. Length 245 m, 14,158 t. Saint-Vincent-and-the-Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Cochin (India) by Cochin SY. Owned by Overseas Marine Enterprise (Greece). Detained in 2008 in Gijon (Spain). Sold for demolition in India. 435 \$ per ton.



Butet (ex-St John, ex-Saint, ex-C.S. Scope, ex-Young Scope). IMO 7710173. Bulk carrier. Length 146 m, 5,055 t. Pavillon Saint Kitts and Nevis. Classification society International Register of Shipping. Built in 1978 in Numakuma (Japan) by Tsuneishi. Owned by ATL Shipping Ltd (China). Sold for demolition in Bangladesh. 433 \$ per ton.



Canadian Prospector (ex-St Lawrence Prospector, ex-Federal Wear, ex-Carlton). IMO 5426663. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1964 in Pallion (United Kingdom) by Short Bros ; jumboized in 1968 and in 1979, and lengthened from 171 m to 195 m and then 222 m. In October 2010, the *Canadian Prospector* leaves Canada in towed of the *Simoon* and *Vigilant I* for scrapping in Turkey. Though, she has been renamed *Alliance* and deflagged to Saint Pierre and Miquelon.



Captain Giorgios (ex-Kapitan Georgi Georgiev). IMO 7919834. Bulk carrier. Length 184 m, 7,836 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Varna (Bulgaria) by les chantiers Georgi Dimitrov. Owned by Bulgare Navigation (Bulgaria). Detained in 2010 in Tyne (United Kingdom). Sold for demolition in Pakistan.



Cpt Stavros (ex-Mare Deus, ex-Star, ex-Eurobulker XV, ex-Kavo Sidero, ex-Island Star). IMO 7392880. Bulk carrier. Length 180 m, 7,037 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1976 in Osaka (Japan) by Namura. Owned by Newport Shipmanagement Ltd (Greece). Detained in 2009 in Koper (Slovenia). Sold for demolition in China.



Eternal Bright (ex-MMM Diana, ex-Able Director, ex-Giga 2, ex-Cido Star, ex-Yuuru Maru). IMO 8002004. Bulk carrier. Length 270 m, 20,000 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Imari (Japan) by Namura. Owned by COSCO (China). Detained in 1998 in Aabenraa (Denmark), in 2003 in Rotterdam (The Netherlands) and Shenzhen (China) and in 2010 in India. Sold for demolition China. 448 \$ per ton.



Eternal Bright in Antwerp, on May 4th 2007
© Vladimir Knyaz

Fedon (ex-Anna Z, ex-Colditz). IMO 7942336. Bulk carrier. Length 199 m, 9,425 t. Barbados flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Saint-Petersburg (Russia) by Baltiyskiy Zavod. Owned by Machrimar Management SA (Greece). Detained in 1999 in Antwerp (Belgium) and in 2008 in Koper (Slovenia). Sold for demolition in India. 470 \$ per ton.



Frotamerica. IMO 7433581. Bulk carrier. Length 193 m, 9,104 t. Brazilian flag. Classification society Bureau Veritas. Built in 1979 in Rio de Janeiro (Brazil) by Engenharia. Owned by Frota Oceanica e Amazonica (Br sil). Sold as is in Brazil for demolition in Turkey. 161 \$ per ton.

Golden Land (ex-Jin Se Da Di, ex-Fjord Land, ex-Lutz Jacob). IMO 7406928. Bulk carrier. Length 205 m, 12,310 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1976 in Cork (Ireland) by Verolme. Owned by Shanghai Haizheng Ship Management Co Ltd (China). Sold for demolition in China. 450 \$ per ton.



HS Pioneer (ex-Thios Costas, ex-Kitsa, ex-La Ensenada, ex-Fran ois L.D., ex-Shoho Maru). IMO 8022004. Bulk carrier. Length 273 m, 23,620 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Tsu (Japan) by Nippon Koka. Owned by STX Pan Ocean (Singapore). Detained in 2006 in Koper (Slovenia) and in 2009 twice in Tianjin (China). Sold for demolition in China. 410 \$ per ton.



Irongate (ex-Kinokawa, ex-Kinokawa Maru). IMO 8106484. Bulk carrier. Length 298 m, 14,555 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Oppama (Japan) by Sumitomo HI. Owned by Zodiac Maritime Agencies Limited (United Kingdom). Detained in 2004 in Shangai (China) and in 2009 in Tianjin (China). Sold for demolition in India. 380 \$ per ton.



Jian Mao I (ex-North King, ex-Ostrako, ex-Tricula). IMO 7917862. Bulk carrier. Length 264 m, 20,051 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by COSCO (China). Detained in 1998, 2001, 2005 and 2006 in Amsterdam (The Netherlands). Sold for demolition in China. 405 \$ per ton.



Kasid Kareem (ex-Simal I, ex-Kemal Ka, ex-Klasico I, ex-A.G. Matos, ex-Bruna Prima, ex-Bruna, ex-Mariveles). IMO 7313004. Ex tanker converted to bulk carrier. Length 93 m. Togolese flag. Classification society Turk Loydu. Built in 1973 in Imabari (Japan) by Nishi Zosen. Syrian-owned. Detained in 2004 in Varna (Bulgaria). Sold for demolition in Turkey.



Maha Vidya (ex-Jag Vidya, ex-Amita, ex-Syra). IMO 7617577. Bulk carrier. Length 169 m, 6,542 t. Indian flag. Classification society American Bureau of Shipping. Built in 1977 in Oshima (Japan) by Oshima Shipbuilding. Owned by Five Stars Shipping Co Pvt Ltd (India). Sold for demolition in Pakistan. 455 \$ per ton.

Oasis West (ex-Talia S, ex-Tania, ex-Tirgu Lapus). IMO 7806908. Bulk carrier. Length 145 m, 4,903 t. Moldavian flag. Classification society Turkish Lloyd. Built in 1978 in Galati (Romania) by Galati SN. Owned by Gamma Shipping Transport (Turkey). Detained in 2005 in Kdzeregli (Turkey), in 2007 once in Ravenna and twice in Genoa (Italy) and in 2008 in Nikolayev (Ukraine). Sold for demolition in Pakistan.



Ocean Beauty. IMO 7509263. Bulk carrier. Length 175 m, 6,537 t. Marshall Islands flag. Classification society Korean Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Neo Field Shipping Co (South Korea). Sold for demolition in China. 400 \$ per ton.

Our River (ex-Endeavour River, ex-TNT Carpentaria). IMO 8019007. Bulk carrier. Length 255 m, 18,517 t. Deflagged from Australia to Comoros for her last journey. Unknown classification society. Built in 1983 in Monfalcone (Italy) by Italcantieri. Sold for demolition in Bangladesh.



Phuc Hai Moon (ex-*Kerkyra*, ex-*Stats 1*, ex-*Pearl*, ex-*Pearl of Jeddah*, ex-*Leaderman*, ex-*Mount Parnas*, ex-*Jane Boeing*, ex-*Ruby*). IMO 7527198. Bulk carrier. Length 170 m, 7,733 t. Panamanian flag. Classification society Viet Nam Register of Shipping. Built in 1979 in Osaka (Japan) by Mitsui Engineering. Owned by Phuc Hai Co Ltd (Vietnam). Detained in 2004 in Novorossiysk (Russia) and in 2008 and 2010 in Tianjin (China). Sold for demolition in India. 435 \$ per ton in spite of a probably late delivery of the ship presently held in Burma.



Pylaros (ex-*Navdhenu Trust*, ex-*Longdar*, ex-*Ariela*, ex-*Ariel I*, ex-*Ariel*). IMO 8111697. Bulk carrier. Length 243 m, 17,072 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Vegesack (Germany) by Bremer Vulkan. Owned by Mednav SA (Greece). Detained in 2003 in Rotterdam (The Netherlands) and in 2009 in Boryung (South Korea). Sold as is in Hong Kong for demolition in India. 455 \$ per ton.



Stag (ex-*Eastern Star*, ex-*Discoverer*, ex-*Magellan*, ex-*Sophie C*). IMO 7641425. Bulk carrier. Length 169 m, 6,837 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1978 in Mihara (Japan) by Koyo. Owned by Clio Navigation Corp (Greece). Detained in 2010 in Nikolayev (Ukraine). Sold for demolition in China. 403 \$ per ton.



Utlo Ma Uhia (ex-*FGM Achiever*, ex-*Ocean Beauty*, ex-*Argola*, ex-*Novi*, ex-*Marie B*, ex-*Sumadija*, ex-*Boka*, ex-*Bijela*, ex-*Trinculo*). IMO 7343231. Bulk carrier. Length 182 m, 7,270 t. Panamanian flag. Classification society Bureau Veritas. Built in 1978 in Hebburn (United Kingdom) by Swan Hunter. Detained in 2008 in Taranto (Italy) and in 2010 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



Wei Hsing (ex-*Mauritius Endeavour*, ex-*Fen*, ex-*Wei Feng*, ex-*Ahranti*, ex-*Aghia Marina*, ex-*Angebering*, ex-*Orient Union*, ex-*Grand Enterprise*). IMO 7125184. Bulk carrier. Length 178 m, 6,445 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1972 in Osaka (Japan) by Namura Shipbuilding. Owned by Jui Zong Shipmanagement Co (Taiwan). Detained in China in 2007 and 2009 in Guangzhou and in 2010 once in Humen and twice in Quanzhou. Sold for demolition in China. 370 \$ per ton.



Zosco Wenzhou (ex-*Fighting Lady*, ex-*Esplanade*). IMO 8010489. Bulk carrier. Length 266 m, 21,160 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Zosco Zhejiang (China). Detained in Australia in 2004 in Dampier and in 2005 in Gladstone. Sold for demolition in Bangladesh.



Cement carrier

Chang Xin 102 (ex-*Pacific Baron*, ex-*Tida Peace*, ex-*Eiko Maru*). IMO 7709291. Cement carrier. Length 96 m. Panamanian flag. Classification society China Classification Society. Built in 1978 in Saiki (Japan) by Honda; converted to cement carrier in 1996. Owned by Shanghai Changhang Shipping Co (China). Sold for demolition in China.

Cozumel Cement (ex-*Dania Portland*, ex-*Sea Prosperity*). IMO 8101915. Cement carrier. Length 195 m, 8,721 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Dalian (China) by Dalian Shipyard. Owned by Kristian Gerhard Jebsen (Norway). Sold for demolition in India.



Car carrier

Astro Venus (ex-*Sho Jin Maru*). IMO 8208414. Car carrier. Length 176 m, 9,508 t. Deflagged from Panama to Comoros for her last journey. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by MMS Co Ltd (Japan). Detained in 2004 in Newark (United States) and in 2006 in Melbourne (Australia). Sold at first to an Indian ship-breaking yard, she is finally beached for demolition in Bangladesh. 455 \$ per ton including 1,000 t of bunkers.



Dong Fang Gao Su (ex-Diamond Highway). IMO 8401274. Car carrier. Length 173 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by China Shipping Container Lines Co Ltd (China). Sold for demolition in China.



Suijin (ex-Suijin Maru). IMO 8323147. Car carrier. Length 199 m, 12,500 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Shoei Kisen Kaisha Ltd (Japan). Detained in 2006 in Valparaiso (Chile). Sold for demolition in China. 400 \$ per ton.



Tosca. IMO 7708833. Car carrier. Length 195 m, 15,272 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Tsu (Japan) by Nippon Kokan. Owned by Wallenius Marine (Norway). Sold for demolition in China.

Reefer

Balaklava II (ex-Okba Bnou Nafia, ex-Akizuki Maru). IMO 7722360. Reefer. Length 120 m, 3,202 t. Cambodian flag. Unknown classification society. Built in 1978 in Saiki (Japan) by Honda. Owned by Seatraffic Ltd (Ukraine). Detained in 2006 in Kaliningrad (Russia) and in 2007 in Scheveningen and Velsen (The Netherlands). Sold for demolition in India. 428 \$ per ton.



Balaklava II, gulf of Finland, March 10th 2006 © Germans Iluhins

Ignalina (ex-Frost 3, ex-Zolotye Dyuni). IMO 8326101. Reefer. Length 152 m, 7,240 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Wismar (Germany) by VEB Mathias. Owned by Limarko Shipping Co AB (Lithuania). Detained in the United States in 1999 in Jacksonville and in 2000 in . Sold for demolition in India. 455 \$ per ton.



Markovo (ex-Splendour, ex-Dubai Vision, ex-Jalamurugan). IMO 7617888. Reefer. Length 156 m, 6,689 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Warnemünde (Germany) by Warnowwerft. Owned by Chukotka Trading Company (Russia). Detained in 2007 in Zhenjiang (China), in 2009 in Kandla (India) and in 2010 in Bandar Abbas (Iran). Sold for an unknown destination of demolition.



Skier Star (ex-Skier, ex-Tundra Skier, ex-Hilco Skier). IMO 7915553. Reefer. Length 146 m. Bahamian flag. Classification society Bureau Veritas. Built in 1981 in Sandefjord (Norway) by AS Framnaes. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in India.



Spring Tiger (ex-Spring Breeze). IMO 8312605. Reefer. Length 147 m, 7,206 t. Netherlands flag. Classification society Bureau Veritas. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Sea Trade Groningen BV (The Netherlands). Sold for demolition in India. 462 \$ per ton.



Storm Bay (ex-*Atlantic Dawn*, ex-*Nienburg*). IMO 8307911. Reefer. Length 157 m, 6,384 t. Singapore flag. Classification society Bureau Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto. Owned by Ocean Link Maritime Pte Ltd (Singapore). Detained in 2002 in Charleston (United States), in 2008 in Hamburg (Germany) and in 2010 in (United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 420 \$ per ton.



Win (ex-*Salvador Reefer*, ex-*Star Hope*, ex-*Toyo*, ex-*Sunny Reefer*). IMO 7818808. Reefer. Length 137 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1979 in Usuki (Japan) by Minami-Nippon. Owned by Samil Shipping (Hong Kong). Detained in 2008 in Bangkok (Thailand) and in 2009 in Ningbo (China). Sold for demolition in China.



Heavy load carrier

Zhen Hua 6 (ex-*Strahlhorn*, ex-*Trade Unity*, ex-*Belgium*, ex-*Mineral Belgium*). IMO 7357529. Heavy load carrier. Length 234 m, 16,604 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1976 in Tamise (Belgium) by Boelwerf. Owned by Shanghai Zhenhua Shipping (China). Detained in 2001 in Incheon (South Korea). Sold for an unknown destination of demolition.



Offloading the gantry-cranes of Port 2000 in Le Havre, December 21st 2005 © Fabrice Lacroix

Zhen Hua 6, heavy load carrier, southbound in the Suez canal, June 14th 2009 © Knut Helge Schistad

Divers

Akademik Aleksandr Vinogradov. IMO 7826312. Research vessel. Length 110 m, 4,173 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Szczecin (Poland) by A Warskiego. Owned by the Russia Federation. Sold for an unknown destination of demolition.



Aberdonian (ex-*Starmi*). IMO 7624350. Ex-tug used since 1991 as standby safety vessel. Length 44 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1977 in Waterhuizen (The Netherlands) by Pattje. Owned by Vroon Offshore Services (The Netherlands). Sold for demolition in Denmark by Smedegaarden.



Sindhu 11. IMO . Offshore supply vessel. Length 55 m, 1,211 t. Indian flag India. Classification society Indian Register of Shipping. Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by Shipping Corporation of India - SCI (India). In September, a call for tender is issued for the scrapping of *Sindhu 11* as is in Mumbai. Sold for demolition in India. 350 \$ per ton.

Sindhu 8. IMO 8322583. Offshore supply vessel. Length 55 m, 1,220 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by Shipping Corporation of India - SCI (India). Sold for demolition in India. 350 \$ per ton.

Global statement 2010 of vessels sent to demolition :

For five years, Robin des bois has been studying the demolition market via the mobilisation and the analysis of over thirty different bibliographical sources. In **2006**, Robin des Bois counted **293** vessels sold to be demolished, the majority to be broken up in Bangladesh (57%), in India (26%) and towards an unknown destination (7%). In **2010**, a total of **952** vessels have left the waters to be scrapped in India (44%), in Turkey (14%), in China (13%), in Bangladesh (11%) and in Pakistan (10%). The total weight of recycled metal has gone from **1.8 million tons** in 2006 to more than **6.4 million tons** in 2010, almost four times the total amount of 2006.

In 2010, the prices offered by Asian shipyards have regularly increased and is around **440** and **500 \$** per ton. Even Turkey profited from an increase in prices which could reach up to 300\$. In spite of the boom in the number of vessels, the amount totals more than the end of 2006 when the two leaders of the market, Bangladesh and India, offered between 400 and 450\$, China 250\$ and Turkey less than 200 \$.

After the record breaking year of 2009 with a total of 1,006 vessels, the influx was only 5%. The rhythm of the vessels leaving the oceans has remained regular and stable throughout the year. The impacts of the worldwide financial crisis on commercial exchanges decreased, container ships and car carriers have resumed activity and have become rare in ship-breaking yards.

In 2010, for the third consecutive year India is the number one destination for demolition with a total of 417 vessels (44%). Turkey comes second with 136 vessels (14%) yet closely followed by China with 124 vessels (13%). Bangladesh comes in fourth place with 103 vessels (11%); Bangladesh was absent for half of the year; the certification protocol of their shipyards today remains unclear and the fight is still raging between on one side the Courts and environmentalists and on the other side the ship-breaking yards. Other vessels finished their careers in Pakistan (91), United States (11), Denmark (6), Belgium (4), Japan (1) and even Peru (1).

Turkey is the upcoming star of the year with a tripling of the number of vessels demolished thanks to the rationalisation of synergies steel industry / demolition and the improvement of dry demolition practices with the collection of liquid wastes and the setting up of booms to protect the ocean from pollution.

The United States are quite hypocritical with the demolition of the Reserve Fleet veterans and a fistful of tankers and container ships from the commercial fleet in Texan and Louisianan ship-breaking yards. This practice viewed as exemplary is practically contradicted by the exodus of a troop of – lately deflagged, quickly renamed, botchily disamericanised – American vessels towards Asia. The demolition of these vessels in Asia when they were chartered by the American Military Sealift Command or belonging to oil companies stops the field from developing in America and is contradictory to environmental laws in force in the United States.

Of the 952, vessels, 367(39%) were under a European flag or belonged to ship-owners established in the European Union or members of the European Union or the European Free Trade Association (EFTA). Once again we can clearly see the "scuttling" of the European ship demolition industry as a number of vessels including many ferries, leave Northern Europe to be demolished in Asia. However, in 2010 European breakers demonstrated their capacities by finishing the demolition of the ex-*Clemenceau*, by the regular activity of the recycling yard in Ghent, Belgium, the reinforcement of Danish ship-breaking yards and by start of an organised network of demolishing fishing vessels in France.

14 VLCC (Very Large Crude Carrier) were sent to be demolished. Amongst the vessels demolished in 2010, 462 (49%) were less than 150 m in length, 322 (34%) measured between 150 and 199 m, and 168 (18%) more than 200 m. The ages range from 15 to 71 years. The average age is the same as in 2006, 31 years.

In 2009 with 180 units, the category of oil tankers, chemical tankers and gas transporters was down graded to 4th place of vessels sent to be demolished. In 2010, this category of vessels reclaims its rank : 322 tankers all categories included, ie. 34% of vessels to be demolished. General cargo carriers (24%) have remained stable. Containers ships represent only 8% of the vessels sent to be scrapped compared to 19% in 2009, and bulk carriers 10% compared to 22% in 2009.

The number of substandard vessels amongst the vessels leaving to be broken up is high. Out of 952 vessels, at least 419 (44%) were detained in previous years with their crew in ports world-wide and in particular in Europe for not conforming to International maritime security regulations. The different memorandums mainly Paris MoU, Tokyo MoU and the Indian Ocean MoU play an important role in the fleet clean up.

The END

After 71 years with a double life, it is the *Guard Valiant's* turn to be broken up.

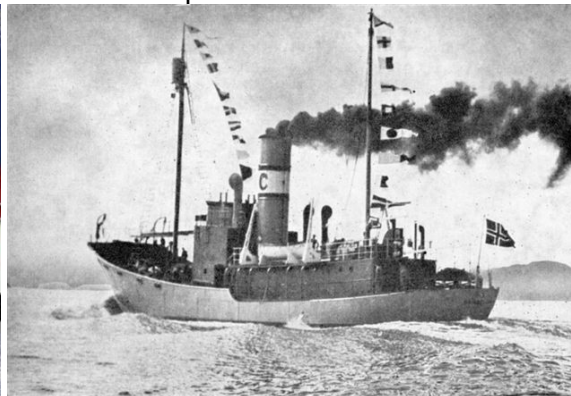


Norwegian whalers in Antarctica © Horizons de France

This whaling vessel originally called the *Thorgaut* was built in Sandefjord, head office of the seven principal ship owners who formed Norway's dominant whaling industry. The *Thorgaut* was owned by Thor Dahl, the owner of two factory ships and 11 whale catchers. The first vessel to carry the name, *Thorgaut* was launched in 1929, in 1938 she was shipwrecked and three crew members were lost in the Weddell Sea. The new *Thorgaut* had a lot more luck. In November 1940 arriving in the Southern Ocean with other whale catchers and the factory ship the *Thorshammer*, she escaped the operation "Penguin" set up by the German Navy wishing to seize the factory ships to use them as tankers as well as the whale catchers which would be converted into mine layers or mine sweepers.



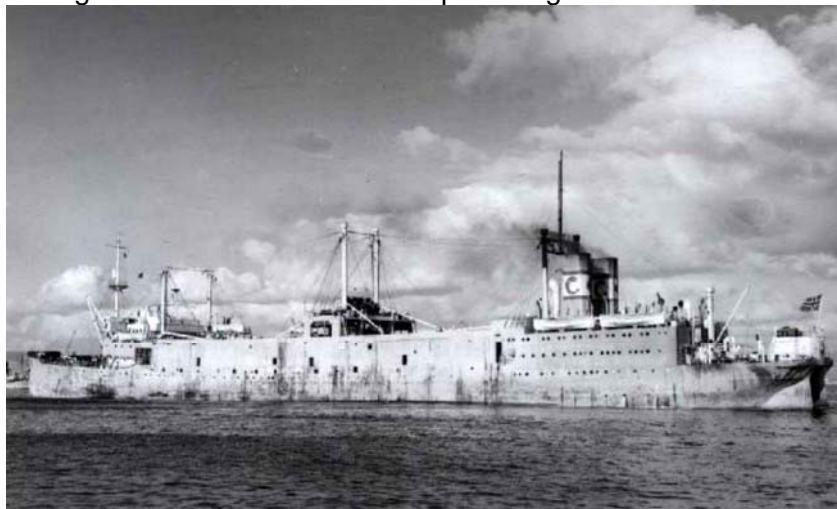
February 27th 2008, the arrival in the port of Kristiansund (Norway) of the safety vessel *Guard Valiant*, ex-*Thorgaut*, © Svein Atle Skarshaug



The *Klo*, almost a sistership of the *Thorgaut*. One can see the harpoon on the forecastle deck and the crow's nest up on the foremast © Narve Sørensen

Taking advantage of the fog and snow while hiding in the obscurity and listening to the radio communications between the Norwegian fleet at the break of dawn, the *Penguin* under the orders of captain Krüder managed to take control of 3 factory ships and 11 whalers, all double-hulled and well made. The *Thorshammer* and her support vessels managed to escape the Kriegsmarine pirates. The three captured factory ships became German. The *Ole Wegger* was stationed in Bordeaux, she may have been scuttled in the Seine, in Sahurs downstream from Rouen in August 1944. In 1942 the *Solglimt* may have been bombarded by allied aircraft in Cherbourg 1942, reducing her to a wreck. The *Pelagos* was used in Narvik as floating fuel storage. The *Penguin*, was a cargo vessel built in 1936 in Bremen, converted into a warship in 1940. 155m in length, she had a crew of 400 men, 13 cannons, 2 seaplane bombers and the reassuring silhouette of a merchant ship. After her daring play in Antarctica the "raider" was chased by the Royal Navy. On May 8th 1941, the *Penguin* was hit directly on the mine

bunker by a salva launched from the *Cromwell*, and was disintegrated. A total of 200 allied prisoners and 342 German sailors including the captain perished in the shipwreck off the coast of Mozambique. As for the *Thorshammer*, she headed for New Orleans in April 1941 to unload 15,000 tons of whale oil. Her faithful whale catchers took refuge in Montevideo. In spite of the risks linked to war and the haunting of the *Pinguin* ghost fleet they all returned to Antarctica a few months later. During this time of shortage whale oil was sold at the price of gold.



© Thor Dhal

© Ulf W Gustavsen

A commemorative stamp to the *Thorshammer's* effigy and heralding scientific whaling – already....

The factory ship *Thorshammer*

The tanker *Thorshammer*, was built in 1914 in the United Kingdom for Eagle Oil Transport Co. under the name *San Nazario*. She was bought by the Norwegian shipowner Thor Dhal in 1928. Converted into a whale oil kettle, the *Thorshammer* produced 3 million barrels of whale oil between 1928 and 1962. In 1962, three years before the blue whale whaling ban in Antarctica, she was withdrawn from service and was scrapped in La Spezia in Italy.

In 1937 the so called London Conference was signed and Norway was a signatory member. This conference was a first step establishing the International Whaling Conference. During the whaling campaign of the winter of 1937-38, Norway promoted scientific whaling. The research particularly focused on marking the cetaceans using special guns with stainless steel tubes 27 cm in length shot into the blubber coated with penicillin to avoid infections! Later when the whales were captured and dismembered, the marks gave information on the growth rate and migratory patterns of the species. Norway had opened the field in Antarctica for Japanese scientific whaling.

In 1943 we are back on the trace of the *Thorgaut*, still safe and sound. She was registered as WYP377 a patrol boat mobilised by the Coast Guards in San Francisco, after having been adapted for her mission at a cost of \$13,750: a cannon in the place of a harpoon! Along with eight other Norwegian whalers the WYP377 patrolled the American waters and roamed between San Francisco, Seattle and Honolulu. In 1944, she was demobilised and the ex- WYP377 renamed the *Thorgaut* fled in November with her eight accomplices to Antarctica, passing by Valparaiso, in the unstoppable pursuit of whales.

She carried out whaling campaigns up until 1955. Between 1955 and 1965, it seems that she continued to hunt in Arctic waters under the name of *Berg Karl*. In 1965, still flying a Norwegian flag she was converted into a fishing vessel.

She then took up a second career as a standby safety ship, under the name of *Cam Valiant* and *Guard Valiant*, flying the British flag before returning to the Norwegian flag. She has now become a sort of Newfoundland dog in charge of rescue services for oil platforms in the North Sea with a capacity of catering for 200 survivors. To accomplish this mission she was extended twice from 41 m to 45 then finally to 47 m. She was even equipped with an emergency operating room and a morgue. However, the last attempt by the owner to sell the ship to continue service failed and the ex *Thorgaut*, half guardian angel of the oceans, half demon of the whales, ended up being demolished in Denmark at the end of 2010.

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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

Research : Christine Bossard with Charlotte Nithart,
Elodie Crépeau, Miriam Potter

Translation : Jacky Bonnemains, Miriam Potter, Christine Bossard,
Emily Courtin

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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