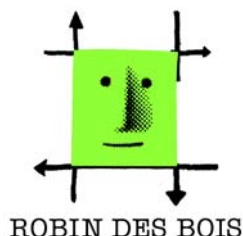


# # 23

From January 1<sup>st</sup> to May 6<sup>th</sup> 2011



ROBIN DES BOIS

# Ship-breaking.com

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**...LAST  
MINUTE...**

The *Gulf Jash*, ex-**Probo Koala** has just been sold for demolition in Bangladesh. See the Robin des Bois' press release : [« Probo Koala : The Death Boat heading to the Cemetery »](#)

## Bangladesh : still with bare feet, bare hands and bare head



Risky extraction of an engine and shaky access to the upper level © Robin des Bois – October 2010

In 2010, the beaching of ships for demolition was prohibited intermittently in Bangladesh by a number of rulings by the courts pending regulatory measures for the protection of workers and the environment.

Following pressure and the petition lodged by industrialists in the sector (BSBA, Bangladesh Ship Breakers Association) highlighting the economic potential of their activity, the High Court gave a further ruling on 7 March 2011, prior to the government's implementation of a clear regulatory policy. It provisionally and conditionally authorizes ships to be run aground for demolition without demanding the prior removal of hazardous substances; however, shipyards must comply with 18 requirements intended to ensure the safety of workers and the environment. These include prohibiting the employment of minors under the age of 16 and women, night work, smoking and cooking on ships undergoing demolition, discharging hazardous substances on land or in any water bodies, the obligation to keep an up-to-date employee register, to provide individual protective equipment and fire-fighting equipment in sufficient quantity, to modernize and secure access to the ships, feed the workers and finance their training and a hospital set aside for demolition site employees, use expert workers to remove hazardous substances and have facilities for eliminating them; shipyards must be placed under the supervision of a Marine Academy engineer; only ships that have received an environmental clearance certificate from the

Bangladesh Environment Department will be authorized for demolition, and tankers must also present a gas free safe for hot works certificate.



Chittagong, Bangladesh © Robin des Bois

Ships rolled in on to the beaches of Chittagong from early April, when the legal ruling came into force; some, like the *Dove*, *Ocean Charlie* and *Royal Aquarius* had been waiting out at sea since February and even January. The High Court has given the government time to fix the rules applied to the ship demolition activity. It has just extended the provisional authorization to 7 July, allowing shipyards to fill up before the monsoon months. Today, announcements along the lines of “A ship demolition policy will soon be in place” are heard again and again, but they are not followed by action.

## Pakistan

In four months, 15 out-of-service ships belonging to European ship-owners have been run aground in Pakistan



The arrival of the Greek *Jack D* (see p 44 ) on Gadani beach, Pakistan April 15<sup>th</sup> 2011 © Alex Matevko

## France

### New horizons for demolition

Written by Mme Claude Wohrer (a civil engineer at the DGA), the new report from the General Secretariat for the Sea extending the parliamentary mission carried out last year opens new doors for old ships retiring from the high seas. Without saying it explicitly, the report closes the Bordeaux project, which had been the favourite up to then. The port is not interested. The dry dock must remain available for other types of work. Investment to make the dock compliant has not been undertaken. Access for ships being towed is awkward. The area is a flood zone and the PPRI (flood risk prevention plan) means that a dangerous waste storage area cannot be built around the dock.

The document recommends a simplified examination of the demolition yard authorization applications and focuses on military ships, support vessels – tugboats, dredgers, barges, pontoons, ferries, research

vessels, lightships and lighthouse tenders – and sub-standard ships held, impounded or abandoned in French ports. A marginal flow of ships belonging to “willing, responsible ship-owners” is mentioned. The capacity to attract foreign ships destined for demolition in France is not considered. The report also recommends taking into account the offer from the Turkish shipyards, whose development is qualified as favourable by a number of experts. Two Royal Navy frigates have been demolished at Aliaga and the aircraft carrier *Invincible* is likely to suffer the same fate during the year, thereby escaping the curse of the *Clemenceau*.

Afloat demolition, “internationally recognized, particularly in China and Belgium” is not excluded. From the NGOs’ point of view, this is a method inherited from the past, nothing more than a lightweight version of the beaching that occurs in India, Pakistan and Bangladesh.

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Among the new options, the North Sea and Channel ports of Dunkirk and Cherbourg and La Rochelle are mentioned.

- Dunkirk with a dock in its Western port, where several ships could be dismantled at the same time.
- Cherbourg, which has a quay where preliminary decontamination can take place and a lift for ships under 110 m long and 4,500 t. The report would like to see a synergy with submarine demolition considered.
- La Rochelle has two dry docks partially available with a polluted water treatment pond. The demolition of *Anna* (Cf. [Ship-breaking.com # 22](#), “France” chapter on p 4) is planned for yard 2.

There are very few proposals on the Mediterranean coast, where marinas, yachts and tourism prevail. The 10 repair yards in the port of Marseille are not considered adaptable for demolition. The only solution would be Fos-sur-Mer, as long as a floating dock was available. As a reminder, the inter-ministry mission report on the demolition of end-of-life civil and military ships, published in 2007, stated that floating docks did not have the capacity to cope with ship demolition; France’s finest example in the field of port equipment was sold at auction and left Le Havre in 2008 for the Bahamas.

### An unauthorized yard in the Mediterranean



This unmarked and polluted site is operated in breach of the regulations.



In the Mediterranean – at Port-Saint-Louis-du-Rhône (13), at the mouth of the Great Rhone – the new marina with capacities ashore and afloat Port-Napoléon that advertises itself as “the practical illustration of the marina for the future” has also in reality started up a demolition business which uses outdated

techniques. Leisure boats and support vessels are broken up on plain soil, with no prior removal of hazardous substances, no pollution prevention measures and probably no authorization. For example, the *Pytheas*, a fire-boat ordered in 1949 by the French Ministry for Overseas from the “Chantiers Franco-Belges” in Villeneuve-la-Garenne, intended for the Indochina High Commission and finally commissioned by the naval fire brigade battalion in Marseille, suffered a cruel death there. The veteran, which was involved in fighting the fire on the ferry *Saint-Clair* in August 1990, was withdrawn from service in 2001 and was probably taking up space in the port. Hydrocarbons soak into the ground or are stored in unsound conditions. The conditions for eliminating hazardous waste and the inevitable asbestos materials are not known. Materials that cannot be recycled are burned on the spot.



Fighting the fire on the ferry *Saint-Clair*, August 4<sup>th</sup> 1990 © Yvon Perchoc

### **Liquid Natural Gas (LNG) tankers reaching retirement**

The *Tellier*, a veteran LNG tanker built in La Ciotat in 1974, currently does round trips between Fos and Algeria for its owner Gazocean, a 100% subsidiary of Gaz de France. It is scheduled to leave the fleet this summer. There is doubt about her future and the arrangements for her demolition. In 2007, Gaz de France had stopped operating another LNG tankers, the *Descartes*. GDF had told “Robin des Bois” that it intended to have her “demolished in total compliance with the regulations in force, especially those concerning asbestos”, and then claim that she had been sold to the Taiwanese TMT, for whom she would carry on operating. In fact, as “Robin des Bois” had thought, the ship was sent to Bangladesh for demolition a few months later, renamed *Prince Charming* and then *Charm Junior*. Today, the Government should not wait for GDF–Suez to “volunteer to become one of the responsible ship-owners”: it must demand that the ship, which belongs to a French owner and flies the French flag, should be demolished under the same conditions as those imposed on military ships and that a tender should be called as soon as the *Tellier* leaves the fleet.

The ex-*Edouard LD*, another vintage LNG tanker built in Dunkirk in 1977, was sold by Louis Dreyfus Armateurs to the Greek Dynagas in 2008. She sails under the name of *Transgas*; she was in Rotterdam (Netherlands) on 1<sup>st</sup> May 2011, despite the fact that her status on the European database Equasis is not “in service” but “laid”. According to her classification society Bureau Veritas, regulatory inspections are all overdue. It is incredible that such a dangerous substance should be carried on a ship that is inspected so little.

## United States

In the United States, the West Coast now has a ship demolition yard in Vallejo, California. Not a moment too soon as, in October 2009 when the cleaning plan was announced for the Suisun Bay National Defense Reserve Fleet, 57 laid up ships were threatening the marine environment and water quality in the bay. Up to now, to avoid exporting invasive species, the hulls of ships awaiting demolition have had to be cleaned of marine organisms in California prior to being towed via the Panama Canal to the nearest approved demolition yards in Texas. Today, Allied Defense Recycling has just re-opened two of the dry docks at the former Mare Island naval base north of San Francisco. Set up in 1854 and closed in 1996, this historic yard employed up to 6,000 people and repaired, maintained and built a large number of US Navy warships. In 1917, it even set a speed record by building the destroyer *USS Ward* in 17 days, from keel-laying to launching. In 2009, Allied Defense Recycling obtained an authorization to open a ship repair and demolition yard and, in early 2011, was awarded the fifty-year-old *President* and *Solon Turman*, its first ships from the Suisun Bay reserve fleet. Other contracts should follow. Unlike what happens in other yards in the United States, where demolition takes place at least partially afloat, all operations at Mare Island will take place in dry dock under optimum pollution confinement conditions. In April, leaks were discovered on the *SS Lincoln*, another ship from the Suisun Bay fleet, which was due to leave for Texas. Unfit to travel, the *SS Lincoln* was towed to Mare Island for demolition and swapped for the *President* on which work had not yet begun.



One of the dry docks at the former Mare Island naval base © San Francisco Bay Crossings

## The wrecks in Mauritania (cont.)

In its letter of March 2011, the European Union delegation in Mauritania told “Robin des Bois” that there were over 100 wrecks in Nouadhibou Bay. With the budget available, the European Union, which finances and supervises operations, is looking to remove and deal with as many wrecks as possible. It is confirmed that they will not be sunk ; however, one worrying aspect still remains: the fate set aside by the port of Nouadhibou for the dangerous waste removed from the wrecks. “Robin des Bois” continues to demand that they should be eliminated in Europe. A scientific team has expressed the theory that the abnormal presence of PCBs in the atmosphere off the coast of Senegal comes from the boat graveyard at Nouadhibou.

## Global assessment

### India dominates the market: Bangladesh fights back

**362** ships set off for demolition between 1<sup>st</sup> January and 6<sup>th</sup> May 2011, i.e. 20 ships a week. India, with **167** ships (47%) has maintained its place as the leader for demolition in terms of both tonnage and recycling units. With **49** ships (14%), Bangladesh has made a triumphant return to second place. Pakistan comes 3<sup>rd</sup> with **44** ships (12%), ahead of China, **36** (10%) and Turkey **26** (7%). **11** ships, including 7 belonging to the US MARAD reserve fleets, have been demolished in American yards in Louisiana, California and Texas.

In terms of the volume of scrap metal to be recycled, India (1.1 million tonnes) comes ahead of Bangladesh (610,000 t), China (420,000 t), Pakistan (319,000 t), the United States (99,000 t) and Turkey (71,000 t). Overall demolition will recycle over **2.7 million tonnes** of metal. With 100 units (28%) bulk carriers are the leading category of ships being sent for demolition, ahead of tankers – oil, chemical and gas carriers – which have fallen back and general cargo carriers with 81 units each (22%). In volume terms, all the tankers together represent over 735,000 tonnes, or 27% of the recycled metal.

Bangladesh's return to the demolition market has prompted the Indian and Pakistani yards to offer higher purchase prices for ships to be demolished, beyond the **500 \$** per tonne mark. The record was achieved in India by the chemical tanker *Casper* and its 940 tonnes of stainless steel negotiated at 1,220 \$ per tonne. Prices have remained stable in Turkey and China, and both these countries have seen their slice of the cake halved.





Of the **362** ships, **138** (38 %) were sailing under a European flag or belonged to ship-owners established within the European Union or in the European Free Trade Association (EFTA). **160** (44%) were built in these same countries, including 5 in France, in Dunkirk, La Ciotat and Le Havre.

### Detention and demolition

**116** (32%) of the ships sent for demolition were inspected by a classification society that is not a member of the IACS (International Association of Classification Societies), or had no classification. Sub-standard ships are always a priority for departure: at least **193** (53%) had been previously detained in ports worldwide, with a detention rate of 73 % for bulk carriers, 66% for reefers and general cargo carriers, and 57% for container ships. The detention rate was 26 % for oil tankers, but 40 % for chemicals carriers.

### Years and metres

The end-of-life age for ships removed from fleets between January 1<sup>st</sup> and May 6<sup>th</sup> 2011 ranged from **9 years** for the German general cargo carrier *S Gabriel* involved in an accident off the Azores, and **56 years** for the former British lightship tender *Amazing Grace*, converted into a passenger ship. The average age was **31 years**: 28 for double-hull tankers, 30 for single-hull tankers and bulk carriers, 31 for container ships, 33 for miscellaneous goods carriers, 37 for fishing vessels and factory ships and 38 years for passenger ships. 155 ships were under 150 m long, 117 were between 150 and 199 m and 90 were over 200 m. The biggest ship to be sent for demolition this quarter was the Ore / Bulk / Oil carrier (OBO) *Alster N*, **340 m** long.

	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.

## Passenger ship

*Amazing Grace* (ex-*Orient Express*, ex-*Pharos*). IMO 5276874. Passenger ship. Length 78 m, 1,733 t. Trinidad & Tobago flag. No classification society according to her last port State control. Built in 1955 in Dundee (United Kingdom) by Caledon SB & E Co. Former lighthouse tender of the Northern Lighthouse Board, the eighth *Pharos*, named after the ancient lighthouse of Alexandria, was not only a working ship but was also built up with facilities and fixtures designed to serve as a back-up for the British Royal yacht *Britannia*; during her thirty years of duty, she hosted the Queen and members of the royal family on a number of occasions. In 1988, she was acquired by Windjammer Barefoot Cruises from Miami (United States), and converted into a passenger ship. She carried passengers and replenishes the supplies for the sailing cruise ships of the company. Detained in 2002 in Valparaiso (Chile). Sold for demolition in Turkey. 255 \$ per ton.



*Pharos*, 1955, off Oban (Scotland) © Granton History



*Amazing Grace*, seen in 2003 at Bequia, St Vincent and Grenadines, ready to supply the *Yankee Clipper* sailing vessel. © Benoit Donne

*Hermes* (ex-*Messenger*, ex-*Jugoslavija*). IMO 5176713. Passenger ship. Length 90 m. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1956 in Split (Croatia) by Brodosplit. Owned by Short Island Cruises Maritime (Greece). Laid up in the port of Piraeus (Greece) since 2007. Sold for demolition in Turkey.



*Mercator II* (ex-*Wappen von Hamburg*, ex-*Lucaya*). IMO 6510887. Passenger ship. Length 109 m. Panamanian flag. Unknown classification society. Built in 1965 in Hamburg (Germany) by Howaldtswerke. Owned by Mercator Shipping Corp (Germany). Sold for demolition in Denmark.



*Mercator II*, ex-*Wappen von Hamburg* on the Elbe River, May 1978 © Little Walter / Shipspotting

## Ferry

*Filipina Princess* (ex-*Ferry Akashia*). IMO 7313858. Ferry. Length 180 m, 11,000 t. Filipino flag. Classification society Bureau Veritas. Built in 1973 in Kure (Japan) by Kanda Zosen. Owned by Philippine Span Asia Carrier (Philippines). Sold as is in the Philippines for demolition in India. 360 \$ per ton.

*Jabal Ali 5* (ex-*Merdif 4*, ex-*Seaboard Mariner*, ex-*Kirk Marina*, ex-*Island Trader*, ex-*Kirk Trader*, ex-*Stena Seatrader*, ex-*Farha*, ex-*Stena Sailer*). IMO 7304340. Ferry. Length 142 m, 13,385 t. Sierra Leone flag. Unknown classification society. Built in 1973 in Capelle (The Netherlands) by Vuijk. Owned by Naif Marine Services (United Arab Emirates). Sold for demolition in India. 465 \$ per ton.



*Larisa* (ex-*Polaris*, ex-*Skane Link*, ex-*Dana Futura*, ex-*Drosselfels*, ex-*Dammam Express*). IMO 7358731. Ferry. Length 176 m, 9,322 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1975 in Elseneur (Denmark) by Helsingor Vaerft; jumboized in 1985. In March 2011, the *Polaris* was deflagged from Cyprus to Saint Kitts and Nevis and renamed *Larisa* before she was beached for demolition in India.



*Lissos* (ex-*Ferry Hamanasu*). IMO 7220269. Ferry. Length 160 m, 9,795 t. Greek flag. Classification society RINA. Built in 1972 in Mihara (Japan) by Koyo DY Co. Owned by Anek Lines SA (Greece). Sold for demolition in India.



*Merdif 2* (ex-*Cesme 2*, ex-*Blue Galaxy*, ex-*Ionian Galaxy*, ex-*Arkas*). IMO 7213072. Ferry. Length 167 m, 9,100 t. Jordanian flag. Classification society Hellenic Register of Shipping. Built in 1973 in Setoda (Japan) by Setoda Zosenho KK. Owned by Marco Shipping (United Arab Emirates). Detained in 2001 in Brindisi (Italy). Sold for demolition in India. 475 \$ per ton.



*Morning Shine* (ex-*Oriental Pearl III*, ex-*Aptera*, ex-*Chania*, ex-*Osaka*, ex-*Pegasus*). IMO 7302081. Ferry. Length 140 m, 7,432 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1973 in Shimonoseki (Japan) by Hayashikane. Owned by Georim Shipping Co Ltd (South Korea). Detained in 2006 in Beihai (China). Sold for demolition in China.



*Our Lady of the Rule* (ex-*Dong Yang Express Ferry n°1*, ex-*Ferry Kampu n°1*, ex-*Ferry Kampu*). IMO 7028154. Ferry. Length 105 m, 3,630 t. Filipino flag. Unknown classification society. Built in 1970 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Aboitz Transport (Philippines). Sold for demolition in India.



*Our Lady of the Rule* © v@nzent / Shipspotting

*Primrose* (ex-*Princesse Marie Christine*). IMO 7357567. Ferry. Length 118 m, 5,844 t. Deflagged from Cyprus to Saint Kitts and Nevis for her last journey. Classification society Bureau Veritas. Built in 1975 in Hoboken (Belgium) by Cockerill Yards; jumboized in 1985. Owned by BN Di Navigazione Srl (Italy). In March 2011, the *Primrose* is acquired by the Indian company Prayati Shipping which has already sent anonymously to the breaking yards another European ferry, the *Onyx*. (See the entire *Onyx* series "[Hunting down the Onyx](#)" on Robin des Bois' website). Prayati Shipping, the locator of old European ferries to be demolished in Pakistan or India lacks neither humor nor nerves when renaming the disfigured ex *Princesse Marie Christine* "*Elegant 1*" for her last journey to the Indian beaches. 330 \$ per ton. See the story of the *Primrose* in the chapter **The END** page 55.





*Princess of the Caribbean (ex-Ogasawara Maru)*. IMO 7815363. Ferry. Length 110 m. Filipino flag. Unknown classification society. Built in 1979 in Shimonoseki (Japan) by Mitsubishi. Owned by Sulpicio Lines (Philippines). Sold for demolition by Jiangmen Yinhu Ship Breaking Co in Xinhui (China).



*Princess of the Ocean (ex-Emerald Okinawa)*. IMO 7370454. Ferry. Length 126 m. Filipino flag. Unknown classification society. Built in 1975 in Kure (Japan) by Kanda Zosen. Owned by Sulpicio Lines (Philippines). Sold for demolition by Jiangmen Yinhu Ship Breaking Co in Xinhui (China).



*Princess of the Universe (ex-New Yamato)*. IMO 8217063. Ferry. Length 173 m, 9,301 t. Pavillon . Classification society Bureau Veritas. Built in 1983 in Kawajiri (Japan) by Kanda Zosen. Owned by Sulpicio Lines (Philippines). Sold as is in the Philippines for demolition in India. 360 \$ per ton.

### Factory-ship

*Metelitsa (ex-Sorve, ex-Svetlana, Kapitan Ardeyev)*. IMO 8116324. Factory-ship. Length 93 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Panross (Russia). Sold as for an unknown destination of demolition.



The *Metelitsa* in Kaliningrad, Russia, December 2010 © **Shipspotting**

*Trollis (ex-Svithun, ex-Polar Reefer)*. IMO 5280643. Reefer converted into a factory-ship in 1971. Length 61 m. Latvian flag. Unknown classification society. Built in 1960 in Solvesborg (Sweden) by Solvesborgs Varvs & Rederi. Sold for demolition in Latvia.



*Trollis* in the port of Ventspils (Latvia), July 2010. © **Ingvar / Shipspotting**

*Yong Chang* (ex-*Xing Shan 16*, ex-*Zhou Shan16*). IMO 8843264. Factory-ship. Length 65 m. Cambodian flag. Classification society China Classification Society. Built in 1980 in Ningbo (China) by Ningbo Fishing Vessel Shipyard. Owned by Yong Feng Ocean Shipping (China). Detained in 2008 in Tongyoung (South Korea). Sold for demolition in China. 435 \$ per ton.



### Fishing ship

*Ballstad*. IMO 7004574. Fishing ship. Length 50 m. Norwegian flag. Unknown classification society. Built in 1969 in Kristiansund (Norway) by Storvik Mek Verksted ; lengthened in 1994 from 46 to 50 m. Owned by Nordland Havfiske A/S (Norway). Sold for demolition in Denmark.



*Ivone II* (ex-*Cam Zebra*, ex-*Ross Zebra*). IMO 5300716. Fishing ship. Length 38 m. Ghanaian flag. Unknown classification society. Built in 1960 in Selby (United Kingdom) by Cochrane & Sons. Tuna fishing boat licensed by ICCAT (International Commission for the Conservation of Atlantic Tuna) until December, 31<sup>st</sup> 2009. as is for an unknwn destination of demolition.



Sold

*Maicoa*. IMO 8803599. Fishing ship. Length 34 m. Spanish flag. Unknown classification society. Built in 1988 in Pasajes (Spain) by Luzuriaga Astilleros. Sold as is in Vigo (Spain) for an unknwn destination of demolition.



*Masai* (ex-*Jara*, ex-*Satem Tuna*, ex-*St Pedro n°2*, ex-*Keifuku Maru n°23*, ex-*Nadayoshi Maru n°20*). IMO 7410216. Fishing ship. Length 53 m. Togolese flag. Unknown classification society. Built in 1974 in Shimizu (Japan) by Miho. Sold as is in Spain for an unknwn destination of demolition.



The *Masai*, May 2010 © Angel Luis Godar Moreira

*Otto Wathne* (ex-*Gullberg*). IMO 7607261. Fishing ship. Length 46 m. Norwegian flag. Unknown classification society. Built in 1977 in Foldfjorden (Norway) by Kleivset. Norwegian owner. Sold for demolition in Denmark.



The *Otto Wathne* in Roald, Vigra Island (Norway), March 2010 © Aage

## Reefer

*Al Yamama* (ex-Sara, ex-Arabian Reefer, ex-Gulf River, ex-Badr, ex-Liosafoss, ex-Isberg, ex-Ljosafoss, ex-Utstraum). IMO 7129570. Reefer. Length 55 m, 425 t. Sierra Leone flag. Unknown classification society. Built in 1972 in Hoylandsbygd (Norway) by Eides Sonne. Owned by Abdul Jalil Bachari (United Arab Emirates). Sold for demolition in Pakistan.



*Argo* (ex-Prima Reefer, ex-Shunyo Maru). IMO 8506737. Reefer. Length 112 m, 2,641 t. Lithuanian flag. Classification society Det Norske Veritas. Built in 1985 in Shimoda (Japan) by Shimoda Dockyards. Owned by Limarko Shipping Co AB (Lithuania). Detained in 2002 in Marin (Spain) and in 2003 in Antwerp (Belgium). Sold for demolition in India.



*Ashraf B* (ex-Lady Haya, ex-Avior, ex-Christos I, ex-Darro). IMO 7312397. General cargo carrier converted into a reefer in 1981. Length 111 m, 1,929 t. North Korean flag. Classification society Korea Classification Society. Built in 1973 in Santander (Spain) by Atlantico. Owned by Labbadi Shipmanagement Llc (Egypt). Detained in 2006 in Kandla (India) and Bandar Khomeini (Iran), in 2007 again in Kandla and in 2008 in Bandar Abbas (Iran). Sold for demolition in India. 477 \$ per ton.



*Bukhta Omega*. IMO 8723385. Reefer. Length 126 m, 4,464 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Yugreftransflot (Ukraine). Sold for demolition in India. 545 \$ per ton including 60 t of copper.

*Cape Passero* (ex-Missouri, ex-Blue Frost, ex-Blue Ice). IMO 8702824. Reefer. Length 120 m, 4,302 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1991 in Shanghai (China) by Shanghai Shipyard. Sold for demolition in India.



*Cooler Bay* (ex-Anakan, ex-Akragas, ex-Princesa, ex-Crown Cooler, ex-Khalij Cooler). IMO 7818066. Reefer. Length 140 m, 5,009 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Kochi (Japan) by Kochi Jyuko. Owned by Alliance Marine (Lithuania). Detained in 2003 in Ijmuiden (The Netherlands) and in 2007 in Zeebrugge (Belgium). Sold for demolition in India. 490 \$ per ton.



*Cooler Bay*, in Las Palmas (Canary Islands) January 2010 © Angel Luis Godar Moreira

*Fiona* (ex-Cape Blanc, ex-Nayadic). IMO 8500575. Reefer. Length 109 m, 2,385 t. Curacao flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Sea Trade Groningen BV (The Netherlands). Detained in 2002 in Coronel (Chile) and in 2003 in Las Palmas (Spain). Sold for demolition in India.



*Frost 2* (ex-Primorskiy Bereg). IMO 7932654. Reefer. Length 152 m, 7,244 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Wismar (Germany) by VEB Mathias-Thesen. Owned by Aquaship Ltd (Latvia). Sold for demolition in India. 470 \$ per ton.



*Green Chapeco* (ex-Cape Gris Nez, ex-Minnesota, ex-Blue reefer, ex-Blue Sky). IMO 8702812. Reefer. Length 120 m, 4,302 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Shangai (China) by Shangai Shipyard. Owned by Norbulk Shipping Uk Ltd (United Kingdom). Sold for demolition in India. 465 \$ per ton.



*Green Iceland* (ex-Caribic). IMO 9063902. Reefer. Length 113 m, 2,722 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Green Management Sp (Poland). Sold for demolition in India. 465 \$ per ton.



*Green Majestic* (ex-Majestic). IMO 8614039. Reefer. Length 135 m, 3,045 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Waterhuizen (The Netherlands) by Van Diepen. Green Management Sp (Poland). Detained in 2002 in Incheon (South Korea) and in 2004 in Kobe (Japan). Sold for demolition in India.



The *Green Majestic*, in Koper (Slovenia), February 2011 © Brozina Robert

*Green Neptunic* (ex-Neptunic). IMO 8805614. Reefer. Length 109 m, 2,420 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Norbulk Shipping U.K. Ltd. (United Kingdom). Detained in 2002 in Tokyo (Japan). Sold for demolition in India. 480 \$ per ton.



*Ivan Pribylskiy*. IMO 8628157. Reefer. Length 126 m, 4,634 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Yugref Transflot (Ukraine). Detained in 2008 in Brest (France). Sold for demolition in India.



*Jan Dlugosz*. IMO 8313831. Reefer. Length 156 m, 8,011 t. Cyprus flag. Classification society Polski Regestr Statkow. Built in 1984 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by POLBROK Agency & International Forwarding Ltd (Poland). Detained in 1997 in Rotterdam (The Netherlands), in 2002 in Antwerp (Belgium), in 2007 in Liverpool (United Kingdom) and Caen (France) and in 2010 in Kandla (India). Sold for demolition in India. 505 \$ per ton.



*Kildin*. IMO 8729212. Reefer used as fish carrier. Length 55 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Khabarovsk (Russia) by Khabarovskiy Kirova ; about a hundred ships of this class have been built between 1972 and 1996. Owned by Gerion (Russia). Sold for demolition in Murmansk (Russia).



The *Kildin* waiting her turn for demolition in Murmansk (Russia) August 2010 © Pieter Inpyn

*Marina* (ex-Lady Nora, ex-Leomar, ex-Blue Turtle, ex-Rio Aroa, ex-St Martin, ex-Trenntsee). IMO 8031067. Reefer. Length 120 m. Cambodian flag. Classification society Turk Loydu. Built in 1980 in Rostock (Germany) by Neptun Schiffswerft. Owned by Romalex (Egypt). Detained in 2004 in Kandla (India) and in 2007 and 2008 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Marsopa* (ex-Ice Express). IMO 7809388. Reefer used as fish carrier. Length 97 m, 1,586 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Capelle (The Netherlands) by Ysselwerf. Owned by Transfishing Tuna (Spain). Detained in 2000 et 2001 in Villagarcia de Arosa (Spain). Sold for demolition in Turkey. 275 \$ per ton.



*Rosa* (ex-Oyashio Rex). IMO 8324282. Reefer. Length 125 m, 3,444 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Kantoh Kaiun Co Ltd (Japan). Detained in 2005 in Koper (Slovenia), en 2007 in Nakhodka (Russia) and in 2009 in New Bedford (United States). Sold for demolition in India. 472 \$ per ton.



*Rose II* (ex-Imme, ex-Imme Oldendorf, ex-Tasman Crusader, ex-NZOL Crusader, ex-TA Mariner, ex-Holsatia, ex-Jytte Skou, ex-Nedloyd Curacao, ex-Sinbad Voyager, ex-Dorte Skou). IMO 6819324. Reefer. Length 165 m, 7,473 t. Panamanian flag. Classification society International Register of Shipping. Built in 1968 in Elseneur (Denmark) by Helsingor Shipyard ;jumboized in 1982 and lengthened from 156 to 165 m. Owned by Dubai Coastshipping Llc (United Arab Emirates). Detained in 2005 in Alicante (Spain), Antwerp (Belgium) and Setubal (Portugal) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 470 \$ per ton.



*Santiago* (ex-Ozark, ex-Roman Blizzard, ex-Polar V). IMO 7813420. Reefer. Length 152 m, 5,530 t. Belize flag. Unknown classification society. Built in 1978 in Wismar (Germany) by Mathias-Thesen. Sold for demolition in India. 445 \$ per ton.



*Suruga Bay* (ex-Suruga, ex-Suruga Maru). IMO 8213550. Reefer. Length 115 m, 3,153 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Fukuoka (Japan) by Fukuoka SB. Owned by Ship Service Agency JSC (Lithuania). Detained in 2008 in Vigo (Spain). Sold for demolition in India. 465 \$ per ton.



## Tanker

*Apsco II (ex-Ryushin Maru)*. IMO 7229253. Tanker. Length 92 m, 1,318 t. Saudi Arabia flag. Classification society Det Norske Veritas. Single hull ship built in 1972 in Uwajima (Japan) by Miyoshi. Owned by Arabian Petroleum Supply Co SA (Saudi Arabia). Sold for demolition in Pakistan.

*Attalya (ex-Black Point, ex-Liepaya, ex-Loyalty, ex-Miletos 1)*. IMO 7907790. Tanker. Length 192 m, 11,432 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1986 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Project Shipping Inc (Greece). Detained in 2002 in St Croix (United States), in 2007 in San Francisco (United States) and in 2009 in Amsterdam (The Netherlands). The *Attalya* was laid up for one year after an explosion and a fire off the coast of Benin. Leaving by tow from Namibia for her final voyage, the ship broke free off Port-Elizabeth (South Africa) in October 2010. The aerial and nautical means were mobilized to recover the runaway. March 12<sup>th</sup>, 2011 the *Attalya* is finally beached for demolition in Pakistan. The South African Maritime Safety Authorities regret the lack of information on the state of the ships to be demolished, their cargoes, bunkers and the eventual pollutant material on board and note that they are regularly reported in trouble off South Africa and must be rescued.



*Attalya* in Walvis Bay off Namibia, in 2010 © Nils Giesselmann



© Trade Winds

*Challis Venture*. IMO 8801486. Tanker. Length 238 m, 17,194 t. Australian flag. Unknown classification society. Built in 1989 in Chita (Japan) by Ishikawajima-Harima. The ship serves as a floating production storage and off loading unit (FPSO) in the Challis / Cassini oil field in the Timor Sea, northwest Australia. She is connected on Facebook and can produce 60,000 barrels of oil per day (9,540 m<sup>3</sup>) with a storage capacity of 139,000 m<sup>3</sup>. Sold for demolition in Bangladesh where she arrived in tow of the *Pacific Hickory*.



*Challis Venture* © Drew Urquhart / Facebook

<http://www.facebook.com/pages/FPSO-Challis-Venture/149822975049600?sk=info>



In February 2011, a pipe between a wellhead and the *Challis Venture* exploded. This accident pushed « the old girl » towards the graveyard.

Extract from the video « *Challis* bye bye » © Scott Frankham

*Emerald* (ex-Silk, ex-Vladimir Kokkinaki). IMO 8624008. Tanker. Length 179 m, 9,540 t. Saint Kitts and Nevis flag. Unknown classification society. Double hull ship built in 1985 in Kerson (Ukraine) by Khersonskiy SZ. Sold for demolition in India. 520 \$ per ton.



*Emerald*, ex-Silk, in Dubai, December 2010  
© Brian Crocker [

*Emirates Star* (ex-Yaseen, ex-Lili 1, ex-Nene 1, ex-Sprinter, ex-Fujiwa Maru). IMO 7709681. Tanker. Length 87 m, 1,127 t. Panamanian flag. Unknown classification society. Single hull ship built in 1977 in Setoda (Japan) by Naikai. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Sold for demolition in Pakistan.



*Faisal* (ex-Tamara, ex-CSK Valiant). IMO 9002154. Tanker. Length 246 m, 15,369 t. Saudi Arabia flag. Classification society Bureau Veritas. Double hull ship built in 1990 in Mihara (Japan) by Koyo DY Co. Owned by Al Marwah International (Saudi Arabia). Sold for demolition in India. 515 \$ per ton.

*Farha* (ex-Taximi, ex-Abeer, ex-Nejmat El Petrol XXII, ex-Mohamed Ba, ex-Taikoh Maru). IMO 7313640. Tanker. Length 105 m, 1,984 t. Saudi Arabia flag. Classification society Det Norske Veritas. Built in 1973 in Hashihama (Japan) by Hashihama Zosen. Owned by National Bunkering Co Ltd (Saudi Arabia). Sold for demolition in Pakistan. 456 \$ per ton.

*Fly Eagle* (ex-Swift Lake, ex-Wilomi Sira). IMO 8901614. Tanker. Length 240 m, 17,333 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Dalian (China) by Dalian New SB HI Co. Owned by Pan Cosmos Shipping (China). Sold for demolition in China. 520 \$ per ton including 1,500 t of bunkers.

*Frosini* (ex-Demetrios TH, ex-Kriti, ex-Meroil B, ex-Leda, ex-Booms, ex-Eminentia, ex-Metco). IMO 6413912. Tanker. Length 61 m. Unknown flag. Unknown classification society. Built in 1964 in Frederikstad (Norway) by Seutelvens. Owned by Nearchos Maritime (Greece). Sold for demolition in Turkey.



*Genmar Constantine* (ex-Artois, ex-Seahope D.Y.). IMO 9041203. Tanker. Length 241 m, 15,072 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Onishi (Japan) by Skin Kurushima. Owned by General Maritime Management Llc (United States). Officially sold for demolition in India, the *Genmar Constantine* arrived early March in Chittagong and has been staying « under repair » for one month actually waiting the clearance of the Bangladeshi Authorities; in April she was finally beached for demolition. 512 \$ per ton.



*Genmar Constantine* leaving Houston (United States), January 2010 © Knut Helge Schistad

*Gui He* (ex-*Sea Magic*, ex-*Scottish Eagle*). IMO 7391939. Tanker. Length 210 m. Chinese flag. Unknown classification society. Single hull ship built in 1980 in Birkenhead (United Kingdom) by Cammell Laird & Co. Owned by China Shipping Group (China). Sold for demolition in Turkey.



*Gulf Nomad* (ex-*Nomad*). IMO 8613970. Tanker. Length 178 m, 9,160 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1988 in Okpo (South Korea) by Daewoo. Owned by ITM Holding Ltd (United Arab Emirates). Detained in 2002 in Hong Kong. Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 510 \$ per ton.



*Gulf Tiger* (ex-*Milagro*, ex-*Eastern Alliance*). IMO 8202020. Tanker. Length 220 m, 14,221 t. Liberian flag. Classification society Bureau Veritas. Double hull ship built in 1983 in Marugame (Japan) by Imabari SB. Owned by FAL Shipping Co Ltd (United Arab Emirates). Sold for demolition in Pakistan.

*Madura Jaya* (ex-*Paris II*, ex-*Viking Hawk*). IMO 7800796. Tanker converted in 2003 into a Floating Production Storage and Offloading unit (FPSO). Length 228 m, 15,488 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Uddevalla (Sweden) by Uddevallavarvet. Sold as is in Surabaya (Indonesia), and towed for demolition to Pakistan. 422 \$ per ton.



*Memphis* (ex-*Eagle Memphis*, ex-*Neptune Pisces*). IMO 8607804. Tanker. Length 236 m, 15,365 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Euro Tankers (Greece). Detained in 2010 in Khark Island (Iran). Sold for demolition in Pakistan. 500 \$ per ton.



*Milky Way* (ex-*Parrot Lake*). IMO 8907620. Tanker. Length 232 m. Liberian flag. Classification society China Classification Society. Double hull ship built in 1991 in Oppama (Japan) by Sumitomo. Owned by Pan Cosmos Shipping (China). Sold for demolition in China. 465 \$ per ton, including 300 t of bunkers.

*Mobile*. IMO 8001206. Pusher and tanker barge. Length 210 m. United States flag. Classification society American Bureau of Shipping. Built in 1983 in Mobile (United States) by Halter Marine ; single hull barge. Owned by US Shipping Corp (United States). Sold for demolition in the United States.

*New River* (ex-*Spray*, ex-*Gulf Spray*). IMO 5137913. Tanker. Length 207 m, 10,600 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1960 in Sparrows Point (United States) by Bethlehem Steel ; unboized in 1997 and lengthened from 196 to 207 m. Owned by American Heavy Lift Shipping (United States). Sold for demolition in the United States. 265 \$ per ton.

*Overseas Puget Sound* (ex- *Puget Sound*, ex-*S/R Puget Sound*, ex-*Potomac Trader*). IMO 8008931. Tanker. Length 200 m, 11,105 t. United States flag. Classification society American Bureau of Shipping. Built in 1980 in San Diego (United States) by National Steel. Owned by OSG Shipmanagement (United States). Sold as is in Mozambique. On April 4th, the *Overseas Puget Sound* turned into the simple *Puget* and was deflagged from United States to Tuvalu before heading for demolition in Alang (India). 492 \$ per ton including 600 t of bunkers.



The *Overseas Puget Sound* in Padilla Bay, Washington (United States), November 2008  
© Joel Kifer

*Petrol* (ex-*Petrolimex*, ex-*Jag Prabhat*). IMO 8313623. Tanker. Length 170 m, 7,465 t. Vietnam flag. Classification society Det Norske Veritas. Single hull ship built in 1985 in Pusan (South Korea) by Korea Shipbuilding & Engineering. Owned by Vietnam Petroleum Transport Company (Vietnam). Detained in 2005 in Quanzhou (China). Sold for demolition in India.





*Platres (ex-Laura d'Amato, ex-Sanko Concord, ex-Siratus)*. IMO 8907539. Tanker. Length 241 m, 14,218 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1991 in Imari (Japan) by Namura. Owned by London Chartering Ltd (United Kingdom). Sold for demolition in Pakistan. 515 \$ per ton.



*Plavunets*. IMO 8923686. Tanker. Length 60 m. Russian flag. Classification society Russian Maritime Register of Shipping. Bunkering tanker built in 1977 in Rousse (Romania) by Ivan Dimitrov Shipyards. Owned by Kamchatka Tanker Fleet (Russia). Sold for an unknown destination of demolition.



*Ruangraiwin 1 (ex-Siam Sriwatana, ex-Hokuyu Maru)*. IMO 8130057. Tanker. Length 85 m, 1,052 t. Thai flag. No classification society according to her last port State control. Single hull ship built in 1982 in Kinooe (Japan) by Kishimoto Zosen. Owned by Lucky Marine Co Ltd (Thailand). Detained in 2006 in Singapore. Sold for demolition in Bangladesh.



*Saint Ram (ex-Saint Mary, ex-Dongola, ex-Tomis Wave, ex-Rubin, ex-Ticleni)*. IMO 9037056. Tanker. Length 189 m, 10,561 t. Panamanian flag. Classification society RINA. Double hull ship built in 1995 in Galati (Romania) by Galati SN. Owned by NKD Maritime Bvi Ltd (United Kingdom). Sold for demolition in Pakistan.



*Sea Giant (ex-LMZ Christiania, ex-Alandia Surf, ex-Surf City, ex-Umm Al Aish)*. IMO 7924906. Tanker. Length 231 m, 18,409 t. United Arab Emirates flag. Classification society RINA. Double hull ship built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by FAL Shipping Co Ltd (United Arab Emirates). Detained in 2007 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 495 \$ per ton.



*Sea Venture (ex-Hellenic Carrier)*. IMO 7203687. Reefer converted into a tanker in 1983. Length 164 m, 6,349 t. United States flag. Unknown classification society. Double hull ship built in 1972 in Skaramanga (Greece) by Hellenic Shipyards. Owned by US Shipping Corp (United States). Sold for an unknown destination of demolition.



*Sfakia (ex-Titan Venus, ex-VL Venus, ex-Cosmo Venus)*. IMO 8506593. Tanker utilisé comme stockage flottant. Length 319 m, 31,340 t. Deflagged from Panama to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by Navigator Tankers Management (Greece). Detained in 2004 in Ningbo (China) and in 2009 in Isthmia (Greece). Sold as is in Singapore for demolition in India. 502 \$ per ton.



*SS Williams Clark (ex-Anasazi, ex-Knight, ex-Gulfknight)*. IMO 5137779. Tanker. Length 215 m. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1958 in Sparrows Point (United States) by Bethlehem Steel ;jumboized in 1997 and lengthened from 201 to 215 m. Owned by Keystone Shipping Co (United States). Sold for demolition by Southern Recycling EMR in Amelia, Louisiana (United States)

*Staten I (ex-Staten Island, ex-Bernadet T, ex-Gorby Tenko, ex-Takisk, ex-Timur Queen, ex-Queen Chie)*. IMO 8505135. Tanker. Length 121 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1985 in Yawatahama (Japan) by Kurinoura Dockyard Co. Owned by Ignatius Development Ltd (Egypt). Sold for demolition in Turkey.

*Ticen Sun (ex-Front Highness, ex-Sea Highness)*. IMO 8920921. Tanker used as floating storage off Malaysia. Length 322 m, 31,732 t. Panamanian flag. Classification society Det Norske Veritas. Single hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Titan Ocean Pte Ltd (Singapore). Detained in 2009 in Khark Island (Iran). In 2011, the navire was renamed twice, first *Ticen Sun* and then *Titan Ruchira*. She is announced sold as is in Singapore for demolition in India but late April she was still sailing in the China Sea off Qinhuangdao. 495 \$ per ton.

*Topaz (ex-Histria Topaz, ex-Bucsanî)*. IMO 8501189. Tanker. Length 189 m, 10,292 t. Saint Kitts and Nevis flag. Classification society Germanischer Lloyd. Double hull ship built in 1987 in Galati (Romania) by Galati SN. Detained in 2003 in Genoa (Italy) and in 2008 in Marsaxlokk (Malta). Sold for demolition in Pakistan.



*Tulin (ex-Oriental Venture)*. IMO 9007520. Tanker. Length 330 m. Panamanian flag. Classification society Germanischer Lloyd. Partly double bottom ship built in 1992 in Chiba (Japan) by Mitsui. Owned by Altomare SA (Greece). Sold for demolition in Pakistan. 525 \$ per ton including 500 t of stainless steel.



*Wasel (ex-Bulduri, ex-Dmitriy Medvedyev)*. IMO 8138516. Tanker. Length 178 m, 9,680 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1983 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Golden Crown Shipping Co LLC (United Arab Emirates). Detained in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 568 \$ per ton.



*Yuan (ex- Hsien Yuan II)*. IMO 8617134. Tanker. Length 273 m, 24,754 t. Tuvalu flag. Classification society American Bureau of Shipping. Single hull ship built in 1990 in Kaohsiung (Taiwan) by China SB Corp. Sold for demolition in Bangladesh.

### Gas tanker

*Bene Niki (ex-BW Sisu, ex-Berge Sisu)*. IMO 7411545. Gas tanker. Length 224 m. Panamanian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1978 in Perno (Finland) by Wartsila Oy. Owned by Benelux Overseas Inc (Greece). Sold for demolition in India. 503 \$ per ton.



*Berge Frost (ex-Floreal)*. IMO 8016809. Gas tanker with a storage capacity of 85.000 m<sup>3</sup>. Length 249 m, 22,522 t. Norwegian flag (international register). Classification society Det Norske Veritas. Single hull ship built in 1983 in La Ciotat (France) by Normed for Elfocéan (France). Acquired by the Norwegian company Bergesen in 1991. Sold for demolition in India. 520 \$ per ton.



*Castorgas (ex-Sigas Eildon, ex-Eildon, ex-Norgas Transporter, ex-Etienne Sclumberger)*. IMO 8024038. Liquefied Petroleum Gas tanker (LPG) with a capacity of 6,000 m<sup>3</sup>. Length 114 m, 4,887 t. Liberian flag. Classification society Det Norske Veritas. Single hull ship built in 1982 in La Ciotat (France) by Chantiers de La Ciotat. Owned by Nautilus Marine SA (Greece). Sold for demolition in India. 540 \$ per ton. Her sistership *Cora Island (ex-Jean Alleaume)* was also demolished in Alang in October 2009, but only reached 320 \$ per ton.



*Clipper Posh (ex-Nejma, ex-Eupen, ex-Petrogas II)*. IMO 8110552. Gas tanker. Length 215 m, 15,700 t. Norwegian flag (registre international) abandonné pour celui de Saint-Kitts-et-Nevis pour son dernier voyage. Classification society Lloyd's Register of Shipping. Single hull ship built in 1983 in Tamise (Belgium) by Boelwerf. Owned by Solvang ASA (Norway). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 540 \$ per ton.



*Clipper Posh* in Gibraltar, 2010 ©Wartsila / Shipspotting

*Gaz Suez (ex-World Vigour)*. IMO 7501376. Gas tanker. Length 224 m. Panamanian flag. Classification society American Bureau of Shipping. Single hull ship built in 1977 in Kobe (Japan) by Kawasaki. Owned by Naftomar Shipping & Trading Co Ltd (Greece). Detained in 2007 in Shenzhen (China). Sold for demolition in India. 530 \$ per ton.



*New Seaborn (ex-Yellow Star, ex-Shoseki Maru n°2)*. IMO 8014112. Gas tanker. Length 79 m, 1,425 t. Thai flag. No classification society according to her last port State control. Single hull ship built in 1980 in Kochi (Japan) by Kochi (Eiho). Owned by Seamanship Co Ltd (Thailand). Detained in 2005 in Haiphong (Vietnam) et Zuhai (China), in 2007 again in Zuhai, and in 2008 and 2010 again in Haiphong. Sold for demolition in India.



*Rio Gas*. IMO 8511031. Gas tanker. Length 136 m, 4,464 t. Liberian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1986 in Kiel (Germany) by Lindenau. Owned by Hartmann Schiffahrts GMBH & Co (Germany). Sold for demolition in India. 460 \$ per ton.



*Stafford (ex-Maersk Stafford, ex-Sine Maersk, ex-Olga Maersk)*. IMO 8217908. Gas tanker. Length 153 m, 8,250 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in India.



*Suffolk (ex-Maersk Suffolk, ex-Sofie Maersk, ex-Oluf Maersk)*. IMO 8217910. Gas tanker. Length 153 m, 8,215 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in India.



*Virgen del Carmen III (ex-Galp Faro, ex-Norgas Traveller, ex-Gaz Nordsee)*. IMO 8027690. Gas tanker. Length 110 m, 3,492 t. Panamanian flag. Classification society Bureau Veritas. Single hull ship built in 1982 in Papenburg (Germany) by Jos.L.Meyer. Owned by Transgas Shipping Lines (Peru). Detained in 1998 in Southampton (United Kingdom). Sold for demolition in India. 580 \$ per ton.



### Chemical tanker

*Ababel (ex-Tiara, ex-Tiara, ex-Fair Alpha, ex-Zeta, ex-Lucy Essberger)*. IMO 6710334. Chemical tanker. Length 67 m, 713 t. Pavillon Honduras. Unknown classification society. Built in 1967 in Lauenburg (Germany) by Hitzler. Sold for demolition in Pakistan.



*Akti N (ex-Akti A, ex-Montreal, ex-Ohio, ex-Jasmine B)*. IMO 8014746. Chemical tanker. Length 183 m, 9,586 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1982 in Onomichi (Japan) by Onomichi Zosen. Owned by Project Shipping Inc (Greece). Sold for demolition in India. 490 \$ per ton.



The *Akti N*, grounded in Flushing (The Netherlands), June 2009 © Wim Kosten / maritimephoto

*Armst* (ex-*Armstrong I*, ex-*Alkig*, ex-*Filiz Sultan*, *Yesim*, ex-*Obrovac*). IMO 8026593. Chemical tanker. Length 112 m. Panamanian flag. Unknown classification society. Double hull ship built in 1987 in Gijon (Spain) by Cantabrico y Riera. Owned by Ignatius Development (Egypt). Sold for demolition in Turkey.



*Baltic 1* (ex-*Baribal*, ex-*Siteam Merkur*, ex-*Team Merkur*, ex-*Team Frosta*, ex-*Frosta*). IMO 7926241. Chemical tanker. Length 174 m, 10,580 t. Panamanian flag. Classification society RINA. Double hull ship built in 1981 in Mizushima (Japan) by Sanoyasu. Proprietaire Sea World Management SA (Monaco). Detained in Australia in 2002 in Gladstone, in 2003 in Townsville and in 2005 in Geelong and in 2010 in Incheon (South Korea). Sold for demolition in Bangladesh. 540 \$ per ton.



*Ban 1* (ex-*Dover*, ex-*West Sailor*, ex-*Dutch Sailor*, ex-*Broere Aquamarine*). IMO 7931143. Chemical tanker. Length 91 m, 1,932 t. Comorian flag. Unknown classification society. Double hull ship built in 1981 in Mandal (Norway) by Baatservice. Owned by Banoceans Inc (Egypt). Detained in 2007 in Stockholm (Sweden) and Belfast (United Kingdom) and in 2009 in Castellon de la Plana (Spain) and Koper (Slovenia). Sold for demolition in India.



*Beheshti* (ex-*Iran Beheshti*, ex-*Selma*). IMO 7389792. Chemical tanker. Length 205 m, 9,500 t. Iranian flag. Classification society Det Norske Veritas. Double hull ship built in 1979 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Iran Shipping Lines (Iran). Sold for demolition in Pakistan. 470 \$ per ton.



*Bow Puma* (ex-*Santa Maria*, ex-*Finnanger*, ex-*Fort Puma*, ex-*Northern Puma*). IMO 8316716. Chemical tanker. Length 170 m, 9,477 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1986 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Odjell Management AS (Norway). Sold for demolition in India. 533 \$ per ton.



*Caribbean Fidelity* (ex-*Taviland*, ex-*Tavi*). IMO 8203464. Chemical tanker. Length 160 m, 7,119 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1985 in Turku (Finland) by Wartsila. Owned by GMA Maritime SA (Greece). Sold for demolition in India. 555 \$ per ton including 500 t of stainless steel.



*Caribbean Renaissance* (ex-*Kihuland*, ex-*Kihu*). IMO 8203452. Chemical tanker. Length 160 m, 7,100 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1984 in Turku (Finland) by Wartsila Oy. Owned by GMA Maritime SA (Greece). Sold for demolition in India. 555 \$ per ton including 500 t of stainless steel.



The *Caribbean Renaissance* in Drapetsona (Greece) November 2008 © Dimitrios /Shipspotting

*Casper* (ex-*Jo Aspen*). IMO 8900294. Chemical tanker. Length 139 m, 4,342 t. Norwegian flag (international register). Classification society Det Norske Veritas. Double hull ship built in 1991 in Viareggio (Italy) by Esercizio. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. 1,220 \$ per ton including 940 t of stainless steel. The record of the period.



The *Casper*, October 2010 in Maasvlakte, Rotterdam (The Netherlands) © Hannes van Rijn

*Chac* (ex-*Fossanger*). IMO 7424815. Chemical tanker. Length 170 m. Mexican flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1976 in Floro (Norway) by Ankerlokken. Owned by PEMEX (Mexico). Sold for demolition in India.



*Champion* (ex-*Team Tellus*, ex-*Team Storviken*). IMO 8028163. Chemical tanker. Length 182 m, 9,855 t. Norwegian flag (international register). Classification society Lloyd's Register of Shipping. Double hull ship built in 1983 in Koje (South Korea) by Samsung. Owned by Thome Ship Management Pte Ltd (Singapore). Detained in 2005 in Pyongtack (South Korea). Sold for demolition in India. 495 \$ per ton.



*Champion Adriatic* (ex-*Axios*, ex-*Sacona*, ex-*Mobil Endeavour*). IMO 8005771. Chemical tanker. Length 171 m, 9,855 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1982 in Uraga (Japan) by Sumitomo. Owned by Genoa Maritime SA (Greece). Detained in 2007 in Vancouver (Canada) and in 2010 in San Francisco (United States). Sold for demolition in China. 503 \$ per ton.



*Champion Pacific* (ex-*Nicolas M*, ex-*Carnac*, ex-*OSCO Stream*). IMO 8007999. Chemical tanker. Length 182 m, 9,948 t. Norwegian flag (registre international). Classification society Bureau Veritas. Double hull ship built in 1982 in Koje (South Korea) by Samsung. Owned by Thome Ship Management Pte Ltd (Singapore). Detained in 2005 in Kwinana (Australia) and in 2010 in Rotterdam (The Netherlands). Sold for demolition in Bangladesh. 517 \$ per ton.



*Eylen* (ex-*CT Star*, ex-*Sulphur*, ex-*Stena Sulphur*, ex-*OT Sulphur*). IMO 7917575. Chemical tanker. Length 129 m, 3,100 t. Maltese flag. Unknown classification society. Single hull ship built in 1981 in Oskarshamn (Sweden) by Oskarshamns Varv. Sold for demolition in India. 780 \$ per ton including 290 t of stainless steel.



*Iran Beheshti* (ex-*Selma*). IMO 7389792. Chemical tanker. Length 205 m, 8,981 t. Iranian flag. Unknown classification society. Double hull ship built in 1979 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Iran Shipping Lines (Iran). Sold for demolition in Pakistan. 470 \$ per ton.



*Jin Fu Xing 601* (ex-*Yue You 601*, ex-*Eastern Sea*, ex-*Nan Yang n°8*, ex-*Pacific Sunrise*, ex-*Johore Express*). IMO 8322973. Chemical tanker. Length 102 m. Chinese flag. Classification society China Classification Society. Double hull ship built in 1984 in Imabari (Japan) by Higaki Zosen. Owned by Ningbo Silver Star Marine (China). Sold for demolition in Bangladesh.

*Kapadokia (ex-Red Point, ex-Limbazhi, ex-Tenacity, ex-Marathon)*. IMO 7925962. Chemical tanker. Length 192 m, 11,432 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1984 in Gdansk (Poland) by Gdanska Lenina Shipyards. Detained in 2009 in Klaipeda (Lithuania). Sold for demolition in India. 482 \$ per ton.



*Lady Anna (ex-Eringa, ex-Leona II, ex-Enerchem Avance, ex-Gaspe transport, ex-Arsene Simard)*. IMO 7208601. Chemical tanker. Length 131 m. Nigerian flag. Unknown classification society. Single hull ship built in 1972 in Sorel (Canada) by Marine Industries. Owned by Neptune Maritime (United States). Sold for an unknown destination of demolition.

*New Jersey (ex-Fair Jolly, ex-Showme State, ex-Chem Pride, ex-Captain Lucas III, ex-Chempetrol Safina I, ex-Ocean Pioneer)*. IMO 8022133. Chemical tanker. Length 107 m, 2,895 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1980 in Akitsu (Japan) by Taihei Kogyo KK. Detained in 2004 in Cochin (India). Sold for demolition in India.



*Ocean Camar (ex-Overseas Camar, ex-Camar, ex-Petrobulk Camar)*. IMO 8609527. Chemical tanker. Length 171 m, 10,730 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1988 in Tamise (Belgium) by Boelwerf. Owned by Blue Line Ship Management Co SA (Greece). Sold for demolition in Bangladesh. 575 \$ per ton.



*Olympic (ex-Noc Najd, ex-Tomoe 565)*. IMO 8412924. Chemical tanker. Length 140 m, 4,153 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1984 in Yawatahama (Japan) by Kurinoura. Owned by Glory Ship Management Pte Ltd (Singapore). Detained in 2010 in Shenzhen (China) and in 2011 in Xiamen (China). Sold for demolition in India.



*Penelope (ex-Ina, ex-Fondnes)*. IMO 8908870. Chemical tanker. Length 149 m, 6,955 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Polska Zegluga Morska PP (Poland). Sold for demolition in India. 525 \$ per ton.



*Rising Om*. IMO 8123676. Chemical tanker. Length 93 m, 1,296 t. Panamanian flag. Classification society RINA. Double hull ship built in 1984 in Savona (Italy) by Campanella. Owned by Pioneer Marine Services Pvt Ltd (India). Detained in 2006, 2009 and 2010 in Bushire (Iran). Sold for demolition in India.



*Royal Aquarius (ex-Khirurg Vishnevskiy)*. IMO 8517102. Chemical tanker. Length 151 m, 6,194 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Double hull ship built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Royal Marine Shipmanagement Pte Ltd (Singapore). Detained in 1999 in Rotterdam (The Netherlands) and in 2010 in Gibraltar (United Kingdom) and Bushire (Iran). Sold for demolition in Bangladesh.



*Royal Pride (ex-Forth Sea, ex-Monte Chiaro, ex-Valdarno, ex-Jo Alder)*. IMO 8900309. Chemical tanker. Length 139 m, 4,427 t. Marshall Islands flag. Classification society RINA. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by Royal Marine Shipmanagement Pte Ltd (Singapore). Sold and towed for demolition in India.



*Shaba Prima (ex-Caterina Tomacelli)*. IMO 6714495. Chemical tanker. Length 83 m, 738 t. Italian flag. Unknown classification society. Single hull ship built in 1967 in Pietra Ligure (Italy) by Cantiere del Mediterraneo. Owned by Crismare SpA (Italy). Sold for demolition in Turkey.



*Stolt Acacia (ex-Stolt Australia)*. IMO 8512554. Chemical tanker. Length 119 m, 3,953 t. Cayman Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by Stolt Tankers (Norway). Detained in 2011 in Brisbane (Australia). Sold for demolition in India.



*Taurus* (ex-*C Felix*, ex-*Nur Al Jubail*, ex-*Tomoe 568*). IMO 8512372. Chemical tanker. Length 140 m, 4,252 t. Indian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1986 in Yawatahama (Japan) by Kurinoura. Owned by Kei-Rsos Maritime Ltd (India). Detained in 2007 in Bushire (Iran) and Cochin (India). Sold for demolition in India.



*The Monseigneur* (ex-*Solar*, ex-*Gulfsolar*). IMO 5137901. Chemical tanker. Length 207 m, 10,600 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1959 in Sparrows Point (United States) by Bethlehem Steel ; jumboized in 1997. Owned by American Heavy Lift Shipping (United States). Sold as is in Beaumont (United States) for demolition in the United States. 275 \$ per ton.



*The Monseigneur*, San Francisco Bay (United States), April 2006 © Chason Castro

*Timat 1* (ex-*Tarnbris*). IMO 7912030. Chemical tanker. Length 106 m, 2,500 t. Nigerian flag. Unknown classification society. Double hull ship built in 1980 in Kalmar (Sweden) by Kalmar Varv. Owned by Timatone Ltd (United Kingdom). Sold for demolition in Bangladesh. 503 \$ per ton



*Tonar* (ex-*Onarfjell*, ex-*Anglo*, ex-*Queen Trader*, ex-*Proof Gallant*). IMO 7912381. Chemical tanker. Length 89 m, 1,500 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1980 in Slikkerveer (The Netherlands) by De Groot & Van Vliet. Owned by Karmøy Skipsconsult Management (Norway). Detained in 2007 in Vlaardingen (The Netherlands). Sold for demolition in India.



*Zembra* (ex-*Ben Aicha*). IMO 8406315. Chemical tanker. Length 173 m, 8,075 t. Tunisian flag. Unknown classification society. Double hull ship built in 1987 in Dunkirk (France) by Chantiers du Nord et de La Méditerranée. Detained in 2008 in Avonmouth (United Kingdom). At the end of her life as phosphoric acid carrier for her owner Marphocean (Morocco) the ex-*Ben Aicha* was sold in 2010 to the Tunisian Gabès Marine Tankers and today for demolition in India.



**Oil / Bulk /Ore carrier (OBO)**

*Alster N* (ex-*Alster Ore*). IMO 8418162. OBO. Length 340 m, 43,312 t. Liberian flag. Classification society Det Norske Veritas. Built in 1988 in Kaohsiung (Taiwan) by China SB Corp. Owned by Neu Seeschiffahrt GMBH (Germany). Sold for demolition in Bangladesh. 505 \$ per ton.



*Alster N*, ex-*Alster Ore* in Europort (The Netherlands), mai 2006 © Derek Sands

*Antonis A* (ex-Monte Rosa, ex-Red Sapphire, ex-Selendang Delima, ex-Diana, ex-Cape, ex-Ferncape, ex-Arabian Trader). IMO 7923550. OBO. Length 173 m, 9,808 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1982 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Olympic Gulf Tankers (Greece). Sold for demolition in China. 460 \$ per ton.



*Theodosia* (ex-Kapitan Sokolov, ex-Kollbjorg). IMO 8113190. OBO. Length 206 m, 12,478 t. Greek flag. Classification society Det Norske Veritas. Double hull ship built in 1983 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Halkidon Shipping Corp (Greece). Sold for demolition in China. 485 \$ per ton including 450 t of bunkers.



*Yong Ping* (ex-Ystwyt, ex-Highland Faith, ex-Ballerina, ex-Jarama). IMO 7922178. OBO. Length 243 m, 15,986 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1981 in Fredriksstad (Norway) by Fredriksstad MV. Owned by Sino Far East Ship Management Co Ltd (China). Detained in 2005 in Vancouver (Canada) and in 2006 in Qinhuangdao (China). Sold for demolition in China. 455 \$ per ton including 500 t of bunkers.



### General cargo

*Al Kawther* (ex-New Legend Star, ex-Shyun Yuan 6, ex-Eastern Bright, ex-Hanbonn Brother, ex-Darya Lok). IMO 7628423. General cargo. Length 144 m, 3,746 t. Sierra Leone flag. Unknown classification society. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgil. Detained in 2000 in Singapore. Sold for demolition in India. 464 \$ per ton.



*Alima* (ex-Zhou Ji n°8, ex-Sunjoo Ace, ex-Young Princess, ex-Yoshiga Maru n°21, ex-Kuki Maru n°3). IMO 8135693. General cargo. Length 66 m, 1,300 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1982 in Higashino (Japan) by Sokooshi. Detained in 2003 in Chiba (Japan) and in 2007 in Kolkata (India). Sold for demolition in Pakistan.



*Ambassador* (ex-Fortune Express, ex-OMS Eagle, ex-Seisho, ex-Seisho Maru). IMO 8002066. General cargo. Length 105 m, 2,096 t. Sierra Leone flag. Unknown classification society. Built in 1980 in Imabari (Japan) by Nishi Zosen. Owned by Pacific Timor Shipping Agency (Singapore). Detained in 2001 in Singapore, in 2003 in Saigon (Vietnam) and Manila (Philippines), in 2007 in Kolkata (India), in 2008 in Guangzhou (China) and in 2011 again in Kolkata. Sold for demolition in Bangladesh.



*American Racer*. IMO 6414069. General cargo. Length 165 m, 8,067 t. United States flag. No classification society. Built in 1964 in Chester (United States) by Sun ShipBuilding & Drydock. Owned by US MARAD (United States). The *American Racer* operated on both commercial service and military charter. She participated in the operation "Frequent Wind", the air evacuation after the fall of Saigon in 1975. In February 2011, the ship left the Suisun Bay Reserve fleet in California (United States) for demolition by the ESCO Marine shipyard in Brownsville, Texas.



The *American Racer* en route to San Francisco, California, December 1976 © PMARS



Being demolished in Brownsville, Texas, April 2011 © Captain Peter / Shipspotting



*Amna A* (ex-*Stevens Trader*, ex-*Baltic Trader*, ex-*Patric*, ex-*Patricia I*, ex-*Patricia*, ex-*Scol Action*). IMO 7034880. General cargo. Length 88 m. Georgian flag. Classification society Bureau Veritas. Built in 1970 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Mustafa Shipping Co Ltd (Syria). Sold for demolition in Turkey.



*Aqua Blessing* (ex-*Ionian Princess*, ex-*Sportsqueen*, ex-*Sportsman*, ex-*Chain Sportsman*, ex-*Young Sportsman*, ex-*Van Ocean*). IMO 7641097. General cargo. Length 156 m, 6,438 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 in Onomichi (Japan) by Onomichi Zosen. Owned by Aquagulf Ltd (United Arab Emirates). Detained in 2007 in San Juan (Porto Rico). Sold for demolition in Pakistan. 450 \$ per ton.



*Arctic Star* (ex-*Tegra*, ex-*Akademik Glushko*). IMO 8603418. General cargo. Length 131 m, 3,399 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Solchart Ltd Oy (Finland). Sold for demolition in India. 500 \$ per ton.



November 2004, in Workington, United Kingdom © Derek

*Bay* (ex-*Export Bay*). IMO 5111012. General cargo. Length 150 m, 7,494 t. United States flag. No classification society. Built in 1961 in San Diego (United States) by National Steel. She began a commercial career for American Export Lines but was chartered from 1966 to 1971 by the US Military Sea Transportation Service to carry equipment and supplies to the US troops in Vietnam. In 1977 she was sold to the US MARAD. Since 1993, she was laid up in the Suisun Bay Reserve Fleet in California. In 2009 the vessel's physical integrity is considered as « very degraded » while her age (less than 50 years old) does not make her a ship with a significant historical interest; she is then fated to demolition. The contract for her demolition in an American ship-breaking yard is awarded in 2011.



*Bright Star 1* (ex-*Bright Star*, ex-*Neptune Peridot*, ex-*Gemini*). IMO 7620598. General cargo. Length 143 m, 4,007 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1977 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Marine Fleet Management Pvt (Pakistan). Detained in 2003 in Kunsan (South Korea) and in 2004 in Guangzhou (China). Sold for demolition in Pakistan. 449 \$ per ton.



*Bukit Timah* (ex-*Thor Tribute*, ex-*Flame*, ex-*Solin*, ex-*Spyros A. Lemos*). IMO 8422694. General cargo. Length 176 m, 8,355 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias-Thesen. Owned by Nobpac Shipping Pte Ltd (Singapore). Detained in 2006 in Rouen (France). Sold for demolition in India. 468 \$ per ton.



*Cape Syros* (ex-*Cape Spyros*, ex-*Pola*). IMO 7705491. General cargo. Length 143 m, 4,046 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1978 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Cape Shipping SA (Greece). Detained in 2003 in Saint-John (Canada). Sold for demolition in Pakistan. 481 \$ per ton.



*Capital Sun (ex-Utilitas, ex-May, ex-Delfborg)*. IMO 7716440. General cargo. Length 83 m. Dominican flag. Classification society Hellenic Register of Shipping. Built in 1978 in Makkum (The Netherlands) by Amels Bv. Owned by Neptun Denizcilic Limited (Turkey). Sold for demolition in Turkey.



*Chao Yang Men (ex-Ebenezer, ex-Norbulk Teak, ex-Indian Resource, ex-Australian Express, ex-Kriti Rubi)*. IMO 7635414. General cargo. Length 151 m, 5,008 t. Kiribati flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Nagasaki (Japan) by Mitsubishi. Owned by COSCO (China). Detained in 2000 in Singapore. Sold for demolition in India. 485 \$ per ton.



*Cote Aranza (ex-Cote Araza, ex-Elwwod, ex-Georgios S, ex-Eyboia, ex-Evia, ex-Binissalem, ex-Sota aranzazu)*. IMO 7703675. General cargo. Length 83 m. Panamanian flag. Unknown classification society. Built in 1978 in Zumaya (Spain) by Balenciaga. Detained in 2004 in Koper (Slovenia) and in 2005 in Lisbon (Portugal), Ijmuiden (The Netherlands) et Greenore (Ireland). Sold for an unknown destination of demolition.



*Cristobal (ex-Sea Star, ex-Sea Fortune, ex-Southgate, ex-Kapitan Temkin, ex-Bacho Kiro)*. IMO 8503486. General cargo. Length 158 m, 6,835 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Sudo Service Ukraine Ltd (Ukraine). Detained in 2003 in Santander (Spain) and Antwerp (Belgium), in 2007 in Rouen (France) and in 2010 in Vishakhapatnam (India). Sold for demolition in India.



*Dawn (ex-African Dawn)*. IMO 5400085. General cargo. Length 174 m. United States flag. No classification society. Built in 1963 in Pascagoula (United States) by Litton Ingalls. Launched for commercial service for Farrell Lines, she was acquired by the US MARAD in 1988. Downgraded to non retention status in 2004, she was waiting for disposal in the Suisun Bay Reserve Fleet. After the cleaning of her hull in San Francisco and towing through the Panama canal, she will be demolished by ESCO Marine shipyards in Brownsville, Texas.



*Delphin (ex-Bayburt 5, ex-Sea Express, ex-Cypriot Wave, ex-Belgrano, ex-EA Success, ex-Stubbenhuk)*. IMO 7619331. General cargo. Length 129 m, 4,410 t. Sierra Leone flag. Classification society International Ship Classification. Built in 1978 in Kiel (Germany) by Howaldtswerke-DW. Owned by Seahorse Shipping (Turkey). Detained in 2001 in Antwerp and in 2009 in Nikolayev (Ukraine). Sold for demolition in India. 485 \$ per ton.



*Destiny (ex-Blue Lady, ex-Lady Flora, ex-Splendour, ex-irisa, ex-Risan)*. IMO 8131946. General cargo. Length 175 m, 6,256 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemünde (Germany) by Warnowwerft. Owned by CB Marine Ltd (United Kingdom). Detained in 1999 in Gdynia (Poland) and Antwerp (Belgium) and in 2006 in Rouen (France). Sold for demolition in Bangladesh.



*Dove (ex-Dove Arrow, ex-Egda)*. IMO 7380746. General cargo. Length 182 m, 10,778 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1974 in Toyama (Japan) by Nipponkai. Owned by SMT Shipmanagement (Cyprus). Sold for demolition in India. 502 \$ per ton. The *Dove* arrived on ballast in Chittagong on February 17<sup>th</sup>; since then, she has been « waiting for instructions », or rather for her clearance to be beached for demolition granted on April 12<sup>th</sup>.



*Dove* off Norfolk, Virginia (United States), October 2010  
© Lorraine Morrill

*Dubai Discovery* (ex-Gulf Rose, ex-STK-1006). IMO 8422632. General cargo. Length 82 m, 1,015 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Rosslau (Germany) by Elbewerften. Owned by Sharaf Shipping Agency LL (United Arab Emirates). Sold for demolition in India. 435 \$ per ton.



*Ducky Sapphire* (ex-Pacific Islander, ex-Pacific Princess). IMO 7714882. General cargo. Length 155 m, 6,327 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Kochi (Japan) by Shin Yamamo. Owned by TMT Co Ltd (Taiwan). Detained in 2004 in Fukuoka (Japan) and in 2006 in Singapore. Sold for demolition in India. 500 \$ per ton.



*Eldore III* (ex-Lark, ex-Apollonia Trader, ex-Luzon Trader, ex-Falcon Trader, ex-Falcon Trador, ex-Island Fortune). IMO 7616133. General cargo. Length 133 m, 3,680 t. Moldavian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Eurotrade (Turkey). Detained in 2004 in Taranto (Italy) and Ploce (Croatia), in 2005 in Brindisi (Italy), in 2007 in Odessa (Ukraine), in 2008 in Novorossiysk (Russia), in 2010 in Sevastopol (Ukraine) and in 2011 in Mumbai (India). Sold for demolition in India.



*Eleana* (ex-Glan, ex-Triglav, ex-Bhavu Bhuti). IMO 7719210. General cargo. Length 152 m, 6,284 t. Maltese flag. Classification society Det Norske Veritas. Built in 1981 in Pula (Croatia) by Uljanik. Owned by G Bulk Corp (Greece). Sold for demolition in India. 507 \$ per ton.



*Emzari* (ex-Salim, ex-Ikariada, ex-Lydia, ex-Daphne, ex-Lagada). IMO 7608100. General cargo. Length 119 m, 2,847 t. Sierra Leone flag. Classification society Maritime Lloyd. Built in 1976 in Kagoshima (Japan) by Kagoshima Docks. Detained in 2007 in Nikolayev (Ukraine) and Novorossiysk (Russia) and in 2010 in Novorossiysk again. Sold for demolition in India.



*Falak G* (ex-Seasky, ex-Lora, ex-Lena, ex-Athinoula, ex-Eurolord, ex-Maemi, ex-Cederborg, ex-Carebeka VII, ex-North Trio). IMO 7208522. General cargo. Length 77 m. Slovakian flag. Classification society Bulgarski Koraben Registar. Built in 1972 in Vestnes (Norway) by Salthammer and completed by Aukra Bruk. Owned by Sea Crystal Navigation (Greece). Detained in 1998 in Rotterdam (The Netherlands) and Brest (France), in 2000 in Rouen (France), in 2001 in Setubal (Portugal), in 2002 in Grado and La Spezia (Italy) and Castellon de la Plana (Spain), in 2003 in Almeria (Spain) and Koper (Slovenia), in 2004 in Split (Croatia) and in 2005 in Koper again. Sold for demolition in Turkey.



The Slovakian *Falak G* in Rijeka (Croatia), December 2010 © Shipspotting

*Fatima 1* (ex-Jaikur III, ex-Aziza, ex-Makassar Express, ex-Equator Crystal, ex-Jenlink, ex-Scilla, ex-Elma Nueve). IMO 7633363. General cargo. Length 131m, 4,598 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1977 in Bardenfleth (Germany) by Schurenstedt. Owned by Pan Seas Shipping (United Arab Emirates). Sold for demolition in Pakistan. 435 \$ per ton.



*Fima* (ex-*Alla*, ex-*Sormovsky 23*, ex-*750-Letiye Goroda Gorkogo*). IMO 7127900. General cargo. Length 114 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1971 in Nijni Novgorod (Russia) by Krasnoye Sormovo. Sold for demolition in Turkey.



*Gamboa* (ex-*Sea Power*, ex-*Sea Destiny*, ex-*Sea Eagle*, ex-*Canopus*, ex-*Presidente Gonzales Videla*, ex-*Rapel*). IMO 8218732. General cargo. Length 158 m, 6,988 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemünde (Germany) by Warnowwerft. Owned by Sudoservice Ukraine Ltd (Ukraine). Detained in 2007 in San Vicente (Chile), in 2008 in Tianjin (China) and in 2009 in Masan (South Korea). Sold for demolition in India. 483 \$ per ton.



*Haj Khalil* (ex-*Ahmos*). IMO 7532129. General cargo. Length 129 m, 3,540 t. Syrian flag. Unknown classification society. Built in 1979 in Alexandrie (Egypt) by Alexandria Shipyard. Owned by Ismail ShippingCo Ltd (Syria). Detained twice in 1998 in Rijeka (Croatia), in 2007 in Nikolayev (Ukraine), in 2009 in Theodosia (Greece) and in 2010 in Nikolayev again. Sold for demolition in India. 522 \$ per ton.



*Haj Khalil* leaving the port of Tartous, Syria, April 2008 © Mahmoud Shd

*Han Zhong Men* (ex-*Tia Estela*, ex-*Handy Viking*, ex-*Golden Viking*, ex-*Viking Trader*, ex-*Wood Star*, ex-*Balder Hope*). IMO 8029480. General cargo. Length 146 m, 4,417 t. Saint Vincent and the Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Yem Shipping Co Lt (China). Sold for demolition in India. 475 \$ per ton.

*Harmonia* (ex-*Harrix*, ex-*Bettina*, ex-*Barkenkoppel*, ex-*Nordholm*). IMO 7530884. General cargo. Length 79 m, 1,181 t. Moldavian flag. Unknown classification society. Built in 1976 in Hinase (Japan) by Hashimoto. Owned by Mantic Marine Co (Greece). Detained in 2010 in Koper (Slovenia). Sold for demolition in India.



*Hibiscus One* (ex-*Hibiscus*, ex-*Nedlloyd Pacific*, ex-*Euro Colombia*, ex-*Miriam Borchard*, ex-*Maersk Primo*, ex-*Early American*, ex-*Kahira*, ex-*Hansetor*). IMO 7726976. General cargo. Length 104 m, 2,474 t. Panamanian flag. Unknown classification society. Built in 1978 in Neuenfelde (Germany) by JJ Sietas. Owned by Royal Shipping Co Ltd (Tanzania). Detained in 2001 in Singapore. Sold for demolition in India. 483 \$ per ton.



*Jaikur I* (ex-*Beirut*, ex-*Heron*, ex-*Mariachris K*, ex-*Chubut*). IMO 7406502. General cargo. Length 159 m, 5,647 t. Panamanian flag. Unknown classification society. Built in 1977 in Olaveaga (Spain) by AESA. Owned by Gulf Energy Ltd (United Arab Emirates). Detained in 2000 in Singapore and in 2006 in Mormugao (India). Sold as is in South Africa for demolition in Pakistan.



*Jaikur II* (ex-*Edough*). IMO 7420235. General cargo. Length 126 m, 2,940 t. Comorian flag. Unknown classification society. Built in 1977 in Travemunde (Germany) by Schlichting. Sold for demolition in Pakistan.



*Kamnik*. IMO 7507241. General cargo. Length 147 m, 6,005 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Osaka (Japan) by Mitsu. Owned by Genshipping Pacific (Singapore). Detained in China in 2002 in Hong Kong and Qingdao and in 2004 in Hong Kong again. Sold for demolition in India.



*King Fortune* (ex-Fadel Arab, ex-Rickmers Dalian, ex-Thermaikos II, ex-CGM Kleber, ex-Padrone, ex-Oakbank, ex-Nausicaa). IMO 7522007. General cargo. Length 171 m, 8,495 t. Saint Vincent and the Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Oslo (Norway) by Nylands Verksted. Owned by Nanjing KingShip Management Co Ltd (China). Detained in 1998 in Hamburg (Germany), in 1999 in Rotterdam (The Netherlands) and in 2000 in Antwerp (Belgium). Sold for demolition in India. 520 \$ per ton.



*King Will* (ex-Yangon Star, ex-Bombay Star, ex-Zim Marseille, ex-Kobe Star). IMO 7713735. General cargo. Length 165 m, 7,783 t. Saint Vincent and the Grenadines flag. Classification society American Bureau of Shipping. Built in 1979 in Hakodate (Japan) by Hakodate Dock. Owned by Nanjing King Ship Management Co (China). Sold for demolition in India. 499 \$ per ton.

*KS Kosmos* (ex-Phayao Navee, ex-Far East Navee, ex-Wakamizu Maru). IMO 7807976. General cargo. Length 162 m, 7,823 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2003 in Immingham (United Kingdom) and in 2006 in Bristol (United Kingdom) and Singapore. Sold for demolition in India. 475 \$ per ton.



*Lady Alexandra* (ex-Silver Pearl, ex-Riga Trader, ex-Pioner Moskvj). IMO 7334785. General cargo. Length 130 m. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Vega Shipping Co (Cyprus). Detained in 2000 in Lisbon (Portugal), in 2005 in Marina di Carrara (Italy) and in 2010 in Qingdao (China). Sold for an unknown destination of demolition.



*Lady Laila* (ex-Alexandros S, ex-Vigsnes, ex-General Jacinto). IMO 7700544. General cargo. Length 107 m. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Ulsteinvik (Norway) by Kleven Mek. Verksted. Owned by El Reedy (Egypt). Detained in 2003, 2004 and 2005 in Constanta (Romania). Sold for demolition in Turkey.



*Lady Nisreen* (ex-Fifi F, ex-Ocean Leader, ex-Jasmine). IMO 8017683. General cargo. Length 84 m, 1,425 t. North Korean flag. Unknown classification society. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Detained in 2006 and 2008 in Novorossiysk (Russia). Sold for demolition in Pakistan.



*Lincoln* (ex-President Lincoln). IMO 5283956. General cargo. Length 171 m, 8,930 t. United States flag. No classification society. Built in 1961 in San Francisco (United States) by Bethlehem Pacific Coast for American President Lines; The *President Lincoln* was acquired in 1979 by the US MARAD. Initially sold for demolition to All Stars Metall, in Brownsville, Texas for 675.277 \$, i.e. 75 \$ per ton. The *Lincoln* had to be cleaned of growth and loose paint prior departure by BAE Systems in San Francisco. Significant leaks were discovered after this operation by the US Coast Guard inspectors. Thus, the vessel could not be cleared for ocean tow and had to be swapped over with the *President*, another Suisun Bay Reserve Fleet ship which was to be demolished in the new Californian ship-breaking yard Allied Defense Recycling.



*Maldiva Enterprise* (ex-Pantelis K, ex-Nirint Traveller, ex-Deco Oldenburg, ex-Santa Fe de Bogota, ex-Birmantara Satu, ex-Merkur Beach). IMO 8225395. General cargo. Length 150 m, 6,050 t. Maldives Islands flag. Classification society Det Norske Veritas. Built in 1982 in Rostock (Germany) by Neptun VEB. Owned by Maldives National Shipping Ltd (Maldives Islands). Sold for demolition in India.



*Mana* (ex-Thalassini Mana, ex-Thalassini Idea, ex-Young Statesman). IMO 7714739. General cargo. Length 154 m, 5,882 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1978 in Onomichi (Japan) by Onomichi Zosen. Owned by Good Faith



Shipping Co (Greece). Sold for demolition in Bangladesh.

*Mandalay (ex-Mahndalay)*. IMO 8121070. General cargo. Length 148 m, 5,415 t. Burmese flag. Classification society Lloyd's Register. Built in 1983 in Bremerhaven (Germany) by Weser Seebeck. Owned by Myanma Five Starline (Burma). Detained in 2001 and 2004 in Singapore. Sold for demolition in India. 495 \$ per ton including 150 t of bunkers.



*Miss Kikaki (ex-Egretta, ex-Pericles, ex-San Juan)*. IMO 7411284. General cargo. Length 149 m, 5,170 t. Panamanian flag. Classification society Bureau Veritas. Built in 1976 in Bremerhaven (Germany) by Weser Seebeck. Owned by Seatrans Management Enterprises (Greece). Detained in 2000 in Hamburg (Germany), in 2006 in Antwerp (Belgium), in 2009 in Kandla (India) and Yuzhnyy (Ukraine) and in 2010 in Setubal (Portugal). Sold for demolition in India. 510 \$ per ton



*Monterey (ex-Clipper Fidelity, ex-Adventure, ex-Carnival Venture)*. IMO 7627924. General cargo. Length 143 m, 4,066 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Kure (Japan) by Ishikawajima-Harima. Owned by Aquafleet Shipping Ltd (Greece). Sold for demolition in India. 518 \$ per ton.



*Nehad D (ex-Hunter, ex-Gee Hong, ex-Gileong, ex-Genius, ex-Equator Emerald, ex-Buana Sinar, ex-Carolina D, ex-Carolina, ex-Auvergne, ex-Tielbank )*. IMO 7636937. General cargo. Length 150 m, 5,250 t. Pavillon Cambodge. Classification society Hellenic Register of Shipping. Built in 1978 in Ross (Germany) by Howaldtswerke-DW. Owned by Dergham C Co (Syria). Detained in 2000, 2002 and 2005 in Singapore, in 2008 in Novorossiysk (Russia) and in 2010 in Mundra (India). Sold for demolition in India.



*New Hope (ex-Renata, ex-Ataduru, ex-Antwerp, ex-Arma, ex-Antonio Machado)*. IMO 7826491. General cargo. Length 144 m, 4,240 t. Togolese flag. Unknown classification society. Built in 1981 in Olaveaga (Spain) by Astilleros Espanoles SA. Owned by Alfahed Shipping SA (Honduras). Detained in 1998 in Rotterdam (The Netherlands) and in 2002 in Eleusis (Greece). Sold for demolition in Turkey.



*New Legend Harvest (ex-Uthai Navee, ex-Bosco VI, ex-Trade Concord, ex-Wakagiku Maru)*. IMO 7612773. General cargo. Length 162 m, 7,961 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Tsurumi (Japan) by Nippon KK. Owned by Ching Tung Shipping Co Ltd (China). Detained in 2010 in Quanzhou (China). Sold for demolition in India. 515 \$ per ton.



*New Legend Sun (ex-Hong Yuan, ex-Angelica Schulte, ex-Christianeex-Lorence, ex-Florence Schroder)*. IMO 7412927. General cargo. Length 139 m, 3,500 t. Panamanian flag. Classification society China Classification Society. Built in 1976 in Bremerhaven (Germany) by Rickmers. Owned by Pan Seas Shipping LLC (United Arab Emirates). Detained in 2002 in Yeosu (South Korea) and in 2006 in Kandla (India). Sold for demolition in India.



*Nord Scan Mumbai (ex-Lundeborg, ex-Aspendos, ex-Phenix, ex-Kom, ex-Perseyex-Gajah Borneo, ex-Stellanova, ex-Jumbo Stellanovo, ex-Internavis II)* IMO 7736335. General cargo equipped at the beginning of her career as *Internavis II* with two



combinable derricks; each one had a unit capacity of 220 t. Length 99 m, 3,119 t. Saint Vincent and the Grenadines flag. Classification society RINA. Built in 1978 in Grand-Quevilly (France) by Dubigeon-Normandie. Owned by Suntech Corp Co (United Arab Emirates). Detained in 2010 in Port Klang (Malaysia). Sold and towed for demolition in India. 455 \$ per ton.



*Nord Scan Mumbai*, anchored in Port Kelang (Malaysia), October 2010 © Mara / Shipspotting

*Panama Express* (ex-Delmas Surcouf, ex-DSR Qingdao, ex-CR Libreville). IMO 8130241. General cargo. Length 169 m, 9,091 t. Belgian flag. Classification society Bureau Veritas. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Anglo-Eastern Antwerp NV (Belgium). Detained in 2010 in Mumbai (India). Sold for demolition in India. 525 \$ per ton.



*Patton I* (ex-Ji Yang, ex-Superior, ex-Victoria IV, ex-Eiko Maru). IMO 8028709. General cargo. Length 71 m, 796 t. Panamanian flag. Unknown classification society. Built in 1981 in Kure (Japan) by Imamura. Owned by Ocean Shell Shipping LLC (United Arab Emirates). Detained in 2005 in Tokyo (Japan), and in 2009 and 2010 in Bandar Abbas (Iran). Sold for demolition in India.



*Phearon* (ex-Santa Barbara, ex-Krasica 1, ex-Krasica, ex-Sinaloa). IMO 7602209. General cargo. Length 159 m, 7,750 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1979 in Nakskov (Denmark) by A/S Nakskov. Owned by Shanghai Vasteast International Shipping (China). Detained in 2008 in Bandar Abbas (Iran). Sold for demolition in China. 470 \$ per ton.



*Pioneer Sea* (ex-Histria Pride, ex-Alexandria). IMO 8501737. General cargo. Length 158 m, 6,752 t. Maltese flag. Classification society Bureau Veritas. Built in 1987 in Galati (Romania) by Galati SN. Owned by Interunity Management Corp SA (Greece). Sold for demolition in India.



*President* (ex-President Roosevelt, ex-President Tyler). IMO 5284091. General cargo. Length 171 m, 8,930 t. United States flag. No classification society. Built in 1961 in San Francisco (United States) by Bethlehem Steel Co. Ship laid up in the Suisun Bay Reserve Fleet. Owned by US MARAD (United States). A contract of 3,1M \$ is awarded to Allied Defense Recycling for the recycling of the *President* and the *Solon Turman* in the new ship-breaking yard of Mare Island. In May though, the *President* has to be swapped over with the *Lincoln* which was planned to be demolished in Texas but was eventually not cleared for ocean tow.



© Keith Wood

*Progress Lily* (ex-Sailor, ex-Tramarco Sailor, ex-Artax, ex-Petra II, ex-Per Trader, ex-Pav Trader, ex-Pep Antares, ex-Mercandian Sky). IMO 7361738. General cargo. Length 89 m, 1,474 t. Maldives Islands flag. Unknown classification society. Built in 1975 in Oldenburg (Germany) by Brand. Sold for demolition in India. 475 \$ per ton.



*QSM Dubai* (ex-Tania, ex-Empros). IMO 7610062. General cargo. Length 144 m, 3,726 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1978 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Qawareb Ship Management (United Arab Emirates). Detained in 2007 in Tuticorin (India). Sold for demolition in India. 488 \$ per ton.



*Rula (ex-Fair, ex-Medglory, ex-Fairlane)*. IMO 7533355. General cargo. Length 98 m, 1,944 t. Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1977 in Slikkerveer (The Netherlands) by De Groot & Van Vliet. Owned by Seamasters International SA (Greece). Detained in 2003 in Marina di Carrara (Italy), in 2004 in Setubal (Portugal) and in 2009 in Venice (Italy). Sold for demolition in India.



*Saeed (ex-Ouarsenis)*. IMO 7420209. General cargo. Length 126 m, 2,940 t. Comorian flag. Classification society Intertek Maritime Bureau. Built in 1976 in Travemunde (Germany) by Schlichting. Owned by Union Falcon Shipping LLC (United Arab Emirates). Detained in 1999 and twice in 2000 in Antwerp (Belgium), in 2001 in Hamburg (Germany), in 2003 in Aveiro (Portugal), in 2005 in Bilbao (Spain) and in Antwerp again, in 2006 in Antwerp and Hamburg, and in 2009 in Kandla (India). Sold for demolition in Pakistan.



*San Fong (ex-Sphinx, ex-Sphinx I, ex-Atlantic Princess, ex-Green Light, ex-Sendan, ex-Sendan Maru)*. IMO 7718345. General cargo. Length 149 m, 6,453 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1978 in Kochi (Japan) by Kochi Jyuko. Owned by Unison Marine Corp (Taiwan). Detained in 2000 in Incheon (South Korea), in 2003 in Hong Kong, in 2007 in Tianjin (China) and in 2011 in Nantong (China). Sold for demolition in China. 435 \$ per ton.



*Sea Way n°5 (ex-Tina I, ex-Celestina, ex-Triena, ex-Clelia HF)*. IMO 8913344. General cargo. Length 158 m, 6,810 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Varna (Bulgaria) by Varna Shipyard. Owned by Seaway Korea Co Ltd (South Korea). Detained in 2004 in Kunsan (South Korea) and in 2008 in Bandar Khomeini (Iran). Sold for demolition in India. 445 \$ per ton.



The Seaway No.5 in Shanghai, May 2010  
© Vladimir Knyaz

*Setubal Castle (ex-Summer, ex-Ming Summer)*. IMO 7618296. General cargo. Length 172 m, 8,218 t. Maltese flag. Classification society Bureau Veritas. Built in 1978 in Kaohsiung (Taiwan) by China SB Corp. Detained in 2003 in Novorossiysk (Russia). Sold for demolition in India. 498 \$ per ton.



*S Gabriel (ex-Sea Breeze)*. IMO 9251511. General cargo. Length 100 m. German flag. Classification society Germanischer Lloyd. Built in 2002 in Wuhan (China) by Qingshan. Owned by Briese Schiffahrts GmbH & Co KG (Germany). Ship in casualty in December 2009 in the Azores islands, then towed for repair in Germany and finally sold for demolition in Denmark.

*Shakhtar (ex-Ivan Pereverzev)*. IMO 8330334. General cargo. Length 162 m. Deflagged from Ukraine to Moldavia for her last journey. Unknown Classification society. Built in 1984 in Kherson (Ukraine) by Khersonskiy SZ. Owned by DONBASS (Ukraine). Detained in 1999 and 2000 in Antwerp (Belgium), in 2004 in Lisbon (Portugal), in 2009 in Bandar Abbas (Iran) and Mundra (India). Sold for demolition in Bangladesh.





*Solon Turman*. IMO 5333660. General cargo. Length 180 m, 8.610 t. United States flag. No classification society. Built in 1961 in Sparrows Point (United States) by Bethlehem Steel ; jumboized in 1981 and lengthened from 150 to 180 m. Owned by US MARAD (United States). Laid up in Suisun Bay Reserve Fleet, the *Solon Turman* is the first recycling contract awarded by the US Administration to Allied Defense Recycling. The ship-breaking yard has re-opened two drydocks of the ex naval base of Mare Island, north of San Francisco (United States) (See also p 3 United States).



*Sol Trader (ex-Sletringen, ex-Mina Mare, ex-Ares, ex-Ami, ex-Vaccares, ex-Roche Maurice)*. IMO 7504184. General cargo. Length 63 m. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1976 in Brattvaag (Norway) by Brattvaag Johansen. Owned by Val Management Co Ltd (Croatia). Detained in 1999 in Santander (Spain), in 2001 in Murmansk (Russia) and Haugesund (Norway), in 2005 in Koper (Slovenia), in 2008 in Eleusis (Greece) and three times in Koper (Slovenia) and in 2009 in Koper again. The ship is finally sold and towed for demolition in Turkey.



*Sun Suma (ex-La Costa)*. IMO 7631511. General cargo. Length 182 m, 10,845 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Chiba (Japan) by Mitsui. Owned by SMT – Ship Management & Transport Gdynia Ltd (Poland). Detained in 1999 in Antwerp (Belgium) and in 2003 in Westernport (Australia). Sold for demolition in India. 510 \$ per ton.



*Svyatoy Iakov (ex-Clifford Castle, ex-Star Drottanger, ex-Star Magnate)*. IMO 7620627. General cargo. Length 182 m, 11,502 t. Panamanian flag. Classification society RINA. Built in 1978 in Tamano (Japan) by Mitsui. Owned by Fedcom Shipping (Ukraine). Sold for demolition in India. 468 \$ per ton.



The *Svyatoy Iakov*, in Istanbul (Turkey), August 2010 © Frank Behrends

*Svyatoy Konstantin (ex-Windsor Castle, ex-Woensdrecht, ex-Nedlloyd Abidjan, ex-Altamira, ex-Star Lorraine)*. IMO 8010702. General cargo. Length 182 m, 11,180 t. Panamanian flag. Classification society RINA. Built in 1982 in Landskrona (Sweden) by Oresundsvarvet. Owned by Fedcom Shipping (Ukraine). Detained in 2010 in Limassol (Cyprus) and in Xiamen (China). Sold for demolition in India.



*Szczecin*. IMO 8302222. General cargo. Length 139 m, 7,140 t. Maltese flag. Classification society Polski Rejestr Statkow. Built in 1987 in Gdynia (Poland) by les Komuny Paryskiej Shipyards. Owned by Euro-Africa Linie (Poland). Sold for demolition in India. 500 \$ per ton.



*Tais C (ex-Annemarie B, ex-L'Armorique, ex-Bangor, ex-Brabo, ex-Norasia Adria)*. IMO 8111269. General cargo. Length 89 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Ruisbroek (Belgium) by Fulton Marine. Owned by Chariot Global Shipmanagement Ltd (Bulgaria). Detained in 2005 in Antwerp (Belgium) and in 2009 in A Coruña (Spain). Sold for an unknown destination of demolition.



*Teeba* (ex-*Emirates 2*, ex-*Atiat Allah*, ex-*Jerez*, ex-*Saint James Legent*, ex-*Four Sea*, ex-*Alex G*, ex-*Gun*, ex-*Falstria*, ex-*Trader Ship*, ex-*Holger Sif*). IMO 6717277. General cargo. Length 73 m, 500 t. Panamanian flag. Unknown classification society. Built in 1967 in Bergum (The Netherlands) by Bodewes Hoogezand. Owned by Al Beshar Emaa (United Arab Emirates). Detained in 2003 in Constanta (Romania). Sold for demolition in Pakistan.



*Tegra* (ex-*Laridea*, ex-*Aspasia L*, ex-*Akamas*, ex-*Saronikos II*, ex-*Cervinia II*, ex-*Cervinia*, ex-*Transpacific*, ex-*Saronikos*). IMO 7529172. General cargo. Length 150 m, 5,150 t. Bolivian flag. Classification society Guardian Bureau Of Shipping. Built in 1978 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by Atlantic Ice Carriers (The Netherlands). Detained in 2011 in Nikolayev (Ukraine). Sold for demolition in India. 500 \$ per ton.



*Thor Transporter* (ex-*Planet*, ex-*Anemos*, ex-*R. Dedeoglu*, ex-*Oranienburg*, ex-*Brandenburg*). IMO 8606599. General cargo. Length 178 m, 8,399 t. Thai flag. Classification society Bureau Veritas. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Thoresen & Co Ltd (Thailand). Detained in 1998 in Barcelone (Spain) and Hamburg (Germany). Sold for demolition in India. 504 \$ per ton.



*Trader* (ex-*Rizcun Trader*, ex-*Regina S*). IMO 7627912. General cargo. Length 143 m, 3,983 t. Comorian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Kure (Japan) by Ishikawajima-Harima. Owned by Lantau Link Ltd (China). Sold for an unknown destination of demolition.

*Twin* (ex-*Volgo-Balt 140*). IMO 8230144. General cargo. Length 114 m, 1,209 t. Cambodian flag. Classification society Shipping Register of Ukraine. Built in 1971 in Komarno (Slovakia) by Zavody Tazk. Owned by Valship (Ukraine). Detained in 2000 in Szczecin (Poland), in 2009 in Rostov (Russia) and in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey. 292 \$ per ton.



*Vasiliki* (ex-*Agios Georgios*, ex-*Eleni*, ex-*Mini Lead*). IMO 7021259. Merchandise divers. Length 65 m. Greek flag. Unknown classification society. Built in 1970 in Murora (Japan) by Hakodate Dock. Owned by Galatia Shipping (Greece); used as barge at the end of her career. Sold for demolition in Turkey.



*Vladimir Timofeyev*. IMO 7310636. General cargo. Length 150 m, 5,575 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Northern Shipping Co (Russia). Detained in 2007 and 2008 in Antwerp (Belgium). Sold for demolition in India.



*Waadhee Moon* (ex-*Hee Sung*, ex-*Jang Yung n°31*, ex-*Kyung II*). IMO 8428234. General cargo. Length 76 m, 810 t. Maldives Islands flag. Unknown classification society. Built in 1985 in Pohang (South Korea) by Hyangdo. Detained in 2001 in Niigata (Japan). Sold for demolition in India.



## Ro Ro

*Carmania Express* (ex-*Kjell Sverre*, ex-*Scan Carrier*, ex-*Jolly Giallo*, ex-*Akademik Gorbunov*). IMO 8500678. Ro Ro. Length 181 m, 11,128 t. Maltese flag.



Classification society RINA. Built in 1986 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Valiant Shipping SA (Greece). Detained in 2004 in Antwerp (Belgium). Sold for demolition in India. 518 \$ per ton.



*Carmania Express* in Valletta (Malta) February 2010  
©Derek Lilley

*Charlottenburg* (ex-Kukawa, ex-Saint-Romain, ex-Hoegh Biscay, ex-Romain Delmas). IMO 7813705. Ro Ro. Length 189 m, 15,154 t. Singapore flag. Classification society RINA. Built in 1981 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by Jutha Phakakrong Shipping (Singapore). Detained in 2002 in Hamburg (Germany), in 2007 in Antwerp (Belgium), Rouen and Bordeaux (France), in 2009 in Antwerp again and in 2010 in Rouen again. Sold for demolition India. 513 \$ per ton.



*Charlottenburg*, on the Seine River, March 2010  
© Pascal Breidel

*Cheerleader* (ex-MMM Mersey, ex-Able Monarch, ex-Superroro 100, ex-Aboitiz Superroro, ex-Wild Iris, ex-Yudai Maru). IMO 8131049. Ro Ro. Length 128 m, 3,675 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Usuki (Japan) by Usuki Tekkosho. Owned by Shinko Kaiun Co Ltd (Japan). Detained in 2000 in Kanto (Japan), in 2004 and 2006 in Yokohama (Japan) and in 2009 in Singapore. Sold for demolition in Pakistan.



*Diana G* (ex-Kristina, ex-Kompozitor Dargomyzhskiy). IMO 8512310. Ro Ro. Length 125 m. Saint Vincent and the Grenadines flag. Unknown classification society. Built in 1985 in Rostock (Germany) by Neptun Schiffswerft. Owned by Sunsail Shipping (Ukraine). Detained in 2009 in Palermo (Italy). Sold for demolition in Turkey



*Jolly Arancione* (ex-Maersk Arizona, ex-LTC Calvin P Titus, ex-Albert Maersk, ex-Adrian Maersk). IMO 7361180. Ro Ro. Length 224 m. Italian flag. Classification society RINA. Built in 1975 in Steinwerder (Germany) by Blohm & Voss. Owned by Ignazio Messina & C SpA (Italy). Detained in 2004 in Vladivostok (Russia). Sold for demolition in India.



*Maersk Tennessee* (ex-PVT Franklin J Phillips, ex-PVT.Harry Fisher, ex-Evelyn Maersk). IMO 7717169. Ro Ro. Length 230 m. United States flag. Unknown classification society. Built in 1980 in Lindo (Denmark) by Odense Staalskibs; jumboized in 1984 and lengthened from 182 to 230 m. Sold for demolition in China.



*Naesborg* (ex-Rosario, ex-Rosanne, ex-Daisy, ex-Euroshipping 2, ex-Magnitogorsk). IMO 7359553. Ro Ro. Length 205 m, 14,811 t. Liberian flag. Classification society RINA. Built in 1976 in Vuosaari (Finland) by Valmet. Owned by Nordana Line A/S (Denmark). Detained in 2010 in Jacksonville (United States). Sold for demolition in India. 500 \$ per ton.



*Sea Way n°6* (ex-Al Barakah, ex-Sentinel, ex-Nordana Challenger, ex-Sentinel I, ex-Vera K, ex-Murom). IMO 8922541. Ro Ro. Length 173 m, 8,840 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1989 in Warnemünde (Germany) by Warnowwerft. Owned by Seaway Korea Co Ltd (South Korea). Detained in 2003 in Constanta (Romania), in 2004 in Venice (Italy), in 2005 in Tianjin (China) and in 2007 in Bandar Khomeini (Iran). Sold for demolition in India. 452 \$ per ton.



*Star 7* (ex-*Michail Arhangelos*, ex-*Realminas*, ex-*Lvov*, ex-*Global Sea*, ex-*Knud Jespersen*). IMO 7637266. Ro Ro. Length 133 m, 3,530 t. Tanzanian flag. Unknown classification society. Built in 1979 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Sea Wind Maritime (Greece). Detained in 2008 in Saldanha Bay (South Africa) and in 2009 in Haiphong (Vietnam). Sold for demolition in India. 465 \$ per ton.



*Viljandi* (ex-*Vilyandi*, ex-*Merwehaven*, ex-*Uniroller*, ex-*Boris Buvin*). IMO 7740465. Ro Ro. Length 139 m, 6,016 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Saint Petersburg (Russia) by A. Zhdanov Shipyards. Sold for demolition in India.

### Container ship

*Green Valley* (ex-*Mare Hibernum*, ex-*ACX Seagull*, ex-*Saudi Buraydah*). IMO 9101807. Container ship. Length 149 m. 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. Sold for demolition in Bangladesh.



*Heron* (ex-*Hero*, ex-*CP Her*, ex-*Lykes Hero*, ex-*Cast Progress*, ex-*Alligator Reliance*, ex-*Astro Prosperity*). IMO 8609254. Container ship. Length 242 m, 14,763 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by Hapag-Lloyd AG (Germany). Detained in 2009 in Houston (United States). Sold for demolition in India.



*Heron*, in Antwerp, November 2009. © **Sim Moes**

*Jade* (ex-*TMS Jade*, ex-*ACX Jade*, ex-*Bonita Ace*). IMO 7425510. Container ship. Length 118 m, 2,503 t. Saint Kitts and Nevis flag. Classification society Biro Klasifikasi Indonesia. Built in 1975 in Yoshiumi (Japan) by Oshima Dock. Owned by SALS Shipping Pvt Ltd (India). Sold for demolition in India.



*Ji Feng* (ex-*ACX Bizen*, ex-*Sinar Timur*, ex-*Tunghai*, ex-*Maenam Bridge*, ex-*Kansai Pioneer*). IMO 8110045. Container ship. Length 113 m, 2,909 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Jipeng (Fuzhou) Ship Management Co Ltd Company (China). Detained in 2008 in Nagoya (Japan). Sold for an unknown destination of demolition.



*Kanivu* (ex-*Dubai Ambition*, ex-*TS Keelung*, ex-*Livorno Senator*, ex-*Sachsen*, ex-*Sea Swift*, ex-*Otto Grotewohl*). IMO 8705436. Container ship. Length 174 m, 8,560 t. Indian flag. Classification society Indian Register of Shipping. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Trans Asian Shipping Services Ltd (India). Detained in 2003, 2004 et 2006 in Hong Kong and in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 515 \$ per ton.



*Kormoran* (ex-*Eliana*, ex-*Panayiota*, ex-*Hibiscus II*, ex-*Hibiscus*, ex-*Oleander*). IMO 7722619. Container ship. Length 97 m, 1,975 t. Saint Vincent and the Grenadines flag. Unknown classification society. Built in 1978 in Shimizu (Japan) by Miho. Detained in 2009 in Limassol (Cyprus). Sold for demolition in Aliaga (Turkey).



*Lautan Arafura* (ex-*Green Ridge*, ex-*Woermann Mercur*, ex-*Sloman Mercur*, ex-*Carol Mercur*). IMO 7707671. Container ship. Length 148 m, 6,727 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1979 in Kiel (Germany) by Howaldtswerke-DW. Owned by Sumber Bahari Pt (Indonésie). Sold and towed for demolition in India. Where she arrives as *Uta*. 448 \$ per ton.



*MSC Alpana* (ex-*Indfex SCI*, ex-*Zim Beijing*, ex-*Oregon Star*, ex-*Angela*, ex-*Uruguay Express*, ex-*Alemania Express*). IMO 7711567. Container ship. Length 204 m, 13,580 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1978 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by MSC – Mediterranean Shipping Company (Suisse). Detained in 2001 in Singapore, in 2003 in Naples (Italy) and in 2004 in Antwerp (Belgium). Sold for demolition in Bangladesh.



*MSC Carole* (ex-*Vega*, ex-*Seaboard Santiago*, ex-*Pamina*, ex-*CP Hunter*). IMO 7906928. Container ship. Length 178 m, 8,901 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1980 in Wismar (Germany) by Mathias-Thesen. Owned by MSC – Mediterranean Shipping Company (Suisse). Sold for demolition in Bangladesh.



*MSC Chitra* (ex-*Crystal 1*, ex-*APL Crystal*, ex-*NOL Crystal*, ex-*Neptune Crystal*). IMO 7814838. Container ship. Length 231 m, 14,700 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1980 in Kure (Japan) by Ishikawajima-Harima. Owned by MSC – Mediterranean Shipping Company (Suisse). Detained in 2008 in Wellington (New Zealand) and Fremantle (Australia). August 7<sup>th</sup>, 2010, while leaving the port of Mumbai, the *MSC Chitra* collided with the general cargo carrier *Khalija 3* and capsized. The ship had a 75° list, the 33 crewmembers were rescued but 200 of the 1,419 containers of cargo were lost to the sea. The *MSC Chitra* was carrying hazardous materials (caustic soda, pesticides, chemical products, etc.) but also 2,662 t of fuel oil and 283 t of diesel: the hydrocarbons escaped the tanks, an oil spill polluted the seashore up to Elephanta Island whose caves are listed as a UNESCO's world heritage site. 6 months later, the ship is finally returned to the water, but on March 19<sup>th</sup>, 2011 while waiting for authorization to leave for demolition, her moorings broke; after two days the ship was taken under control and finally towed to be scrapped in Alang. 472 \$ per ton.



Oil spill and adrift containers around the *MSC Chitra*, August 2010 © [laborratte66](#) / [Vesseltracker](#)

*MSC Namibia* (ex-*Cap Vilani*, ex-*Laser Stream*, ex-*CGM Provence*, ex-*Adviser*, ex-*Asia Winds*). IMO 7383906. Container ship. Length 203 m, 13,513 t. Liberian flag. Classification society Lloyd's Register. Built in 1977 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by NKD Maritime BVI Ltd (United Kingdom). Sold for demolition in India.



*MSC Shaula (ex-Mbashi, ex-CMBT America, ex-Fiona)*. IMO 7416856. Container ship. Length 201 m, 9,920 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Nakskov (Denmark) by A/S Nakskov. Owned by MSC – Mediterranean Shipping Company (Suisse). Sold for demolition in India. 452 \$ per ton.



*MSC Sierra (ex-Sierra Express, ex-Cordillera Express)*. IMO 7383918. Container ship. Length 204 m, 13,925 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1977 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by CIEL Ship Management S.A (Greece). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



*MSC Sudan (ex-Caribia Express, ex-Woermann Ulanga, ex-Scandutch Ledra)*. IMO 7383877. Container ship. Length 204 m, 13,678 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1976 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by MSC – Mediterranean Shipping Company (Suisse). Sold for demolition in India.



*Xin He Shi Ba (ex-Xing Ning 58, ex-Dong XingAlexandros T, ex-Sonelca, ex-Maria, ex-Sun Canopus, ex-Canopus, ex-Piatra Olt)*. IMO 8501713. Container ship. Length 134 m. Panamanian flag. Classification society China Classification Society. Built in 1988 in Galati (Romania) by Santierul SN. Owned by Qingdao Marine Shipping (China). Detained in 2002 in Hamburg (Germany) and Ancona (Italy) and in 2006 in Kunsan (South Korea) and Shanghai (China). Sold for demolition in China.



*Yong Yue 8 (ex-Singapore Glory, ex-China Express)*. IMO 8315839. Container ship. Length 112 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shanghai (China) by Zhonghua Shipyard. Owned by Zhoushan Yongyue Shipmanagement Co (China). Detained in 2003 in Hong Kong and in 2004 in Vostochny (Russia). Sold for demolition in China.



### Bulk carrier

*Anastasia*. IMO 7410864. Bulk carrier. Length 173 m, 7,654 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in China.



*Angelia (ex-Angelia P, ex-Ocea, ex-Ocean Victor, ex-Al Samie)*. IMO 7705582. Bulk carrier. Length 168 m, 5,706 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1979 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Middelbourg Trading Inc (Greece). Detained in 2010 in Vishakhapatnam (India). Sold for demolition in Pakistan. 505 \$ per ton.



*Angelia*, leaving Santos (Brazil), June 2008 © Rafael Ferreira Viva

*Angelo della Gatta* (ex-St. John, ex-Iron Master, ex-Pacific Challenge). IMO 7930694. Bulk carrier. Length 264 m, 20,178 t. Italian flag. Classification society RINA. Built in 1982 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by Deulemar Shipping SpA (Italy). Detained in 1997 in Aabenraa (Denmark). Sold for demolition in India. 505 \$ per ton.



*Angelucky* (ex-Piemonte, ex-Agip Piemonte). IMO 8520484. Ex double hull tanker converted into a bulk carrier. Length 257 m, 22,537 t. Marshall Islands flag. Classification society RINA. Built in 1987 in Monfalcone (Italy) by Fincantieri. Owned by COSCO (China). Sold for demolition in China. 475 \$ per ton.



*Antoine D* (ex-Nobel Forum, ex-Forum Spirit, ex-Teekay Forum, ex-Bona Forum, ex-Hoegh Forum). IMO 8022511. Bulk carrier. Length 243 m, 17,314 t. Bahamian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by DND Management (Greece). Sold for demolition in Bangladesh.



*Avra* (ex-Borzesti). IMO 8024521. Bulk carrier. Length 253 m, 17,790 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Constanta (Romania) by Constanta SN. Owned by Good Faith Shipping Co SA (Greece). Detained in 2000 in Astoria (United States), in 2001 in Rotterdam (The Netherlands) and Ningbo (China), in 2005 in Hamburg (Germany), in 2006 in Marin (Spain), in 2008 in Hamburg again and in 2009 in Hong Kong (China). Sold for demolition in India. 515 \$ per ton including 1.000 t of bunkers.



*Bao Tong Hai* (ex-Hellas, ex-Venanna, ex-Tali, ex-Pengall). IMO 8010960. Bulk carrier. Length 280 m, 19,790 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Sakaide (Japan) by Kawasaki. Owned by China Shipping Guangzhou (China). Detained in 1999 in Quebec (Canada) and Virginia Beach (United States) and in 2002 in Quebec again. Sold for demolition in Bangladesh. 500 \$ per ton.



*Best Fortune* (ex-Nikos O, ex-Marienvoy, ex-Africa Unity). IMO 8020575. Bulk carrier. Length 223 m, 12,377 t. Panamanian flag. Classification society RINA. Built in 1982 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Ocean Faith International Shipping Ltd (China). Detained in 2006 in Port-Headland (Australia) and in 2008 in Vancouver (Canada). Sold for demolition in China. 430 \$ per ton.



*Bora* (ex-Sambor, ex-Bob L, ex-Shiva Mahal, ex-Kypros Alpha, ex-Mayombe, ex-Pontedeume). IMO 7724368. Bulk carrier. Length 119 m. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Bilbao (Spain) by Astilleros del Cadagua. Owned by International Shipping Group (Turkey). Detained in 2000 in Lisbon (Portugal), in 2001 in Ravenna (Italy), in 2004 in Monfalcone and Viano do Castelo (Italy) and in 2009 in Monfalcone again. Sold for an unknown destination of demolition.



*Bravo P* (ex-Charlie K, ex-Barry). IMO 7610476. Bulk carrier. Length 176 m, 10,386 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1979 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by PNO Shipmanagement Ltd (Greece). Detained in 2007 in Rotterdam (The Netherlands), in 2009 in Yantai (China) and in 2010 in Kandla (India). Sold for demolition in India. 472 \$ per ton.



*Brilliant Zhejiang* (ex-Ioannis 2, ex-Ioannis, ex-Leopold LD, ex-Samoa, ex-La Pampa). IMO 8010764. Bulk carrier. Length 230 m, 12,449 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Deptford (United Kingdom) by Sunderland. Owned by Zhejiang Ocean Shipping (China). Detained in 2004 in Hong Kong (China). Sold for demolition in India. 500 \$ per ton.



*Buena Vista (ex-Jujo Maru)*. IMO 8010855. Bulk carrier. Length 199 m, 12,667 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Marugame (Japan) by Imabari. Owned by TMT Co Ltd (Taiwan). Detained in 2001 in Hamburg (Germany), in 2002 in Manilla (Philippines) and in 2009 in Belfast (United Kingdom). Sold for an unknown destination of demolition.



*Camriz (ex-Star Xingang, ex-Lowlands Yarra, ex-Iron Newcastle)*. IMO 8412443. Bulk carrier. Length 283 m, 22,250 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Qingdao FushunShip Management Co Ltd (China). Sold for demolition in Bangladesh. 455 \$ per ton including 500 t of bunkers.

*Cape Cosmos (ex-Eden, ex-World Eden)*. IMO 7926021. Bulk carrier. Length 270 m, 17,981 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Sakaide (Japan) by Kawasaki Heavy Inds. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2002 in Ningbo (China), in 2003 in Hay Point (Australia) and in 2009 in Lianyungang (China). Sold for demolition in India, she actually arrived in Chittagong (Bangladesh) on April 12<sup>th</sup>. 535 \$ per ton including 1,000 t of bunkers.



*Cape Santa Esperanca (ex-Great Moon, ex-Kohkisan, ex-Kohkisan Maru)*. IMO 8204444. Bulk carrier. Length 273 m, 20,967 t. Tuvalu flag. Classification society Korean Register of Shipping. Built in 1984 in Tsu (Japan) by Nippon Kokan. Owned by Singapore Star Shipping Pte Ltd (Singapore). Detained in Australia in 2003 in Newcastle and in 2005 in Abbot Point. Sold for demolition in India. 487 \$ per ton.



*Cape Santa Milagria (ex-Boss, ex-Yamahime Maru)*. IMO 8324115. Bulk carrier. Length 270 m, 21,447 t. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Imari (Japan) by Namura. Owned by Ace Worldwide Management Pte Ltd (Singapore). Detained in 2002 in Dampier (Australia), in 2004 in Amsterdam (The Netherlands) and in 2010 in Ningbo (China). Sold for demolition in China. 465 \$ per ton.



*Captain Said (ex-Kareem F, ex-Rabee S, ex-Raby S, ex-Karen D, ex-Helen Schulte)*. IMO 7501883. Bulk carrier. Length 117 m, 3,068 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Hakata (Japan) by Watanabe Zosen. Owned by Al Rashid Shipping LLC (United Arab Emirates). Detained in 2003 in Constanta (Romania) and in 2007 in Odessa (Ukraine). Sold for demolition in India. 460 \$ per ton.



*Caravos Galaxy (ex-Nyon, ex-Itel Polaris, ex-Pearl Corona)*. IMO 7527186. Bulk carrier. Length 224 m, 16,000 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Ariake (Japan) by Hitachi Zosen. Owned by Ocean Ship Management (India). Detained in 2000 in Hamburg (Germany) and in 2009 in Vancouver (Canada). Sold for demolition in Bangladesh. 480 \$ per ton.



*Caravos Galaxy* inbound IJmuiden seaports (The Netherlands), October 2006 © Tender / Shipspotting



*Challen (ex-Challenger II, ex-Challenger, ex-Pelopidas, ex-Wildcat, ex-Oceanus Campaigner)*. IMO 7612735. Bulk carrier. Length 186 m, 7,581 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Nagasaki (Japan) by Mitsubishi. Owned by Bulcom Ltd (Cyprus). Detained in 2000 in Amsterdam (The Netherlands), in 2007 in Murmansk (Russia) and in 2009 in Xiamen (China). Sold for demolition in India. 488 \$ per ton.





*Chandi Prasad* (ex-*Jasmin Joy*, ex-*Jasmin*, ex-*Oyashima Maru*). IMO 8017827. Bulk carrier minéralier. Length 260 m, 20,200 t. Deflagged from India to Comoros for her last journey. Classification society Indian Register of Shipping. Built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by Essar Shipping (India). Detained in 2010 in Rizhao (China). Sold as is in Singapore for demolition in Bangladesh where she was beached as « *Chand* ». 485 \$ per ton including 600 t of bunkers.



*China Prosperity*. IMO 8420593. Bulk carrier. Length 289 m, 23,208 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Chinese Maritime Transport Ltd (China). Detained in 2001 in Aabenraa (Denmark) and in 2003 and 2005 in Newcastle (Australia). Sold for demolition in China. 475 \$ per ton.



*Chuong Dong* (ex-*Norway Islands*, ex-*Santa Martina*). IMO 7370430. Bulk carrier. Length 135 m, 3,776 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1974 in Kure (Japan) by Kanda. Owned by Vinaship JSC (Vietnam). Sold as is in Vietnam for demolition in China. 397 \$ per ton.



*Copihue* (ex-*Atair*, ex-*Elma Seis*, ex-*Gongola Hope*, ex-*Steinhoff*). IMO 7619329. Bulk carrier. Length 129 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Kiel (Germany) by Howaldtswerke-DW. Owned by Chilena Transmares (Chile). Sold for an unknown destination of demolition. Ship-breaking in South America lack traceability.



*Derya 2* (ex-*Med Bulker I*, ex-*Eurobulker III*, ex-*Thor I*, ex-*Irapua*). IMO 7433323. Bulk carrier. Length 147 m, 3,925 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1978 in Rio de Janeiro (Brazil) by Caneco. Owned by Horizon Denizcilik (Turkey). Detained in 1998, 1999 and 2000 in Novorossiysk (Russia), in 2001 in Ravenna (Italy) and Tuapse (Russia), in 2004 in Novorossiysk again, in 2005 in Piraeus (Greece) and Tuapse again, twice in 2007 and then in 2010 in Nikolayev (Ukraine) and in 2010 in Yuzhnyy (Russia). Sold for demolition in India. 500 \$ per ton.



*Docebay*. IMO 8317796. Bulk carrier. Length 277 m, 18,939 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1986 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Vale SA (Brazil). Detained in 2002 in Hamburg (Germany), in 2006 in Port Headland (Australia), in 2007 in Rotterdam (The Netherlands) and in 2008 in Ningbo (China). Sold for demolition in China. 466 \$ per ton including 733 t of bunkers.



*Doceriver*. IMO 8317801. Bulk carrier. Length 277 m, 25,592 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1986 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Vale SA (Brazil). Detained in 1997 in Aabenraa (Denmark) and in 2005 in Amsterdam (The Netherlands). Sold for demolition in China. 476 \$ per ton including 843 t of bunkers.



*Doceriver*, March 2009, port of Sepetiba, Rio de Janeiro (Brazil) © Cesar T. Neves

*Eiren (ex-Iolcos Leader, ex-NS Alliance)*. IMO 7716153. Bulk carrier. Length 224 m, 10,744 t. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Tsurumi (Japan) by Nippon Kokan. Owned by Dalnave Navigation (Greece). Detained in 2003 in Tarragona (Spain) and in 2008 in Rotterdam (The Netherlands). Sold for demolition in India. 500 \$ per ton.



*Eleftheria D (ex-Friendship, ex-Rex Friendship, ex-Continental Friendship)*. IMO 7617204. Bulk carrier. Length 225 m, 11,719 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in (Japan) by Hitachi. Owned by Stanships Inc (Greece). Detained in 2003 in Naples (Italy), in 2005 in Lisbon (Portugal), in 2006 in Koper (Slovenia) and three times in 2009 in New Orleans (United States). Sold for an unknown destination of demolition.



*Etoile (ex-Mega Dale, ex-Salzburg, ex-Tongala)*. IMO 7405687. Bulk carrier. Length 267 m, 18,018 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1977 in Landskrona (Sweden) by Gotaverken Oresunds. Owned by Good Faith Shipping Co (Greece). Detained in 2009 in Hong Kong. Sold as is in Shanghai for demolition in China. 498 \$ per ton including 1,300 t of bunkers.



*Ever Express (ex-Mommy Duckling, ex-Teekay Fulmar, ex-Bona Fulmar, ex-Hoegh Fulmar)*. IMO 8024375. Bulk carrier. Length 242 m, 17,206 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Ever Link Maritime Co Ltd (China). Detained in 2007 in Port Talbot (United Kingdom). Sold for demolition in Bangladesh. 497 \$ per ton.



*Fengzhou 5 (ex-Leon I, ex-Lake Oneida, ex-Powstaniec Warszawski)*. IMO 7637864. Bulk carrier. Length 198 m, 8,949 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Hongkong Extensive Ocean (China). Detained in 2004 in Saint-John (Canada) and in 2006 in Constanta (Romania). Sold for demolition in Bangladesh.



*Five Stars Pioneer (ex-Celeste, ex-Iguassu, ex-Evgenia, ex-Longevity, ex-Manila Triumph, ex-Inverlock)*. IMO 7929499. Bulk carrier. Length 238 m, 12,700 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Kudamatsu (Japan) by Kasado Docks. Owned by Hanxing Shipmanagement Co Ltd (China). Detained in 2002 in Dampier (Australia), in 2003 in Tianjin, in 2005 in Zhanjiang (China), in 2008 in Pohang (South Korea) and in 2010 in Guangzhou (China) and Mokpo (South Korea). Sold for demolition in China. 450 \$ per ton.



*Flag Tom (ex-Dimitris A, ex-Norman Maas)*. IMO 8028137. Bulk carrier. Length 223 m, 12,356 t. Greek flag. Classification society Det Norske Veritas. Built in 1983 in Koje (South Korea) by Samsung. Owned by Golden Union Shipping Co SA (Greece). Detained in 2006 in Tianjin (China). Sold for demolition in Pakistan.



*Fortune (ex-East Fortune, ex-North Giant, ex-New Market, ex-Xin Hai, ex-Cielo Di Singapore, ex-Nevada, ex-Mare di Kara, ex-Serafina F)*. IMO 7925883. Bulk carrier. Length 194 m, 10,865t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society RINA. Built in 1982 in Castellammare (Italy) by Italcantieri. Owned by COSCO (China). Sold for demolition in Bangladesh.



*Frotargentina*. IMO 7433658. Bulk carrier. Length 193 m, 8,502 t. Brazilian flag. Classification society Bureau Veritas. Built in 1982 in Rio de Janeiro (Brazil) by EMAQ. Owned by Graneis Do Brasil Maritima Ltd (Brazil). Sold for demolition in Turkey.

*General Dabrowski (ex-Lake Mead)*. IMO 8124292. Bulk carrier. Length 198 m, 9,502 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Polska Zegluga Morska PP (Poland). Detained in 1998 in Baie Comeau (Canada) and in 2006 in Klaipeda (Lithuania). Sold for demolition in Bangladesh.



*Glory (ex-Glory Shangai, ex-Cape Brazil, ex-Amazon)*. IMO 8010453. Bulk carrier. Length 266 m, 22,400 t. Deflagged from Panama to Comoros for her last journey. Classification society Bureau Veritas. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2000 in Singapore and in 2006 in Ningbo (China). Sold for demolition in Bangladesh.



*Golden Huayang (ex-J Safe, ex-Niki S, ex-Mina S, ex-Papu, ex-Themistocles Petrakis, ex-Tarpon Sun)*. IMO 8118803. Bulk carrier. Length 185 m, 7,790 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by COSCO (China). Detained in 2010 in Paradip (India). Sold for demolition in Mumbai, India.



*Good News (ex-Ikan Tongkol)*. IMO 8001787. Bulk carrier. Length 270 m, 20,951 t. Saint Vincent and the Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Polembros Shipping Ltd (Greece). Detained in 2004 in Hamburg (Germany), Gladstone (Australia) and Rotterdam (The Netherlands). Sold for demolition in Bangladesh. 530 \$ per ton.



*Good Trade (ex-Jag Vikas, ex-Polychronis)*. IMO 7628203. Bulk carrier. Length 177 m, 6.727 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1977 in Osaka (Japan) by Namura. Owned by Fujian Gangxiang Shipping Co Ltd (China). Detained in 2007 twice in Bandar Abbas (Iran) and in 2009 in Nanjing (China). Sold for demolition in China. 444 \$ per ton.



*Hamburg Team (ex-Hen Shung, ex-Madredeus, ex-Lucinda, ex-Penbreuzh, ex-Tamarin)*. IMO 8107567. Bulk carrier. Length 199 m, 9,062 t. Liberian flag. Classification society Bureau Veritas. Built in 1982 in Sestao (Spain) by AESA. Owned by HBC Hamburg Bulk Carriers GmbH (Germany). Detained in 2008 in Port Headland (Australia) and in 2009 in Las Palmas (Spain). Sold for demolition in Pakistan.



*Hamoudi F (ex-Hala, ex-Kinsale, ex-Rhombus, ex-Wachau, ex-Bayu)*. IMO 7501869. Bulk carrier. Length 117 m, 3,020 t. Georgian flag. Classification society Germanischer Lloyd. Built in 1976 in Hakata (Japan) by Watanabe Zosensho. Owned by FGM Shipmanagement Co Ltd (United Kingdom). Detained in Italy in 2006 in La Spezia and in 2010 in Palermo. Sold for demolition in India. 490 \$ per ton.



*Horizon 1 (ex-Athina, ex-Fauna F, ex-Norhaven, ex-Dyvi Atlantic, ex-Bergo)*. IMO 7625732. Bulk carrier. Length 176 m, 10,200 t. Turkish flag. Classification society Turk Loydu. Built in 1980 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by Horizon Gemiisletmeciligi (Turkey). Detained in 2004 in Reserve, Louisiane (United States) and in 2007 in Piraeus (Greece). Sold for demolition in India. 485 \$ per ton including 180 t of bunkers.




*Hyundai Island*. IMO 8419609. Bulk carrier. Length 274 m, 16,323 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Detained in Australia in 2005 in Hay Point and in 2008 in Gladstone. Sold for demolition in Bangladesh. 485 \$ per ton.








*Ikuna (ex-Wallah)*. IMO 8512073. Bulk carrier. Length 97 m, 2,865 t. Tonga flag. Classification society Det Norske Veritas. Built in 1986 in Ube (Japan) by Ube Docks. Owned by Inco Ships Pty Ltd (Australia). Sold for demolition in India.


*Island Queen (ex-Marah -F, ex-Mohamed S, ex-Nordmark)*. IMO 7501792. Bulk carrier. Length 117 m, 3,119 t. Georgian flag. Classification society Bulgarski Koraben Registar. Built in 1975 in Hakata (Japan) by Watanabe Zosen. Owned by Barhoum Maritime (Syria). Detained in 2002 in Hamburg (Germany), in 2005 in Constanta (Romania) and in 2010 in Thessaloniki (Greece). Sold for demolition in India. 470 \$ per ton.




*ITC Dragon* (ex-Pacific Sky, ex-Tu king, ex-Darin Naree, ex-Pan Edvarda, ex-Handy Commander, ex-Jupiter Lily, ex-Florida, ex-Florida Maru). IMO 7608344. Bulk carrier. Length 168 m, 6,660 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kudamatsu (Japan) by Kasado Docks. Owned by International Transportation & Trading J.S. Company (Vietnam). Sold for demolition in Bangladesh. 500 \$ per ton. 


*ITC Express* (ex-Abg Keshava, ex-Pearl Grace, ex-Amazon). IMO 7914975. Bulk carrier. Length 200 m, 10,357 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1982 in Rio de Janeiro (Brazil) by Caneco. Owned by International Transportation & Trading J.S. Company (Vietnam). Detained twice in 2009 in Vungtau (Vietnam). Sold for demolition in Bangladesh. 500 \$ per ton.  


*Jack D* (ex-Sachuest, ex-Lynncraig, ex-Omegaventure L, ex-Arrow Gdynia, ex-Berge Gdynia). IMO 7915632. Bulk carrier. Length 250 m, 24,229 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by DND Management (Greece). Detained in 2002 in Trieste (Italy). Sold for demolition in Pakistan. 510 \$ per ton.   

*Jebel E Rahmat* (ex-Argenmar Madryn, ex-Hector, ex-Corfu Bay, ex-Ocean Jade, ex-Cape Comorin, ex-Scan Progress). IMO 7611676. Bulk carrier. Length 174 m, 7,456 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1978 in Mihara (Japan) by Koyo DY Co. Detained in 2009 in Vishakhapatnam (India). Sold for demolition in Bangladesh. 



*Kenryu Maru*. IMO 8608949. Bulk carrier. Length 297 m. Deflagged from Japan to Panama for her last journey. Classification society Nippon Kaiji Kyokai. Built in 1987 in Tsu (Japan) by Nippon KK. Owned by Hachiuma Steamship Co Ltd (Japan). Sold for demolition in Jiangyin (China).

*Kingsway II* (ex-Dura, ex-Brilliant Corners, ex-Mayasan Maru). IMO 8018170. Bulk carrier. Length 250 m, 16,265 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Chiba (Japan) by Mitsui. Owned by Topway Shipping Ltd (Hong Kong, China). Detained in 2008 in Marseille (France) and in 2010 in Zhoushan (China). Sold for demolition in Bangladesh. 

*Kun Peng* (ex-Dina, ex-Tina, ex-Sandra C, ex-Loxandra, ex-Ellispontos, ex-Agia Sofia, ex-Grand Hickory). IMO 7701146. Bulk carrier. Length 174 m, 7.408 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Mihara (Japan) by Koyo DY Co. Owned by Dalan Shenghua Ship Management (China). Détenu in China en 2010 in Shanghai et Zhoushan. Sold for demolition in China. 438 \$ per ton.  

*Kyushu Star* (ex-Kitaura Maru). IMO 8114144. Bulk carrier. Length 270 m, 18,690 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Kobe (Japan) by Kawasaki. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in India. 487 \$ per ton. 

*Lambert Maru*. IMO 8200448. Ore carrier. Length 299 m, 23,000 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by New Asian Shipping Co Ltd (Hong Kong). Sold for demolition in China. 470 \$ per ton.

*Lian Chi* (ex-Theben, ex-Crown Inland, ex-Inland). IMO 7419341. Bulk carrier. Length 170 m. Chinese flag. Unknown classification society. Built in 1977 in Göteborg (Sweden) by Eriksbergs SV. Owned by China Shipping Group (China). The *Lian Chi* was supposed to have been broken up in China in June 2007; actually this ex tanker was converted into a bulk carrier and went on sailing until she was sold for demolition in Turkey.  

*Lok Rajeshwari* (ex-Jagat Rajeshwari). IMO 8026165. Bulk carrier. Length 184 m, 7,486 t. Indian flag. Classification society American Bureau of Shipping. Built in 1988 in Visakhapatnam (India) by Hindustan. Owned by Shipping Company of India – SCI (India). Sold for demolition in India. 460 \$ per ton.

*Malaga (ex-SAC Malaga)*. IMO 7387093. Bulk carrier. Length 190 m. Saint Kitts and Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Sevilla (Spain) by Astilleros Espanoles. Owned by Ership SAU (Spain). Sold for demolition in Pakistan.



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*Marilyn (ex-Overseas Marilyn, ex-Esperanza)*. IMO 7516967. Bulk carrier. Length 172 m, 6,102 t. United States flag. Classification society American Bureau of Shipping. Built in 1978 in Maizuru (Japan) by Hitachi. Owned by Sealift Inc (United States). Sold for demolition in Pakistan.

*Markarid (ex-Iran Dayanat, ex-Odinlock)*. IMO 8107579. Bulk carrier. Length 199 m, 8,953 t. Iranian flag. Classification society Det Norske Veritas. Built in 1982 in Sestao (Spain) by AESA. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Sold for demolition in India. 490 \$ per ton.



*Matrix (ex-Prima II, ex-K Prime, ex-World Light)*. IMO 7926019. Bulk carrier. Length 270 m, 17,838 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Sakaide (Japan) by Kawasaki. Owned by Good Faith Shipping Co (Greece). Detained in 2009 in Dangjin (South Korea). Sold for demolition in Bangladesh. 515 \$ per ton.



*Merit Land (ex-Star Yantai, ex-Iron Kembla)*. IMO 8412455. Bulk carrier. Length 283 m, 22,250 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by COSCO (China). Sold for demolition in China. 455 \$ per ton including 500 t of bunkers.

*Mineral Chile (ex-RM Hunter, ex-Marine Hunter, ex-Federal Hunter)*. IMO 7923964. Bulk carrier. Length 289 m, 23,900 t. Comorian flag. Classification society RINA. Built in 1984 in Hoboken (Belgium) by Boelwerf. In March 2011, the *Mineral Chile* was deflagged from Panama to Comoros and beached for demolition in Bangladesh as «Chill 1».



*Minos*. IMO 7361142. Bulk carrier. Length 227 m, 10,880 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1975 in Emden (Germany) by Rheinstahl Nordsee. Owned by Navegadora Transpacifica SA (Greece). Detained in 2000 in Zhanjiang (China), in 2003 in Aarhus (Denmark) and in 2004 in Belfast (United Kingdom). Sold for demolition in India. 507 \$ per ton.



*Mykonos (ex-Shin Ogishima Maru)*. IMO 7916595. Bulk carrier. Length 300 m, 28,456 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Tsu (Japan) by NKK corp. Owned by Polembros Shipping Ltd (Greece). Detained in 1999 in Long Beach (United States) and in 2000 in Port Walcott, (Australia). Sold for demolition in Bangladesh. 528 \$ per ton.



*Napoleon* (ex-*Rider*, ex-*Lagada Star*, ex-*Canaveral*, ex-*Tiger Cape*, ex-*Castillo de Javier*). IMO 7911662. Bulk carrier. Length 189 m, 10,771 t. Saint Kitts and Nevis flag. No classification society according to her last port State control. Built in 1981 in Sestao (Spain) by AESA. Owned by Taaz General Trading & Shipping Co (United Arab Emirates). Detained in 2002 in Taragona (Spain), Lisbon (Portugal) and Gibraltar (United Kingdom) and in 2007 in Zhoushan (China). Sold for demolition in Pakistan. 470 \$ per ton.



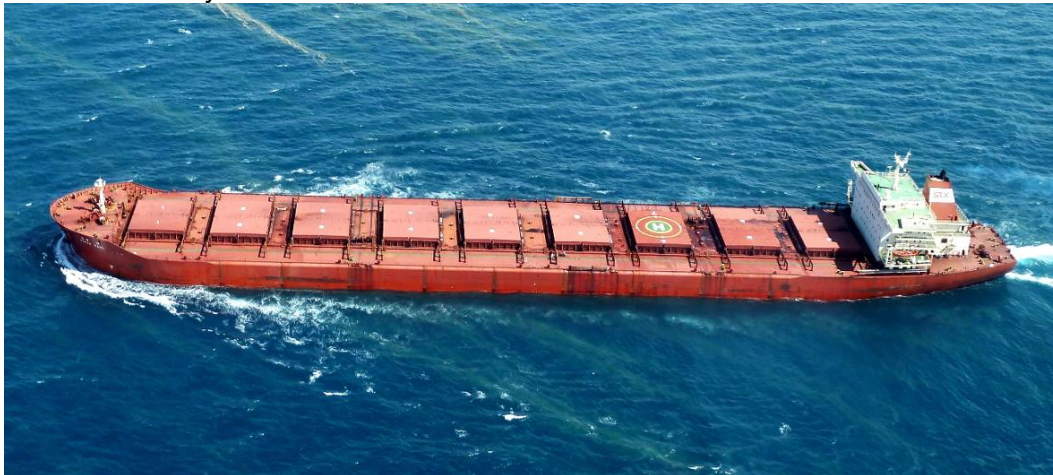
*Nicholas M* (ex-*Med Unity*, ex-*Laura G*, ex-*Forum Product*, ex-*Rafaela*). IMO 7433452. Bulk carrier. Length 200 m, 9,874 t. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by Chian Spirit Maritime Enterprises Inc (China). Detained in 2007 in Saint Petersburg (Russia) and in 2009 in Zhangjiagang (China). Sold for demolition in Bangladesh. 530 \$ per ton.



*Ocean Charlie* (ex- *SHC Pioneer*, ex-*Annie Sierra*, ex-*Green Maya*). IMO 7908809. Bulk carrier. Length 142 m, 6,194 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Owned by Saigon Maritime J SC Ltd (Vietnam). Detained in 2004 in Constanta (Romania), in 2006 in Tianjin (China) and in 2008 in Lumut (Malaysia). Sold for demolition in Bangladesh.



*Ocean Park*. IMO 8416700. Bulk carrier. Length 287 m, 25,402 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by STX Pan Ocean (South Korea). Sold as is in South Korea for demolition in Bangladesh. 450 \$ per ton. Her delivery is scheduled in May.



The *Ocean Park*, Hay Point, Australia, October 2010 © Tropic Maritime Photos

*Panamax Ride* (ex-*Panamax Pride*, ex-*Cerro Bolivar*). IMO 7628356. Bulk carrier. Length 230 m, 13,856 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1978 in Uraga (Japan) by Sumitomo. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 1998 in Rotterdam (The Netherlands) and Kotka (Finland), in 2000 in Brindisi (Italy) and in 2002 in Qinhuangdao (China). Sold for demolition in Pakistan. 510 \$ per ton.



*Pemi* (ex-*Propontis*, ex-*Elli B*, ex-*Olympic Glow*, ex-*francois Venture*). IMO 7903275. Bulk carrier. Length 223 m, 11,760 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Mihara (Japan) by Koyo Dockyard. Owned by Karlog Shipping Co Ltd (Greece). Detained in 2009 in Cartagena (Spain). Sold for demolition in India.



*Pistis* (ex-*Spartacus I*, ex-*Hilon of Sparta*, ex-*Doceangra*, ex-*Lily*). IMO 8124266. Bulk carrier. Length 241 m, 13,243 t. Liberian flag. Classification society Bureau Veritas. Built in 1984 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Larus SA (Greece). Detained in 1998 in Quebec (Canada), in 2004 in Bristol (United Kingdom), in 2007 in Liverpool (United Kingdom) and Vancouver (Canada) and in 2010 in China in Guangzhou, Rizhao et Fuzhou. Sold for demolition in India. 521 \$ per ton.



*Ricsun* (ex-Australian Fame II, ex-Australian Fame I, ex-Australian Fame, ex-Cape Equinox, ex-Equinox). IMO 8010477. Bulk carrier. Length 266 m, 21,127 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by KD Ocean Co Ltd (South Korea). Detained in 2004 in Dampier (Australia). Sold for demolition in China. 470 \$ per ton including bunkers for the last journey.



*Rila*. IMO 7607596. Bulk carrier. Length 185 m, 7,653 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Detained in 2001 in Naples (Italy), in 2006 in Amsterdam (The Netherlands) and in 2010 in Kandla (India). Sold for demolition in Pakistan. 468 \$ per ton including 700 t of bunkers.



*Rising Spirit* (ex-Lok Prakash). IMO 8126769. Bulk carrier. Length 185 m, 7,335 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Visakhapatnam (India) by Hindustan Shipyard. Owned by Swedish Management Co SA (United Arab Emirates). Detained in 2002 in Long Beach (United States), in 2007 in Hong Kong and in 2009 in Jiangyin (China). Sold for demolition in India. 407 \$ per ton.



*Rock Express 1* (ex-Mercan A, ex-Iolcos History, ex-Yohkoh Maru). IMO 7808982. Bulk carrier. Length 192 m, 8,278 t. Saint Kitts and Nevis flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Yokohama (Japan) by Mitsubish. Owned by Bramco WII (Bahrein). Detained in 2009 in Vishakhapatnam(India) and Bandar Khomeini (Iran). Sold for demolition in India. 470 \$ per ton.



*Santa Catarina* (ex-Themis, ex-Nea Tyhi). IMO 7708716. Bulk carrier. Length 180 m, 6,617 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1978 in Hakodate (Japan) by Hakodate Docks. Owned by Narval Shipping Corporation (Greece). Sold for demolition in India. 453 \$ per ton.



*Sea Daisy* (ex-Gizan Glory, ex-ICL Raja Rajan, ex-Yuko, ex-Yuko Maru). IMO 7632761. Bulk carrier. Length 199 m, 11,073 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Yokohama (Japan) by Mitsubishi. Owned by Emirates Trading Agency LLC (United Arab Emirates). Detained in 2003 in Singapore. Sold for demolition in India. 495 \$ per ton.



*Seastar* (ex-Stefanis, ex-Paxi, ex-Spiliada). IMO 7632929. Bulk carrier. Length 152 m, 4,981 t. Pavillon Saint-Vincent-et-Grenadines. Classification society American Bureau of Shipping. Built in 1978 in Toyama (Japan) by Nippon KK. Owned by Marine Fleet Management Pvt Ltd (Pakistan). Detained in 2006 in Silvertown (United Kingdom). Sold for demolition in Pakistan. 455 \$ per ton.



*Situs Star* (ex-Situs, ex-Titus, ex-Santa Vitoria Maru). IMO 8000604. Bulk carrier. Length 228 m, 12,103 t. Maltese flag. Classification society Bureau Veritas. Built in 1981 in Numakuma (Japan) by Tsuneishi. Owned by Chartworld Corp (Greece). Detained in 2003 in Qinhuangdao (China). Sold for demolition in Bangladesh.



carrier.  
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Shipping



*Slavianka*. IMO 7721316. Bulk carrier. Length 185 m, 6,590 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Detained in 1999 in Antwerp (Belgium) and in 2001 in Sandnessjoen (Norway). Sold as is in Varna (Bulgaria) for demolition in Bangladesh. 380 \$ per ton.



*Sotiria* (ex-Meghna, ex-Al Samad). IMO 7718242. Bulk carrier. Length 164 m, 5,611 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1977 in Kure (Japan) by Ishikawajima-Harima. Owned by Larus SA (Greece). Detained in 2003 in Bilbao (Spain) and Novorossiysk (Russia). Sold for demolition in Pakistan. 510 \$ per ton.



*Sound Proodos* (ex-Mount Troodos, ex-Eptalofos, ex-Ellin, ex-Kin Ip). IMO 8019526. Bulk carrier. Length 197 m, 7,612 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Sevilla (Spain) by AESA. Owned by Blue Ocean Maritime Inc (Greece). The *Sound Proodos* had been « waiting for instructions » in Chittagong since March 17<sup>th</sup> but left and was finally beached for demolition in Gadani (Pakistan) on April 22<sup>th</sup>. 515 \$ per ton.



*Speed Power* (ex-Aquila, ex-Aquamarine, ex-Kyokusho Maru). IMO 7900704. Bulk carrier. Length 228 m, 12,382 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1979 in Tamano (Japan) by Mitsui. Owned by Moral Power International (China). Detained in 2010 in Ulsan South Korea. Sold as is in Singapore for demolition in India. 450 \$ per ton.



*St. Stephan* (ex-Svyatoy Stefan, ex-Apostolovo, ex-Lemona, ex-Askania Nova, ex-Akademik Bakulev). IMO 8227795. Bulk carrier. Length 215 m, 13,550 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Oktyabrskoye (Russia) by Okean. Owned by Unimor Shipping Agency (Ukraine). Detained in 1999 in Belfast (United Kingdom) and 2004 in Vancouver (Canada). Sold for demolition in Bangladesh.



*Star Carrier* (ex-Alltrans, ex-TNT Alltrans). IMO 8125569. Bulk carrier. Length 189 m, 9,710 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Innoshima (Japan) by Hitachi Zosen. Owned by ASP Shipmanagement Ltd (United Kingdom). Sold for demolition in India. 455 \$ per ton.



*Svyatoy Mikhail* (ex-Antoine). IMO 7626384. Bulk carrier. Length 191 m, 9,667 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Göteborg (Sweden) by Gotaverken. Owned by Fedcom Shipping (Ukraine). Detained in 2009 in Sevastopol (Ukraine) and in 2010 in Samsun (Turkey). Sold for demolition in India.



*Tara 1* (ex-Qatar Sadiq, ex-Julia, ex-Lake Eyre). IMO 7623095. Bulk carrier. Length 148 m, 5,960 t. Comorian flag. Unknown classification society. Built in 1978 in Hiroshima (Japan) by Mitsubishi. Detained in 1999 in Savona (Italy) and in 2007 in Milos (Greece). Sold for demolition in India. 475 \$ per ton.



*Tina M* (ex-Amolyntos, ex-Amemptos, ex-California I, ex-California, ex-Berica, ex-Arrow Pearl, ex-Oak Pearl). IMO 8112421. Bulk carrier. Length 223 m, 12,273 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1982 in Kaohsiung (Taiwan) by China SB Corp. Owned by Athenian Ship Management Inc (Greece). Detained in 2007 in Portland (United States). Sold for demolition in India.



*Tinos Warrior* (ex-New Harvest, ex-Hoei Maru). IMO 8124773. Bulk carrier. Length 315 m, 28,050 t. Domenica flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Sakaide (Japan) by Kawasaki. Owned by Polembros Shipping Ltd (Greece). Detained in 2003 in Port Hedland (Australia). Sold for demolition in China. 480 \$ per ton including 800 t of bunkers.



*TJ Andromeda* (ex-Sunny Falcon, ex-World Themis, ex-Muskiz, ex-Amanda, ex-Amandine). IMO 7533111. Bulk carrier. Length 185 m, 8,170 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Tsurumi (Japan) by Nippon KK. Owned by TJ Shipping & Logistics (United Arab Emirates). Detained in 2000 in Port Headland (Australia), in 2004 in Okgye (South Korea) and in 2008 in Zoushan (China). Sold for demolition in Pakistan. 442 \$ per ton.



*Tradenes* (ex-Enterprise, ex-Torgnes). IMO 8321890. Bulk carrier. Length 113 m, 3,088 t. Maltese flag. Classification society Det Norske Veritas. Built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by AJ Ship Management GMBH (Germany). Detained in 2007 in Leghorn (Italy). Sold for demolition in Turkey. 322 \$ per ton.





*Venetico B* (ex-*Venetico*, ex-*Punta*, ex-*Samson*, ex-*Coral*). IMO 7620548. Bulk carrier. Length 224 m, 11,643 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1978 in Ariake (Japan) by Hitachi. Owned by Baru Kaha Inc (Greece). Sold for demolition in India. 472 \$ per ton.



*Vigsnes* (ex-*Iron Sturt*). IMO 7812220. Bulk carrier. Length 161 m, 7,115 t. Australian flag. Classification society Det Norske Veritas. Built in 1979 in Kure (Japan) by Ishikawajima-Harima. Owned by ASP Ship Management Pty Ltd (Australia). Sold for demolition in India. 487 \$ per ton.

*Welly* (ex-*Zhao Shan*, ex-*Carlo M*). IMO 7602467. Bulk carrier. Length 187 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Aioi (Japan) by Ishikawajima-Harima. Owned by Way East Shipping (Taiwan). Detained in China in 2005, 2006 and 2009 in Hong Kong, in 2007 in Guangzhou and in 2008 in Huanghua. Sold for demolition in Pakistan.



*Xiang He 1* (ex-*Yialia*, ex-*Poros*, ex-*Chrismir*, ex-*Uranus*). IMO 7902556. Bulk carrier. Length 224 m, 20,311 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Ulsan (South Korea) by Hyundai. Owned by Xiamen Lianghui Ship Management Co Ltd (China). Detained in 1997 in Cardiff (United Kingdom), in 2001 in Lisbon (Portugal) and in 2010 in Nikolayev (Ukraine). Sold for demolition in China. 445 \$ per ton.



*Xing Hong Da* (ex-*Glory Ningbo*, ex-*Rodanthi*, ex-*Kea*, ex-*Sharp*, ex-*Shabo*, ex-*Inzhener Parkhonyuk*, ex-*Torm Helene*). IMO 7526687. Bulk carrier.

Length 182 m, 9,230 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1978 in Lindo (Denmark) by Odense Stalskib. Owned by Fuzhou Minlun Shipping Co Ltd (China). Detained in 2002 in Belfast (United Kingdom), in 2005 in Ploce (Croatia), in 2009 in Guangzhou (China) and in 2010 in Xiamen (China). Sold for demolition in China. 432 \$ per ton.



*Xin Zhejiang* (ex-*Green Zhejiang*, ex-*Mimi Selmer*, ex-*Tomis Faith*, ex-*Banisor*). IMO 8506074. Bulk carrier. Length 254 m, 17,370 t. Chinese flag. Classification society China Classification Society. Built in 1987 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Zhejiang Ocean Shipping Co Ltd (China). Detained in 1999 in Cardiff (United Kingdom) and in 2000 in Rostock (Germany). Sold for demolition in Bangladesh.



*Yamak Trader* (ex-*Osios David*, ex-*Kydonia*, ex-*Mikolady*, ex-*Sweet Sultan*). IMO 7639068. Bulk carrier. Length 146 m, 4,461 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Kochi (Japan) by Kochi Jyuko. Owned by Nav Star Management Co (Syria). Detained in 2002 in Amsterdam (The Netherlands) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Pakistan. 453 \$ per ton.



*Zheng Yi* (ex-*CSE Wisdom*, ex-*China Steel Team*). IMO 8128731. Bulk carrier. Length 289 m, 24,229 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO Wallem Ship Management Co Ltd (China). Detained in 2000 in Newcastle (Australia). Sold for demolition in China. 455 \$ per ton.

### Car carrier

*Chijin* (ex-*Chijin Maru*). IMO 8123054. Car carrier. Length 176 m, 9,390 t. Tuvaluan flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by MMS Co Ltd (South Korea). Sold for demolition in Bangladesh.



The *Chijin* in Walsorden (The Netherlands) September 2008 © Stan Muller

*Hoegh Tracer* (ex-*Hual Tracer*, ex-*Tracer*). IMO 7924841. Car carrier. Length 180 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1981 in Toyohashi (Japan) by Kanasashi. Owned by Hoegh Fleet Services AS (Norway). Detained in 2008 in San Francisco (United States). Sold for demolition in China.



*Magic Wind* (ex-*Maersk Wind*). IMO 7907544. Car carrier. Length 153 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Oshima (Japan) by Oshima SB. Owned by Yudo Shipping Co Ltd (South Korea). Sold for demolition in China.

*Skaugran*. IMO 7710410. Car carrier. Length 182 m, 15,967 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1979 in Fredriksstad (Norway) by Fredriksstad MV. Owned by Doriko Ltd (South Korea). Sold for demolition in India.



### Heavy load carrier

*Fairmast*. IMO 8110899. Heavy load carrier. Length 109 m, 3,966 t. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Capelle (The Netherlands) by Ysselwerf. Owned by (Kahn Shipping Ltd (The Netherlands). Detained in 2000 in Brindisi (Italy), in 2001 in Charleston (United States) and in 2010 in Port Headland (Australia). Sold as is in Singapore for demolition in India. 434 \$ per ton including 200 t of bunkers.



*Siam Project* (ex-*Klampenborg*, ex-*Project*, ex-*Project Workshops*, ex-*Project Arabia*). IMO 8100571. Heavy load carrier. Length 139 m, 5,066 t. Singapore flag. Classification society RINA. Built in 1982 in Leer (Germany) by Jansen. Owned by Jutha Maritime Public Co Ltd (Thailand). Detained in the United Kingdom in 2007 in Liverpool and in 2010 in Swansea. Sold for demolition in India.



### Cement carrier

*Adriatic Arrow* (ex-*Cem Rol*, ex-*Cem Adriatic*, ex-*Sofia G*, ex-*Cem Pumper*, ex-*Kianda*, ex-*Gidoex-Fusaro*, ex-*Fernao Gomes*, ex-*Ocean Challenge*, ex-*Simonburn*, ex-*Gomba Challenge*, ex-*City of Pretoria*, ex-*Ria Jean McMurtry*). IMO 7231139. Cement carrier. Length 122 m, 4,221 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Sold for demolition in Pakistan.



*Asano n°18* (ex-*Asano*, ex-*Chishima Maru*). IMO 7355428. Cement carrier. Length 131 m, 3,100 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1974 in Shiogama (Japan) by Tohoku Shipbuilding. Owned by Prosperity Steamship Co Ltd (Hong Kong, China). Detained in 2002 in Toyohama (Japan). Sold for demolition in China. 406 \$ per ton.



*Asian Carrier* (ex-Asian Star, ex-Soyo Maru). IMO 7373731. Cement carrier. Length 141 m, 4,272 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1974 in Kochi (Japan) by Kochi Jyuko. Owned by Seabulk Shipping SA (Greece). Sold for demolition in India.



*Cementador*. IMO 6718908. Cement carrier. Length 84 m. Spanish flag. Classification society Lloyd's Register of Shipping. Built in 1968 in San Fernando (Spain) by Bazan. Owned by Tudela Veguin (Spain). Sold for an unknown destination of demolition.



*Elbia*. IMO 7702140. Cement carrier. Length 135 m, 3,840 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Neuenfelde (Germany) by JJ Sietas. Owned by Essberger Jt GMBH (Germany). Sold as is in Capetown (South Africa) for demolition in India. 385 \$ per ton.



*Glory Moon* (ex-Nazli-K, ex-Golden Oriole, ex-Star Oriole). IMO 7328786. Bulk carrier converted into a cement carrier in 1996. Length 175 m, 7,450 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Govan (United Kingdom) by Govan SB. Owned by KGJ Cement Fleet Management AS (Norway). Detained in 2004 in Jacksonville (United States) and in 2005 in New York (United States). Sold for demolition in India.



*Glory Moon*, December 2010, Sydney Harbour (Australia) © Clyde Dickens

*Sealo I* (ex-Mary Elizabeth, ex-Aristeides). IMO 5410236. Transporteur de ciment. Length 173 m, 10,628 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1963 in Tamano (Japan) by Mitsui. Owned by Seabulk Shipping SA (Greece). Detained in 2004 in Naples (Italy). Sold for demolition in India. 515 \$ per ton.



**Miscellaneous**

**Research ship**

*H. H. Hess* (ex-*Canada Mail*). IMO 6419758. Research ship. Length 171 m, 13,521 t. United States flag. No classification society. Built in 1965 in San Diego (United States) by NASSCO for American Mail Lines and operated in the Pacific. The *Canada Mail* is briefly chartered by the



Navy's Military Sealift Command (MSC) in 1973 and acquired by the US MARAD in 1975. She was then converted into an oceanographic research ship and renamed *H.H. Hess*. She was removed from service in 1992 and placed in the Suisun Bay Reserve Fleet. In January 2011, she left California to be demolished by ESCO Marine in Brownsville, Texas (United States).



*H.H. Hess* being demolished in Texas  
© Captain Peter / Shipspotting

*Okean*. IMO 7016503. Research ship. Length 96 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1969 in Szczecin (Poland) by A.Warskiego Szczecinska. Meteo and oceanographic research ship owned by Far Eastern Regional Hydrometeorological Research Institute (Russia). Detained in 2002 in Otaru (Japan). Sold for demolition in Turkey. 267 \$ per ton.



*Priliv*. IMO 6916574. Research ship. Length 96 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1969 in Szczecin (Poland) by A.Warskiego Szczecinska. Meteo and oceanographic research ship owned by Far Eastern Regional Hydrometeorological Research Institute (Russia). Sold for demolition in Turkey. 280 \$ per ton.



**Barge**

*Giant 3*. IMO 7706029. Barge. Length 140 m. Dutch flag. Unknown classification society. Built in 1977 in Chiba (Japan) by Mitsui. Owned by Smit Transport (The Netherlands). Sold for an unknown destination of demolition.



*Giant 3* in Flushing (The Netherlands), September 2009 © Richard Wisse

## Hopper dredger

*Alpha B (ex-Alpha Bay)*. IMO 7904815. Hopper dredger. Length 112 m, 5,292 t. Cyprus flag. Unknown classification society. Built in 1980 in Kindiardijk (The Netherlands) by HC Smit. Sold for demolition in India.



*Berbiceway (ex-Presidente Cardenas)*. IMO 7601401. Hopper dredger. Length 59 m. Saint Vincent and the Grenadines flag. Classification society Det Norske Veritas. Built in 1976 in Grand-Quevilly (France) by Dubigeon Normandie. This dredger was one of the serie built in Grand-Quevilly for the Mexican government, of which the *Presidente Elias Calles* (1975), *Presidente Juarez* (1973) and *Tepoca ex-Guadalupe Victoria* (1975) are still in service. Sold in 2004 to Dragamex, the Mexican subsidiary of Royal Boskalis (The Netherlands). Sold for an unknwn destination of demolition.



Dredging the Fairway on the Berbice River to New Amsterdam (Guyana) April 2008 © Captain Peter / Shipspotting

## Offshore supply ship

*Brodospas Ibis (ex-Ibis One)*. IMO 7304807. Offshore supply ship. Length 53 m. Croatian flag. Unknown classification society. Built in 1973 in Foxhol (The Netherlands) by Bodewes Gruno NV. Operated in the Mediterranean oil fields. Owned by Brodospas (Croatia). Sold for demolition in Turkey.

*Olympic America (ex-Gondwana, ex-Nabeel, ex-Viking, ex-Gorm Viking)*. IMO 7401320. Offshore supply ship. Length 61 m, 1,454 t. Tuvaluan flag. Unknown classification society. Built in 1975 in Elmshorn (Germany) by Kremer Sohn. Owned by Singapore Star Shipping Pte (Singapore). Sold for demolition in India.



*Sindhu-1*. IMO 8203737. Offshore supply ship. Length 58 m, 1,268 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

*Sindhu-10*. IMO 8322600. Offshore supply ship. Length 55 m, 1,228 t. Indian flag. Classification society Indian Register of Shipping . Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

*Sindhu-15*. IMO 8314380. Offshore supply ship. Length 58 m, 1,239 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India).. Sold for demolition in India in Mumbai.

*Sindhu-16*. IMO 8418215. Offshore supply ship. Length 58 m, 1,299 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

*Sindhu-2*. IMO 8203749. Offshore supply ship. Length 58 m, 1,211 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India

*Sindhu-3*. IMO 8203751. Offshore supply ship. Length 58 m, 1,228 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Vasco da Gama (India) by Goa Shipyard Ltd. Owned by SCI - Shipping Company of India (India). Sold for demolition in India

*Sindhu-4*. IMO 8203763. Offshore supply ship. Length 58 m, 1,226 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). . Sold for demolition in India.

*Sindhu-9*. IMO 8322595. Offshore supply ship. Length 55 m, 1,230 t. Indian flag. Classification society Indian Register of Shipping . Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

*Vos Fighter (ex-Dea Fighter, ex-Sea Sapphire, ex-Ibis Two)*. IMO 7310820. Offshore supply ship. Length 53 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1973 in Stroobos (The Netherlands) by Barkmeijer. Owned by Vroon Offshore Services Ltd (The Netherlands). Sold for an unkown destination of demolition.



*Vos Monarch (ex-Britannia Monarch, ex-Suffolk Monarch, ex-St David)*. IMO 7234296. Offshore supply ship. Length 36 m. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Woolwich (United Kingdom) by Cubow. Owned by Vroon Offshore Services BV (The Netherlands). Sold for an unkown destination of demolition.



*Vos Vedette (ex-Viking Vedette, ex-Cam Vedette, ex-Gnupur, ex-Asthor, ex-Lofottral III)*. IMO 7024122. Ex fishing ship converted into an offshore supply ship in 1992. Length 46 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1970 in Kristiansund N (Norway) by Storviks. Owned by Vroon Offshore Services Ltd (The Netherlands). Sold for an unkown destination of demolition.



*Vos Vedette* arriving in Lerwick (United Kingdom), June 2009 © **Richard Paton**

## The END

The death, in Alang, of a fine cross-Channel ferry, the *Primrose*, the former Belgian vessel *Princesse Marie Christine*, to which an extra deck was added 10 years after her launch



*Princesse Marie Christine*, 1980 © Brian Fisher

Like all the ships in the “Régie des Transports Maritimes”, the Belgian national company that operates the Ostend-Dover route, this ferry - 118.40 metres long – launched on 8 September 1975 by the Cockerill shipyard in Hoboken, near Antwerp, was named after a member of the royal family, in this case Princess Marie-Christine, one of the daughters of king Leopold III. She was owned by the private Cobelfret Group as the RTM did not have the finances and was not able to buy her until 1985, having chartered her under “bare boat” conditions for 10 years.



In 1986 © Brian Fisher



© Roy Thornton

The *Princesse Marie-Christine* tirelessly ploughed back and forth over the Channel, but over the years it turned out that she did not have sufficient lorry transport capacity to meet the demand. To increase this, the Boelwerf shipyard carried out a relatively unusual surgical operation in 1985 that consisted of cutting the ship open horizontally along her entire length and inserting an extra 5-metre high car deck into her superstructures.

In this way, the *Princesse Marie Christine* was now able to accommodate 68 lorries instead of 37. At the same time, her passenger capacity was increased from 1,200 to 1,400. But the ship was now very high in the water and, to keep her stable, sponsons were attached to either side of the hull, which completed her disfigurement. she now sailed under the colours of Townsend Thoresen.

In 1994, her English terminus changed from Dover to Ramsgate, slightly further north. She lived through the death throes of RTM until she was decommissioned in Dunkirk in April 1997, as there was no longer enough space in Ostend. she was then soon bought by the Slovenian group Transeuropa Shipping Lines in Koper, which renamed her *Primrose* after a flower, like its other ferries, and put her back into service under a Cypriot flag on its Transeuropa Ferries route ... between Ostend and Ramsgate, which she performed faithfully as in the past, except during the summer of 2009, when she headed off for a few months in the sun, having been chartered by the Moroccan company Comarit to sail between Almeria and Al Hoceima.

And it was in the south that her career came to an end. Bought in 2010 by the Italian shipping company Blunavy, she sailed the Livorno – Portoferraio route (Island of Elba) under the same name and flag. But this was to last only a season; she was sold to Prayati Shipping in February 2011 with a view to her demolition in India. Renamed *Elegant I*, she made her last journey to Alang under the St Kitts & Nevis flag, arriving on 9 May after a 36-year career.



The *Primrose* in Portoferraio, March 2011 © Massimo Mediani

#### Sources

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