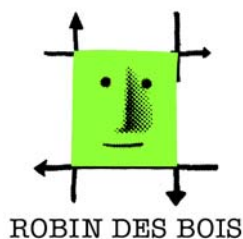


24

from May 7th to July 29th 2011

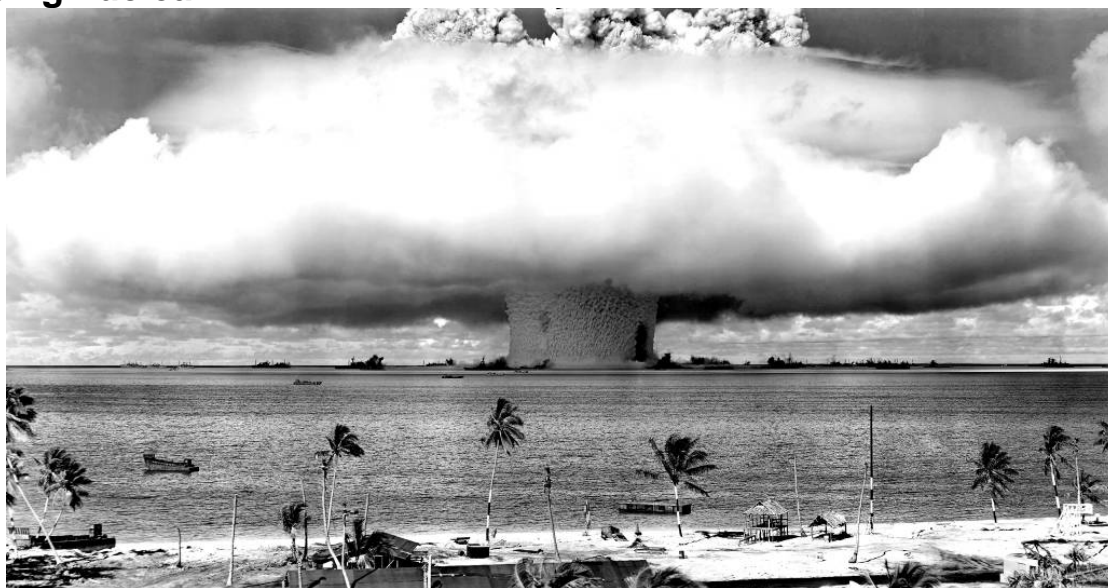


Ship-breaking.com

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Scrapping nuclear



BAKER, 26th July 1946. Bikini, Pacific Ocean

Note the ship sucked up by the blast of the explosion at the right base of the atomic mushroom.

In July 1946 the US army launched Operation Crossroads, a series of three nuclear weapons tests at Bikini Atoll. A fleet of more than 90 target ships, including obsolete US ships or surrendered warships from the Japanese and German fleets, assembled at the atoll to study the effects of nuclear explosions on ships, equipment and the livestock on board as laboratory equipment. An additional support fleet of 150 ships was mobilised on site to carry out the experiments and accommodate staff.

One year after Hiroshima, 125 accredited journalists came from all over the world, including France, China and the Soviet Union, to cover the tests from the *USS Appalachian*.

In the first test, ABLE, the bomb was dropped on to the target fleet; in the second test, BAKER, it was suspended underneath one of the target ships. For several weeks, the majority of the ships were considered to be too contaminated from a radiation point of view to be boarded for anything longer than a few minutes. The support fleet itself was contaminated.

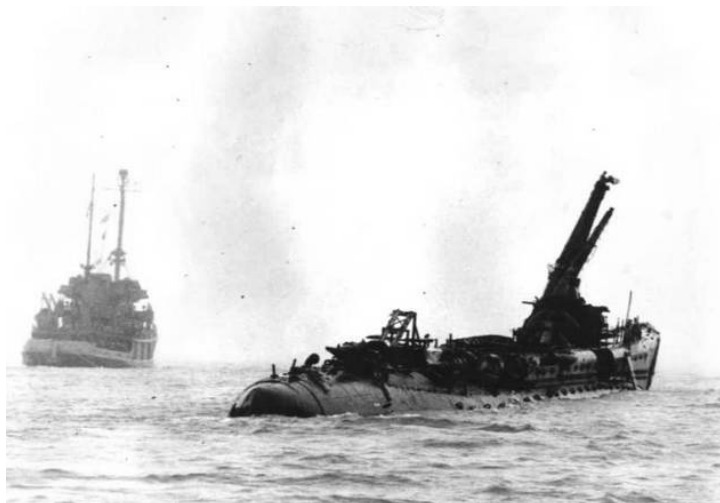
The effect of the blast and pressure killed fish by the thousands. Coral reefs were devastated and lagoons were polluted by oil slicks and waste material from a 45,000 strong scientific and military community stationed in the area for several months. Given the impossibility of carrying out inspections on board the target ships without surpassing the exposure threshold limits in force at the time, Operation Crossroads was halted in August 1946. The planned third underwater detonation was cancelled because of the devastating effects of BAKER. The external decontamination of the target ships was carried out in situ by non-official teams. In a second step, the surviving fleet was towed to Kwajalein Atoll, still in the Marshall Islands, around 200 miles southwest of Bikini. The idea was to decontaminate the hulls with.... non-contaminated water. In fact, the largest section of the target fleet, namely around 70 wrecks, was sunk near to Kwajalein Atoll or the Hawaii archipelago.

One year after these two nuclear tests, a team of scientists from the Smithsonian Institute was sent to the site without much radiation protection. Before even making any analyses, it was noted beyond any shadow of a doubt that radiation had entered the marine food chain. On the photographic plates, plankton was shining, as were the digestive systems of planctivore fish.

In 2010, UNESCO made Bikini Atoll a World Heritage Site; the 107 inhabitants of the atoll who were deported in March 1946 were never able to return to their homeland and place of birth

The decontamination programme of the target fleet continued until 1948; 12 ships were cleared and continued their careers, 8 large ships and submarines were towed to California. Similarly, the fleet of support ships left for the US Navy base in San Francisco to be inspected and decontaminated. Among these ships, the *Reclaimer* would be declared OK for service and returned to Pearl Harbor but the *Clamp* would remain laid up in San Francisco.

Today, these two contaminated vessels have been sold to Texas for demolition (cf. p 9). No information regarding potential residual radiation is available.



The *Clamp* towing the target submarine *USS Skate* from Bikini o San Francisco© The National Association of Fleet Tug Sailors



The *Reclaimer* is leaving Suisun Bay along with the *Sagamore*, another ship from the Californian National Defense Reserve Fleet. © Jerry White

Are French ship owners responsible?

The LNG carrier *Tellier*

The *Tellier* is in Le Havre. According to her classification society Bureau Veritas she is no longer 'in service'. The deadline for inspecting the hull while in dry dock passed at the end of July. After nearly four decades of faithful service, the *Tellier* has reached the end of the line. The average retirement age for gas transporter ships is 33. Nevertheless, the *Tellier* has just been paid a visit by mysterious buyers who were hoping to extend her usefulness.

Could it be possible that GDF-Suez, the owner of the *Tellier*, is engaging in the same cunningness as they did with the *Descartes*, which was sold for further use to a Taiwanese shell company, left in a

forgettable Asian dock and sold 3 months later to low cost class scrapping in Bangladesh (see [#13](http://Ship-breaking.com)", page 8)?



The *Tellier* berthed in Le Havre, July 2011 © Robin des Bois

The *Tellier*'s crews are also waiting – a few sailors and officers, with the skipper in charge, relieve each other from duty in an isolated area of the port. In the absence of a chef, their provisions are topped up every two days by a caterer. When they will leave is uncertain, perhaps even unknown, pushed towards the exit, eventually moving ashore.

The guys from the *Tellier* are tough nuts to crack. They never wanted to be put through the mill of globalisation and maritime convenience. After a four week strike in November 2004, they succeeded in ensuring that all crews would exclusively be made up of French sailors, an exception for a ship registered with the Registre International Français who were being led to recruit foreign sailors for economic reasons.

Currently, of the 120 sailors who made up the *Tellier*'s workforce, 60 have been made redundant and the surviving 60 should find a position on other LNG carriers flying the GDF-Suez flag; a 'relocalization' that should allow (this would also be a first) jobs to be given to domestic sailors that until now have been reserved for Filipino colleagues. That, at least, is what Robin des Bois hopes will be the case for the last "warriors" left within the French Merchant Navy.

As for the *Tellier*, Robin des Bois hopes she will have the asbestos removed and be dismantled in France in adherence with all health requirements. This wish is shared by the Secretary of State in charge of Transport under the authority of the Ministry for Ecology which, in a letter in May 2010 sent to the CEO of GDF-Suez, recommended France as the country for the dismantling of the *Tellier* and cautioned the ship owner on the legal dangers of exporting the ship at the end of its life and its dangerous waste products. In his letter, Dominique Bussereau points out that "given her date of construction and propulsion type, the *Tellier* contains significant quantities of asbestos".

Without any shadow of a doubt, the Ministry for Ecology maintains the position it had in 2010.

The history of the *Tellier*

The *Tellier*, which was laid up on her arrival at Le Havre on the 6 July, reached her 37th birthday. A ship with a capacity of 40,000 cubic metres of methane, she was delivered in January 1974 by the La Ciotat shipyard to Messigaz, a company whose principal shareholder was the Compagnie des Messageries Maritimes – then looking to diversify – along with Gaz de France. The *Tellier* owed her name to the engineer Charles Tellier, who invented procedures for preserving foodstuffs by cooling. Gas, an energy foodstuff, is transported in gas carriers in liquid form at a temperature of minus 160°. The *Tellier* started her career with a few voyages between Arzew (Algeria) and the methane terminal at Le Havre (now no longer there) during a period when the *Jules Verne* was being repaired. She then entered into service on the route for which she was designed, Skikda (Algeria) – Fos-sur-Mer, France, which she virtually never left.



The *Tellier*, May 2008, going alongside M1 loading terminal in Skikda (Algeria) © Dido / Shipspotting

The Messigaz Company became a subsidiary of Gaz de France at the end of 1993, but the *Tellier* was kept in operation by the Compagnie Générale Maritime (which followed on from Messageries Maritimes) until 2001, when her management was taken over by Gazocéan, another maritime subsidiary of Gaz de France. The *Tellier* was incorporated into the GDF-Suez fleet when the two entities merged in 2008.

Two pending *Seafrance* vessels



October 2009, *SeaFrance Cezanne* and *Renoir* are rusting in Dunkirk © HHV ferry blog

Laid up in Dunkirk for two years and degrading rapidly in this condition, the *SeaFrance Renoir* and *Cezanne* ferries were sold two weeks ago to two Panama based companies whose sole vocation is managing, independently of each other, their lucky finds from Dunkirk. Their first mission is to transfer them from French flag to the Belize flag (a high risk flag, listed on the “grey list” of the Paris Memorandum of Understanding). For two years, the French broker Parimar tried to find untraceable

buyers likely to continue using the fuel and oil guzzling ships, with their out-dated design and requiring significant amounts of work to bring them into line with current standards. It is unfortunately common knowledge that the transferring of passenger ships from European routes and waters to exotic waters and unsuitable modes of management has been the cause of numerous maritime and human disasters.



October 2005, the *SeaFrance Renoir* arriving in Calais
© Bram Provost



December 2008, The *SeaFrance Cezanne* in Dover
© John Mavin

If the fate of the *Cezanne* and *Renoir* is indeed a continuance of their use in waters far away from Europe, *SeaFrance*, the SNCF and therefore the French State are taking clearly identified risks.

Alternatively, the French ship owner could use the services of a shell company in order to escape the financial constraints of a dismantling operation that complies with the highest European standards, with the shell company purchasing embarrassing virtual wrecks at very low cost and selling them on to Asian scrap dealers for a good price. If scrapped in India or Bangladesh, the *Renoir* and *Cezanne* would bring around 3 and 4.5 million dollars at today's prices for their owners while at the same time exposing workers to multiple dangers including those related to asbestos - the *Cezanne* is full of the stuff.

The threat of takeover for *SeaFrance* is a real one. In order to convince serious buyers such as Louis Dreyfus Armateurs and the Danish DFDS, *SeaFrance* must be as presentable as possible; buyers are not interested in acquiring the problems of the *Renoir* and *Cezanne*.

History of the *SeaFrance Cézanne*, a roll on roll off vessel which became a ferry

The *SeaFrance Cézanne* was originally the Swedish roll on roll off cargo ship the *Ariadne* (10,500 tonnes deadweight) of Nordö fit out, built in 1980 by the Kockums shipyard in Malmö. Renamed the *Soca* a shortly after she was put into service, she was first put to work on the Koper (Slovenia) – Tartous (Syria) route, transporting trucks destined for the Middle East. She was then sold in 1982 to the Bulgarian road transport company Somat who renamed her the *Trapezitza* and continued initially with the same type of transportation on the Koper – Aqaba (Jordan) route. In 1984 she was operated on the 'Medlink' line between Marseille, Greece and Bulgaria and in 1986 she was to be found on the Trieste – Patras route under Greek charter.

In 1988, she was acquired by Sealink British Ferries for their Dover – Calais freight service and was initially named the *Fantasia*, then the *Channel Seaway* in 1989 under the flag of the Bahamas. The British company then decided to convert the roll on roll off freight ship into a car ferry and with that in mind, sent her to the Lloyd Werft shipyard in Bremerhaven in 1989. When she left the shipyard in 1990 she had been completely transformed, with a capacity for 1800 passengers, 480 cars and 80 heavy goods vehicles.



Trapezitza © Bram Provost



Channel Seaway arriving in Bremerhaven for conversion © Bruce Peter

Within the context of Franco-British cooperation on cross channel traffic, Sealink British Ferries (which in the meantime had become a subsidiary of the Swedish company Stena) then give her to the Société Propriétaire de Navires (49 % Stena – 51 % GIE SNCF-CGM), her fit out being provided by the Société Nouvelle d'Armement Transmanche, a result of the recent conversion into subsidiaries by the SNCF and its Armement Naval section. She was frenchified as the *Fiesta* and began service on the Calais-Dover route in July 1990. The *Fiesta* was then renamed the *SeaFrance Cézanne* when the SNAT changed its business structure on 1 January 1996 after the pool linking it to Stena was dissolved. Finally, in December 1999, SeaFrance bought back the 49 % share of the SPN that Stena held and in the process became 100% owners of the ship.



The *Fiesta* at Calais berth 6. © Joe Canavan

The *SeaFrance Cézanne* had two sisters-ships. The *Zenobia*, put into service at the end of 1979 on the Koper – Tartous route, had to be evacuated by its crew on 2 June 1980 after listing heavily near Larnaca (Cyprus); she then capsized and sank. The *Scandinavia*, delivered by Kockums in March 1980, had a career similar to the *Cézanne*, becoming the Bulgarian *Tzarevets* in 1982, then the Bahamian *Fiesta* and the *Fantasia* with Sealink after being transformed into a ferry in Bremerhaven in 1990. Staying on the Dover-Calais route, she was then renamed the *Stena Fantasia* (at the end of 1990) and the *P&OSL Canterbury* (1998) after the creation of P&O Stena Lines. Sold to the Greek fit out company Agoudimos, she left for the Adriatic in March 2004 and became the Greek *Alkmini A.*, then went back up to the Baltic in October of the same year after being acquired by the Polish company Polferries who then used her under a Bahamas flag on the Swinoujscie (Poland) – Ystad (Sweden) route under the name of the *Wawel*.

History of the *SeaFrance Renoir*, formerly the *Côte d'Azur*

The career of the *SeaFrance Renoir* was much more linear than that of the *SeaFrance Cézanne*. Built in 1981 by the Ateliers et Chantiers du Havre under the name of the *Côte d'Azur* for the SNCF, this ship, which had always been used on the Calais-Dover route, marked the history of the French cross channel fleet in that she was the first ferry to be known as 'third generation', notably equipped with two car decks, one of top of the other, accessible from the front and rear. Her capacity was 1600 passengers, 330 cars or 54 trucks. In 1990, along with the *Fiesta*, she was given to the Société Propriétaire de Navires (SPN), which united Stena and the SNCF, and was fitted out by the Société Nouvelle d'Armement Transmanche (a subsidiary of the SNCF). She took her name the *SeaFrance Renoir* at the start of 1996 at the same time that the SNAT became SeaFrance. The latter took full ownership of the vessel in December 1999 following the repurchase of Stena's share by the SPN.



2007, off Dover in a choppy sea © John Mavin

Laid up in Dunkirk since February and September 2009 respectively, the *SeaFrance Cézanne* and *SeaFrance Renoir* were acquired in July 2011 by Kimiya Shipping Inc and Emily Shipping Inc, two Panamanian companies linked to the German firm Condor Maritime Dienstleistung, from Hamburg. They were renamed the *Western Light* and the *Eastern Light* and fly the flag of Belize. They were still in Dunkirk as of 8 August.

Asbestos on board

Asbestos is an indisputable carcinogen. The World Health Organisation has called for a cease in its usage. It estimates that 100,000 people a year worldwide die due to asbestos exposure. The only Asian countries to ban its use are Japan in 2006 and South Korea in 2009. The four leading countries when it comes to ship dismantling – India, Bangladesh, China and Pakistan – have no statistics on death rates from asbestos. Asia consumes 70% of global production and yet only 13% of annual deaths from asbestos globally are recorded as occurring there. No statistics on asbestos, therefore no deaths or disabilities through asbestos; the equation is too easy and obviously wrong. It is only when asbestos widows or widowers demonstrate in China and India and other Asiatic countries that have a ship dismantling industry that the administrations there will launch epidemiological research or communicate any research they already have in their possession. Until then, many asbestos soldiers will be mown down. The study that Asiatic experts have just published is revealing and uncompromising: “there is a lack of information on deaths due to asbestos in Asia. The evolution of the use of asbestos in Asia since 1970 will in all likelihood in the coming decades cause a ground swell of illnesses and deaths linked to asbestos”.

Staying with the field of ship demolition, it is astounding to note that ships no longer in use containing asbestos in various forms are going to await demolition in countries where they were not built, where the constraints on the use of asbestos and its handling are weak or non-existent. We should not delude ourselves. For example, the efforts of China in moving towards ‘ecological’ or ‘green’ dismantling will not extend to storing asbestos recovered from ships in cells. This would be the first time that a mineral user country (more than 600,000 tonnes in 2007) throws a substantial part of it into the rubbish, particularly when the genius of recycling, good or evil, prevails there.

It is Robin des Bois’ opinion that responsible ship owners should only send their ships for demolition to countries that prohibit the exploitation and use of asbestos and which are gathering statistics on its differing pathologies.

Asbestos everywhere



The *Anna* in La Rochelle, in October 2009 and in yard 2 being dismantled in June 2011

© Françoise Massart / Marinemarchande.net

© France 3 Poitou

Asbestos catalogue for the *Anna*, a small Ukrainian coastal trading vessel built in Glasgow in 1978, 87m long, 1500 t, currently being broken up in Dock No.2 at La Rochelle port after 3 years of laid up (Cf. [#22](http://Ship-breaking.com) p 4):

- mastic in the electricity cable ducts
- insulating material in the electrical panels
- windlass brake bands
- flange seals and furnace door seals
- gland packing braid and spare braid
- piping insulation material
- paint in the chain locker and resurfacing paints
- box underneath sanitary plinth
- ceiling covering
- glue underneath carpet

Fresh news from the *Ocean Pearl*

One remembers the old general cargo carrier *Ocean Pearl* arrived in Chittagong on September 3rd 2010. The ship was obviously fated to demolition by her new owner Prayati Shipping, a specialist in the purchase of breathless ships like the old Finnish ferry *Onyx* (Cf. [the Onyx saga](#)) last year. The *Ocean Pearl* was stranded on a sand bar, with a twisted hull and no hope to break free by her own (Cf. [the note of information](#) on August 12th 2010 and the bulletin [Ship-breaking.com #22](#), p 4). Since then, the ship has been cut up and her stern ripped off.



November 17th 2010 © Hans Rosenkranz



July 12th 2011, Chittagong © Dmitriy Lakhtikov

Global assessment - May, June, July 2011

India still, Bangladesh back

237 ships set off for demolition, i.e. 20 ships a week. India with **99** ships (42%) maintains its rank as the leader for demolition in terms of both tonnage and recycling units in spite of Bangladesh fighting back with **55** ships (23%). China is 3rd with **37** ships (16%), ahead of Pakistan, **20** (8%), Turkey and the United States **6** ships each (3%). The destination of demolition of **10** vessels remains unknown.

The High Court of Justice of Bangladesh had “temporarily” authorized the beaching for demolition until early July pending regulatory measures. A new deadline is expected which would enable the activities to be extended.

In terms of the volume of scrap metal to be recycled, India (almost 800,000 tonnes) comes ahead of Bangladesh (538,000 t), China (390,000 t) and Pakistan (238,000 t). These four countries represent 95% of the recycled tonnage. Overall demolition will recycle over **2 million tonnes** of metal. With 88 units (37%) bulk carriers are the leading category of ships being sent for demolition, ahead of tankers – oil, chemical and gas carriers – 51 (22%) and general cargo carriers 42, (18%).

Of the **237** ships, **217** went for demolition in Asia. **80** (34 %) were sailing under a European flag or belonged to ship-owners established within the European Union or in the European Free Trade Association (EFTA). **78** (33%) were built in these same countries.

Detention and demolition

62 (26%) 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 **143** (60%) had been previously detained in ports worldwide, with a detention rate of 75 % for bulk carriers and general cargo carriers, and 57% for container ships. The detention rate was 34 % for oil tankers, but 55 % for chemicals carriers and 60% for the OBO family of the *Gulf Jash* ex-*Probo Koala*.

Years and meters

The end-of-life age for ships ranged from **18 years** for the double hull tankers *General Zamora* and *Quito Jaya*, and **69 years** for the ex US rescue and salvage ship *Clamp*. The average age was **30 years**: It is 25 for double-hull tankers and 29 for single-hull tankers which seems to confirm that the maintenance of the latter is easier. 81 ships were under 150 m long, 80 were between 150 and 199 m and 76 were over 200 m. The biggest ship to be sent for demolition this quarter was the tanker *Titan Scorpio*, **332 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.



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



Color coding of ships which may be radioactive to varying levels.

US MARAD National Defense Reserve Fleets (NDRF)

Bolster. ARS-38. Rescue and salvage ship. Length 65 m, 1,488 t. United States flag. No classification society. Built in 1944 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship was assigned to the Asiatic-Pacific theater and participated later to the Korean and Vietnam wars. She was present at atomic tests in 1955 at Operation Wigwam and in 1958 at Operation Hardtack. During the 1970s and 1980s, she was used as ocean tug including for towing old navy vessels to the US MARAD reserve fleet. Decommissioned and struck from the naval register on September 14th 1994. On May 23rd 2011 she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be brushed to eliminate the eventual invasive species which could be transferred via the Panama Canal from the Pacific to the Atlantic Ocean.



Bolster, returning from sea to the Naval Station, Long Beach, Spring 1992 © David Buell

Clamp (ex-*Atlantic Salvor*). ARS-33. Rescue and salvage ship. Length 65 m, 1,630 t. United States flag. No classification society. Built in 1942 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship was assigned to the Asiatic-Pacific theater. Her career was short but very active : in March 1946, she sailed for Bikini Atoll to assist at the American atomic bomb tests of Operation Crossroads. She took in tow the ex Japanese warship *Nagato* to the atoll. Her duty following the tests was to extinguish fires and control damages to the target vessels. In May 1947, the *Clamp* towed the submarine *Skate*, one of the target vessel used during the tests to Mare Island naval base in California where the submarine will eventually be scuttled off.



The *Clamp* was decommissioned the same year and laid up in the Pacific Reserve Fleet in San Pedro and later, in 1962 in the National Defense Reserve Fleet in Suisun Bay. She has been out of operation for more than 60 years and most of her equipment was removed to support several memorial ships. Decommissioned and struck from the naval register on September 14th 1994. In 2009, her condition is described as « very poor » and she is not listed either as a vessel with significant historical or technological characteristics. On May 23rd, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be cleaned.



The *Clamp* laid up in Suisun Bay in 2004 © Ron Reeves

Reclaimer. ARS-42 . Rescue and salvage ship. Length 65 m, 1,497 t. United States flag. No classification society . Built in 1945 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship served on the Asiatic-Pacific theater In June 1946, like her sistership the *Clamp*, she sailed to Bikini atoll and assisted to the American atomic bomb tests. She was contaminated but in January 1947, she received final radiological clearance and returned to Pearl Harbor. She was recommissioned for service in the Korean wars. In 1962 she assisted to another atomic test on Christmas Islands. She then sailed back to Pearl Harbor and participated in the Vietnam war. Decommissioned and struck from the naval on 13 September 1994. Laid up since in the reserve fleet Suisun Bay ; in 2008 she was prepared for SINKEX the US Navy naval exercises. On May 16th 2011, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be cleaned.



Ohio (ex-*Seatrail Ohio*, ex-*Mission San Jose*). IMO 6621234. Container ship. Length 160 m, 5,532 t. United States flag. No classification society. Built in 1944 in Sausalito (United States) by Marinship Corp as fleet oiler for the US Navy. In 1966, the ship was sold to Hudson Waterways and converted to a combination container ship and train ferry. Her title was transferred again to the US MARAD in 1973. In May 2011, she leaves the Beaumont reserve fleet for demolition by the ESCO Marine Shipyards in Brownsville, Texas (United States).



Sagamore (ex-*Alaska Standard*). IMO 5008071. Tanker. Length 78 m. United States flag. No classification society . Built in 1959 in Portland (United States) by Albina E&M Works for Standard Oil of California in replacement of the first *Alaska Standard* built in 1923 which supplied for 35 years fuel to remote towns on Alaska's coast as well as to the camps of miners, trappers and fishermen. The second *Alaska Standard* was purchased by Sealift Tankers in 1986 and then transferred to the US MARAD. On May 16th 2011, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be cleaned.



The arrival of *Sagamore* in San Francisco for cleaning before demolition in Texas © daver6 / navy.memorieshop

OBO (Oil / Bulk / Oore)



See **The END** p 46 for all the details on the **Probo** sisters' saga

Oil / Bulk / Ore carrier (OBO)

Gulf Ahmadi (ex-*Probo Bison*, ex-*Eships Gull*, ex-*Probo Gull*). IMO 8405866. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,662 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Detained in 2004 in Gladstone (Australia) and in 2009 in Port Alfred (Canada). Sold for demolition in Bangladesh en bloc with two of her sisterships, *Gulf Shagra* and above all *Gulf Jash*, ex-*Probo Koala*. 528 \$ per ton. The *Gulf Ahmadi* arrived mid-May in Chittagong and was allowed to be beached for demolition on July 2nd.



Gulf Jash (ex-*Probo Koala*, ex-*Probo Baoning*). IMO 8309816. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,389 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Detained in 2004 in Vladivostok (Russia), in 2007 in Bandar Khomeini (Iran), in 2008 in Bremen (Germany) and in 2010 in Galveston (United States). Sold for demolition in Bangladesh en bloc with two of her sisterships, *Gulf Shagra* and *Gulf Ahmadi*. 528 \$ per ton. Refused in the Bangladeshi waters on May 28th, the fate of the ship is uncertain.



Gulf Safwa (ex-*Probo Elk*, ex-*Probo Hawk*). IMO 8315401. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,585 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Detained in 2006 in Long Beach (United States). Sold for demolition in India. 535 \$ per ton.



Gulf Shagra (ex-*Probo Panda*, ex-*Probo Baron*). IMO 8315396. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,623 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Sold for demolition in Bangladesh en bloc with two of her sisterships, *Gulf Ahmadi* and above all *Gulf Jash*, ex-*Probo Koala*. 528 \$ per ton.

Gulf Sieb (ex-*Probo Emu*, ex-*Probo Bani*). IMO 8309804. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,613 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). After an ultimate call mid-june in Chittagong where she unloaded a cargo of clinker, the *Gulf Sieb* sailed to Alang where she was beached for demolition on July 30th.



August 2nd 2006, in Gibraltar. Like her sistership *Probo Koala*, the *Probo Emu* was used as a floating refinery of sulphurous petroleum products © paceyms / Shipspotting

Tanker

African Prince (ex-*Princess Sofia*, ex-*Rio Grande*, ex-*Eso Rio Grande*, ex-*Petromar Rio Grande*). IMO 8025563. Tanker. Length 154 m, 4,564 t. North Korean flag. Unknown classification society. Single hull ship built in 1982 in Tigre (Argentina) by ASTARSA. Owned by Ship & Shore Services Ltd (Nigeria). Sold for demolition in Pakistan.



Angeles B (ex-*Tebo Olympia*). IMO 7813327. Tanker. Length 141 m. Panamanian flag. Classification society Lloyd's Register. Double hull ship built in 1980 in Vuosaari (Finland) by Valmet. Owned by Compania Maritima de Panama SA (Panama). Detained in 2005 in Stockholm (Sweden) and in 2006 in Algeciras (Spain). Sold for an unknown destination of demolition.



Archon (ex-*Alexander M*, ex-*Omonia*, ex-*Tago*, ex-*Angelina Amoretti*). IMO 7012480. Tanker. Length 89 m, 1,400 t. Greek flag. Classification society American Bureau of Shipping. Single hull ship built in 1970 in Porto Viro (Italy) by Visentini. Owned by Alpha Bunkering III Shipping Co (Greece). The ship was listed by the European Commission among the 66 highly dangerous ships after the sinking of the tanker *Prestige* in November 2002; she should therefore have been banned from European ports under the directive on Port State Controls. The ban remains paper and the *Archon* went on calling at all the European ports where she was detained for varying durations. Detained in 1998 in Malaga (Spain), in 1999 in Genoa (Italy) and Heraklion (Greece), in 2000 in Brest (France) and Rotterdam (The Netherlands), in 2001 in Harwich (United Kingdom), in 2003 in Dublin (Ireland), in 2004 in Piraeus (Greece), in 2005 in Valencia (Spain) and in 2006 in Setubal (Portugal) and Belfast (United Kingdom). Sold for an unknown destination of demolition.



Archon, on Perama roads (Greece), June 2007 © Aleks Lindström

Asphalt Victory (ex-*Kiowa*, ex-*Ariadne I*, ex-*Ariadne*). IMO 8023761. Bitumen tanker. Length 170 m, 8,746 t. Cayman Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1983 in Oskarshamn (Sweden) by Nya Oskarshamns. Owned by Chronos Shipping Co Ltd (Greece). Sold for demolition in India. 515 \$ per ton.



Azraq 7 (ex-*Venture V*, ex-*Global Venture*, ex-*Syabas Singapura*, ex-*Essex*, ex-*Explorer*, ex-*Bos Navigator*, ex-*Golden Navigator*, ex-*Eishin Maru No.28*). IMO 7718333. Tanker. Length 89 m, 1,449 t. Panamanian flag. Classification society Bureau Veritas. Built in 1977 in Akitsu (Japan) by Kishigami Zosen. Owned by Elite Marine Services (United Arab Emirates). Sold for demolition in Pakistan.

Blue Ridge (ex-*Carlsbad*). IMO 7908172. Tanker. Length 200 m, 10,802 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1981 in San Diego (United States) by National Steel. Owned by Crowley Petroleum Transport (United States). Sold as is in the Bahamas for demolition in India. 315 \$ per ton.

Blue Ridge, March 2009, on the Mississippi river
© A Sazonov



Brazos 1 (ex-*Heidmar Brazos*, ex-*Charles B Renfrew*). IMO 8616348. Tanker. Length 239 m, 13,699 t. Deflagged from Marshall Islands to Tuvalu for her last journey. Classification society American Bureau of Shipping. Double hull ship built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by International Tanker Management (United Arab Emirates). Sold for demolition in Bangladesh.

D Elephant (ex-*Yahiko Maru*). IMO 8902383. Tanker VLCC. Length 330 m, 38,909 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Chiba (Japan) by Mitsui. Owned by Selandia Ship Management (Singapore). Sold for demolition in Pakistan. 520 \$ per ton.

Delta 3 (ex-*Tasco Beta*, ex-*Chak Rose*, ex-*Vanissa*, ex-*Marvin II*, ex-*Nikko Maru n°8*). IMO 8011500. Bitumen tanker. Length 62 m, 661 t. Thai flag. No classification society according to her last Port State Control. Double hull ship built in 1980 in Kinoo (Japan) by Sasaki Zosen KK. Owned by Tipco Maritime Co Ltd (Thailand). Sold for demolition in Bangladesh.



Dolphina (ex-*Encounter*, ex-*Liquid Bulk Encounter*). IMO 8307959. Tanker. Length 126 m, 3,740 t. Panamanian flag. Classification society International Register of Shipping. Double hull ship built in 1983 in Akitsu (Japan) by Taihei Kogyo KK. Owned by RTBS Consultants Pte Ltd (Singapore). Detained in 2002 in Singapore, in 2005 and 2008 in Guangzhou (China) and in 2009 in Maoming (China). Sold for demolition in Bangladesh. 530 \$ per ton.



Falkonera (ex-*Taiho I*, ex-*Taiho Maru*). IMO 8919336. Tanker. Length 330 m, 33,334 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1991 in Kure (Japan) by Ishikawajima-Harima. Owned by Aeolos Management SA (Greece). Reported as sold for demolition in Pakistan, the Greek *Falkonera*, sailed from Rotterdam (The Netherlands), announced her arrival in India through the Automatic Identification System (AIS) but eventually reached Chittagong on ballast on May 21st and was allowed to be beached for demolition ten days later. 540 \$ per ton.



General Zamora (ex-*Amity*). IMO 9007788. Tanker. Length 226 m, 14,150 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Shanghai (China) by Hudong. Owned by Global Shipmanagement CA (Venezuela). Sold for demolition in Pakistan. 500 \$ per ton.

Iran Rajai (ex-*Ferncraig*). IMO 8003369. Tanker. Length 176 m, 9,974 t. Deflagged from Iran to Comoros for her last journey. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1983 in Pula (Croatia) by Uljanik. Owned by IRISL Marine Services (Iran). The Iranian fleet is hiding under the Comorian flag ! Sold for demolition in India where she arrives as « *Raka* » 515 \$ per ton.

Iran Rajai, berthed in Rotterdam (The Netherlands), May 2008 © Frans Sanderse



Iron Monger 5 (ex-*Thistle*, ex-*Palmstar Thistle*). IMO 8916190. Tanker. Length 244 m, 16,592 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1991 in Onomichi (Japan) by Onomichi Docks. Owned by TMT Co Ltd (Taiwan). Sold for demolition in Pakistan. 520 \$ per ton.

Jag Lakshya (ex-*Geres*, ex-*Knock Sheen*, ex-*Friendly Rainbow*). IMO 8714762. Tanker. Length 267 m, 21,189 t. Indian flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Okpo (South Korea) by Daewoo. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition au Pakistan.

Mar Princess (ex-*Genmar Princess*, ex-*Crude Princess*, ex-*Nord-Jahre Princess*, ex-*Jahre Princess*). IMO 8917819. Tanker. Length 232 m, 15,300 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Oppama (Japan) by Sumitomo HI. Owned by Tomini Ship Management Ltd (Pakistan). Sold for demolition in Bangladesh. 537 \$ per ton.

Marlina (ex-*Marlina XV*, ex-*Aurora*, ex-*Ulyanovsk*). IMO 7925778. Tanker. Length 170 m, 7,460 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Single hull ship built in 1983 in Skaramanga (Greece) by Hellenic Shipyards. Owned by Sukses Osean Khatulistiwa Line (Indonesia). Detained in 2000 in A Coruña (Spain) and in 2002 in Amsterdam (The Netherlands). Sold for demolition in Bangladesh.



Overseas New Orleans (ex-*Exxon Yorktown*, ex-*Hunter Armistead*). IMO 7932422. Tanker. Length 200 m, 9,833 t. Tuvaluan flag. Classification society American Bureau of Shipping. Double hull ship built in 1983 in San Diego (United States) by National Steel (NASSCO). Like all the OSG ships (Overseas Shipholding Group), the *Overseas New Orleans* was deflagged from United States, became the simple *Orleans* owned by a ghost company based in the British Virgin Islands and was in the end beached for demolition in in India. 525 \$ per ton.



Overseas New Orleans , May 2008, outbound in the port of Valletta (Malta) © Jörn Prestien

Quito Jaya (ex-*Ibnu*). IMO 9043988. Tanker. Length 178 m, 7,999 t. Comorian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Dalian (China) by Dalian SY Co. Owned by CB Marine Ltd (United Kingdom). Sold for demolition in Bangladesh.



River Jamaima (ex-*Guadalupe B*, ex-*Camponubla*). IMO 7711634. Tanker. Length 166 m, 6,522 t. Unknown flag. Unknown classification society. Single hull ship built in 1979 in Puerto Real (Spain) by AESA. Owned by Expedia Marine Co Ltd (Nigeria). Banned from transporting heavy fuel in European waters since January 2005. The ship had already been sold for demolition in June 2010 (Cf. Shipbreaking.com # 20). In fact she went on sailing under an unknown flag and was just beached for demolition in India in Alang.



Rose (ex-*Alkarnak 1*, ex-*Passatore*, ex-*Fujikaze*, ex-*Mikitoyo Maru*). IMO 7374486. Tanker. Length 97 m, 1,769 t. Comorian flag. Classification society Union Marine Classification. Single hull ship built in 1974 in Hakata (Japan) by Murakami Hide. Detained in 2010 in Khorramshahr (Iran). Sold for demolition in Pakistan.



Siam Sathaporn (ex-*Oxalis Violet*, ex-*Aoi Maru*). IMO 8125870. Tanker. Length 105 m, 1,795 t. Thai flag. No classification society according to her last port State control. Single hull ship built in 1982 in Hakata (Japan) by Murakami Hide. Owned by Siam Mongkol Marine Co Ltd (Thailand). Sold for demolition in Bangladesh.



Titan Scorpio (ex-*Titan Libra*, ex-*Cross*, ex-*Seacross II*, ex-*Kakuho*). IMO 8507602. Tanker VLCC. Length 332 m, 41,479 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1986 in Sakaide (Japan) by Kawasaki. Owned by Titan Ocean Pte Ltd (Singapore). Detained in 2005 in Qingdao (China). Sold for demolition in Pakistan. 520 \$ per ton.



The *Titan Scorpio* in Shanhaiguan shipyard, October 2006 © Rybas

Valder 1 (ex-*Rebel I*, ex-*Rebel*, ex-*Restless*, ex-*Fili*). IMO 8913576. Tanker. Length 183 m. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Inchon (South Korea) by Halla. Owned by Valdercrown Shipping Ltd (Cyprus). Sold for demolition in Xinhui (China) by Jiangmen Zhong Xin Shipbreaking Co.



Venture (ex-*Genesis Adventurer*, ex-*Cam Etinde*, ex-*Le Cedre n°1*, ex-*Arthur Simard*). IMO 7321635. Tanker. Length 131 m, 2,756 t. Nigerian flag. Unknown classification society. Single hull ship built in 1973 in Sorel (Canada) by Marine Industries. Owned by J Marine Logistics Ltd (Nigeria). Sold for demolition in India.



Vergina II (ex-*Lark Lake*). IMO 8719217. Tanker. Length 247 m, 21,304 t. Cyprus flag. Classification society American Bureau of Shipping. Double hull ship built in 1991 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by Tsakos Columbia Shipmanagement (Greece). Sold as is in Singapore for demolition in Bangladesh where she arrives as « *Gina* ». 521 \$ per ton.



Wabecotanker (ex-*Lough Fisher*, ex-*Cableman*). IMO 7813884. Tanker. Length 117 m. Nigerian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1980 in Appledore (United Kingdom) by Appledore SB. Owned by Transocean Shipping Ventures Pvt Ltd (India). Sold as is in Lagos (Nigeria) for an unknown destination of demolition.



Washington Voyager (ex-Chevron *Washington*). IMO 7391226. Tanker. Length 198 m, 10,675 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1976 in Portland (United States) by FMC Corp. Owned by Chevron Usa Inc (United States). Sold for demolition in Brownsville, Texas (United States).



Washington Voyager, Bay of San Francisco, February 2008 © **Hector Aguilar**

Gas tanker

Several ships anchored in the Bay of Yokohama (Japan) or sailing from there, or cargoes onboard, have been lightly contaminated by the fallout of the Fukushima Daiichi accident. This is the reason why, as a warning, Ship-breaking.com, considering the hasty demolition of the *Bekalang* and the *Belais*, has decided to call for attention on the risks of radioactive spots on these two vessels.

Bekalang (ex-Gadila). IMO 7217896. Gas tanker. Length 256 m, 22,000 t. Brunei flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. This LNG carrier with a capacity of 75.000 m3 was, like her sistership *Belais*, fated for the transport of natural gas from Brunei to Japan. Sailing originally under the British flag, their title was transferred in 1986 from STASCO - Shell Trading and Shipping Company to Brunei Shell Tankers and they were reflagged to Brunei. On 6th March, before the tsunami and Fukushima accident, the *Bekalang* was sailing in the Bay of Yokohama. She then left for Osaka and South Japan, came back to Yokohama at the end of March and was sold for demolition in China. 450 \$ per ton.



January 2008, Uraga Channel
©**Yuichi Morita**

Belais (ex-Gastrani). IMO 7347794. Gas tanker. Length 256 m, 22,000 t. Brunei flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Brunei Shell Tankers. Like her sistership *Bekalang*, the *Belais* was berthed in Yokohama during the Fukushima crisis. She did not sail far from the Bay before she was sold for demolition and headed to Jiangyin in China. 450 \$ per ton. The series had two other ships, *Gadina* and *Gari*, still in service.



Ethylene Phenix. IMO 8604486. Gas tanker. Length 73 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1987 in Sasebo (Japan) by Sasebo HI. Owned by Daiichi Tankers Co Ltd (Japan). Sold for an unknown destination of demolition.

Navigas 1 (ex-Sigas Duke, ex-Knud Kosan, ex-Knud Tholstrup, ex-Traenafjord). IMO 8026373. Gas tanker. Length 76 m, 1,857 t. Maltese flag. Classification society Bureau Veritas. Single hull ship built in 1982 in Sandnessjoen (Norway) by Nord-Offshore. Owned by Navigas Ltd (Gibraltar). Sold for demolition in Turkey.



Norgas Trader (ex-Coral Temse). IMO 7909346. Gas tanker. Length 118 m, 4,703 t. Deflagged from Singapore to Saint-Kitts-and-Nevis for her last journey. Classification society Germanischer Lloyd. Double bottom ship built in 1981 in Temse (Belgium) by Boelwerf. Owned by Norgas Carriers AS (Norway). Detained in 2004 in Terneuzen (The Netherlands). Sold for demolition in India where she arrives as « Gas T. ». 701 \$ per ton including an important amount of nickel.



Patcharawadee-2 (ex-Phacharawadi, ex-Navakun 6, ex-Chiyo, ex-Shino Go, ex-Ryoo Maru). IMO 7025700. Gas tanker. Length 79 m, 1,190 t. Thai flag. No classification society according to her last Port State Control. Single hull ship built in 1970 in Kochi (Japan) by Imai Shipbuilding Co. Owned by Siam Gas & Oil (Thailand). Detained in 2005 in Haiphong (Vietnam). Sold for demolition in Bangladesh



Chemical tanker

Bitumen Express (ex-Seakap, ex-Biograd, ex-MRS B, ex-Landguard Point). IMO 8014344. Bulk carrier converted in 1991 to chemical tanker. Length 108 m, 4,074 t. Saint-Vincent-and-Grenadines flag. Classification society International Naval Surveys Bureau. Double hull ship built in 1982 in Shimizu (Japan) by Miho. Owned by Split Ship Management Ltd (Croatia). Sold for demolition in India. 522 \$ per ton.



Dong Joo Mariner (ex-Sam Bu No. 17). IMO 8429111. Chemical tanker. Length 68 m. South Korean flag. Classification society Korean Register of Shipping. Single hull ship built in 1985 in Ulsan (South Korea) by Banghujin Shipbuilding & Engineering. Owned by Dong Joo International Shipping Co Ltd (South Korea). Sold for an unknown destination of demolition

Doris (ex-Conny). IMO 8315035. Chemical tanker. Length 163 m, 6,242 t. Panamanian flag. Classification society International Register of Shipping. Double hull ship built in 1984 in Kudamatsu (Japan) by Kasado Docks. Owned by RTBS Consultants Pte Ltd (Singapore). Sold for demolition in Bangladesh. 540 \$ per ton.



Hannibal II (ex-Merit, ex-Merity). IMO 8011756. Chemical tanker. Length 172 m, 8,813 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1983 in Dunkirk (France) by Normed. Sister-ship of the *Lady Jasmine* (see below), the *Hannibal II* was delivered in 1983 as *Merity* to the Brazilian shipowner Flumar. She was purchased in 1997 by Gabès Marine Tankers, renamed *Hannibal II*, first flew the Tunisian flag and was reflagged to Panama from 2007 on. Her late career was marked by the attack of Somali pirates on November 11th 2010. She was detained with her 31 crew members until March 17th 2011 and was beached in Alang on July 6th.



Hannibal II, port of Patras (Greece), April 2011 © Evangelos Patsis

Lady Jasmine (ex-*Lady Nil*, ex-*Chuy*). IMO 8011744. Chemical tanker. Length 172 m, 8,849 t. Tunisian flag. Classification society Bureau Veritas. This double hull chemical tanker (mainly phosphoric acid), with a capacity of 24,000 dwt, was built in 1983 in



Dunkirk by NORMED (Chantiers du Nord et de la Méditerranée) as the Brazilian *Chuy* for Transportes Fluviais y Maritimos (Flumar), among whose shareholders at the time was the French group Louis Dreyfus. She was sold in 1996 and became the Turkish *Lady Nil* and in 2003 the *Lady Jasmine* owned by the Tunisian Gabes Marine Tankers SARL. Detained in 1999 in Hamburg (Germany). Sold for demolition in India.

September 2008, berthed in Valletta (Malta) © Jörn Prestien

Mutiara (ex-*Olga*, ex-*Santa*, ex-*Paulina*, ex-*Bergensfjord*). IMO 8321864. Chemical tanker. Length 174 m, 6,977 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1984 in Usuki (Japan) by Minami-Nippon. Owned by Cakra Bahana Pt (Indonesia). Sold for demolition in India.



New Toyokaze (ex-*Toyokaze*, ex-*Houshin*). IMO 8319744. Chemical tanker. Length 160 m, 6,519 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1984 in Saiki (Japan) by Usuki Tekkosho. Owned by Glory Ship Management (Singapore). Detained in 2010 in Guangzhou (China) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India.



Prem (ex-*Hari Prem*, ex-*Jo Maple*). IMO 8914764. Chemical tanker. Length 115 m, 3,084 t. Saint-Kitts-and-Nevis flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Nandan (Japan) by Teraoka. Owned by Buoy Chartering & Trading Ltd (United Arab Emirates). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



Sky Star (ex-*Sichem Baltic*, ex-*Kilchem Baltic*, ex-*Kichem Baltic*, ex-*Dansborg*, ex-*Golden Arrow*). IMO 8418928. Chemical tanker. Length 106 m, 2,229 t. Panamanian flag. Classification society Universal Shipping Bureau. Double hull ship built in 1985 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Detained in 1999 in A Coruña (Spain), in 2007 in Aarhus (Denmark) and in 2009 and 2010 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.



Sterlink Vernal Grace (ex- *Vernal Grace*, ex-*Guimaras Island*, ex-*Everton*, ex-*Shoun World*). IMO 8510154. Chemical tanker. Length 113 m, 2,567 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1985 in Chofu (Japan) by Kyokuyo Zosen. Owned by Teras Offshore Pte Ltd (Singapore). Detained in 2003 in Ulsan (South Korea) and in 2008 in Bangkok (Thailand). Sold for demolition in Bangladesh.



Theresa Gemini (ex-*Mont Blanc*, ex-*White Sapphire*, ex-*Selendang Sutera*, ex-*Cliff*, ex-*Ferncliff*, ex-*Arabian Challenger*, ex-*Atlas Challenger*). IMO 7923586. Chemical tanker. Length 174 m, 10,860 t. Kiribati flag. Classification society International Ship Classification. Double hull ship built in 1981 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Raffles Shipmanagement (Singapore). Detained in 2005 in Fawley (United Kingdom) and in 2011 in Dumai (Indonesia) and Zhangjiagang (China). Sold for demolition in India. 535 \$ per ton.



General cargo

Aab-E-ZamZam (ex-*Med Wind*, ex-*FML*. S.V. *Savarskar*, ex-*Maratha Convoy*, ex-*Aldgate*, ex-*Frisian Mariner*). IMO 7711517. General cargo. Length 81 m, 1,012 t. Comorian flag. Classification society Hellenic Register of Shipping. Built in 1979 in Harlingen (The Netherlands) by Harlingen S&R. Detained in 2005 in Koper (Slovenia) and Valencia (Spain), in 2006 in Koper again, in 2007 in Okha (India) and in 2009 in Kolkata (India). Sold for demolition in Bangladesh.



Al Bahsa 4 (ex-*Senan D*, ex-*Senan 1*, ex-*Lady Maha*, ex-*Saturnus*, ex-*Hansa Bay*). IMO 7042162. General cargo. Length 102 m, 1,888 t. Sierra Leone flag. Classification society Global Bureau Of Shipping. Built in 1971 in Rostock (Germany) by Neptun VEB. Owned by Al-Bahsa General Trading (Kuwait). Detained in 2001 in Ploce (Croatia), Aveiro (Portugal) and Novorossiysk (Russia), in 2007 and 2008 in Novorossiysk again, in 2008 in Rijeka (Croatia) and in 2009 twice in Bandar Khomeini (Iran). Sold for demolition in India.



Allahus Samad (ex-*Rahman Noor Rahim*, ex-*Eid-A-Mostafa*, ex-*Continent-4*, ex-*Hui Ying*, ex-*Sonbai*). IMO 8209066. General cargo. Length 134 m, 5,859 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo H.I. Owned by AK Ship Management & Services (Bangladesh). Sold for demolition in Bangladesh.



Balboa (ex-*Sea Life*, ex-*Ocean Pacific I*, ex-*Colombia I*, ex-*Colombia*, ex-*CTE Lucia*, ex-*Almirante Jose Padilla*, ex-*Ciudad de Barranquilla*). IMO 8200876. General cargo. Length 158 m, 9,755 t. Saint-Kitts-and-Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by MD Shipping Co (Ukraine). Detained in 2006 in Shanghai (China). Sold for demolition in India. 535 \$ per ton.



BM Challenge (ex-*Steel 1*, ex-*Ruby I*, ex-*Sea Aberdeen*, ex-*Express Aberdeen*, ex-*Taeping*). IMO 7521522. General cargo. Length 153 m, 6,576 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by BM Shipping Group SpA (Italy). Detained in 2008 in Nantong (China) and Ulsan (South Korea) and in 2011 in Guangzhou (China). Sold for demolition in India. 505 \$ per ton.



Bright Future (ex-*Hai Ning*, ex-*Bell Korea*, ex-*Jin Korea*, ex-*Fareast Pilot*, ex-*Western Venture*). IMO 8304103. General cargo. Length 96 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1984 in Hakata (Japan) by Murakami Hide. Owned by Union Rich International Shipping Co Ltd (China). Detained in 2001 in Fushiki (Japan), in 2005 in Kunsan et Masan (South Korea), in 2008 in Tokyo (Japan), in 2009 in Changshu (China) and in 2010 in Onahama (Japan). Sold for demolition in Bangladesh.



Cahaya Mas (ex-*Great Mary*, ex-*Enif*, ex-*Libra Peru*, ex-*CSAV Rapel*, ex-*Rapel*, ex-*Euro Florida*, ex-*Antares*, ex-*Ville d'Orient*, ex-*Maretrader*). IMO 7632711. General cargo. Length 157 m, 6,388 t. Indonesian flag. Classification society Germanischer Lloyd. Built in 1977 in Usuki (Japan) by Minami-Nippon. Owned by Tempuran Emas (Indonesia). Sold for demolition in Bangladesh.

Coastal 1 (ex-*Coastal Express 1*, ex-*Ambika*, ex-*Eastern Universe*). IMO 8318764. General cargo. Length 108 m, 3,143 t. Deflagged from India to Saint-Kitts-and-Nevis for her last journey. Unknown classification society. Built in 1985 in Saiki (Japan) by Honda. Owned by Transcoastal Cargo & Shipping (India). Detained twice in 2000 in Kanto, (Japan). Sold for demolition in Bangladesh.



Coastal 2 (ex-*Sinar Nusa*, ex-*Winco Feeder*, ex-*X-Press Annapurna*, ex-*Savannah*). IMO 8321694. General cargo. Length 158 m, 5,909 t. Deflagged from India to Saint-Kitts-and-Nevis for her last journey. Unknown classification society. Built in 1984 in Bremerhaven (Germany) by Seebeckwerft ; jumboized in 1991 and lengthened from 144 to 158 m. Owned by Transcoastal Cargo & Shipping (India). Sold for demolition in Bangladesh.



Deren Pioneer (ex-Essco Faith, ex-Lela, ex-Govora). IMO 7906306. General cargo. Length 130 m, 3,367 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Galati (Romania) by SN. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 1997 in Bilbao (Spain), in



1998 in Newcastle (United Kingdom), in 2000 in A Coruña (Spain) and Rouen (France), in 2001 in Antwerp (Belgium) and Aveiro (Portugal), in 2004 in Genoa (Italy) and Koper (Slovenia) and in 2006 in Leghorn (Italy) and Cartagena (Spain). Sold for demolition in India.

Deren Pioneer, February 2009, Kiel canal (Germany) © Olaf Eggert

Elegant (ex-Huasco, ex-Consensus Sky, ex-Tulip Trader, ex-Silver Arrow). IMO 7632967. General cargo. Length 144 m, 5,096 t. Saint-Kitts-and-Nevis flag. Classification society American Bureau of Shipping. Built in 1978 in Oshima (Japan) by Oshima SB. Owned by Pelmar Shipping (India). Sold for demolition in India.

Eleonora (ex-NZOL Contender, ex-Porer). IMO 8030867. General cargo. Length 160 m, 6,929 t. Bahamian flag. Classification society Bureau Veritas. Built in 1983 in Pula (Croatia) by Uljanik. Owned by G Bulk Corp (Greece). Detained in 1999 in New York (United States). Sold for demolition in India. 535 \$ per ton.



Gati 1 (ex-Toei 1). IMO 8405165. General cargo. Length 92 m, 1,758 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Kochi (Japan) by Kochi Eiho. Owned by Gati Coast To Coast (India). Sold for demolition in India.

Hato (ex-Hato Arrow, ex-Grena). IMO 7380758. General cargo. Length 182 m, 10,803 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1974 in Toyama (Japan) by Nipponkai. Owned by SMT Shipmanagement & Transport Ltd (Cyprus). Detained in 1998 in Quebec (Canada) and in 2008 in Tianjin (China). Sold for demolition in China. 462 \$ per ton.



Hilir Mas (ex-Jala Mas, ex-Sinar Lampung, ex-Sinar Malka, ex-OOCL Arrow, ex-Vigour Luzon, ex-ala Atlantica, ex-Aqaba Crown, ex-Bavaria Singapore, ex-Colombus Capricorn, ex-Rienzi). IMO 7328645. General cargo. Length 144 m, 4,550 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1973 in Lübeck (Germany) by Orenstein & Koppel. Owned by Tempuran Emas (Indonesia). Detained in 2005 in Singapore. Sold for demolition in Bangladesh.



Hong Ming (ex-Oel Strength, ex-Orient Strength, ex-Tang He). IMO 8100533. General cargo. Length 170 m, 6,970 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Flensburg (Germany) by Flensburger Schiffswerft. Owned by Jieheng Shipping Co Ltd (China). Detained in China in 2009 in Lianyungang and in 2011 in Guangzhou. Sold for demolition in China. 457 \$ per ton.



Kemal G (ex-Y Kemal, ex-Aksoy Star, ex-Falcon). IMO 6820828. General cargo. Length 129 m, 3,810 t. Georgian flag. Classification society International Register of Shipping. Built in 1968 in Fredriksstad (Sweden) by Fredriksstad MV. Owned by Derpina Denizcilik (Turkey). Detained in 2011 in Venice (Italy). Sold for demolition in India.



King Favor (ex-Olmeca, ex-Delmas Marula, ex-Delmas Joinville, ex-St Blaize, ex-Deppe America, ex-Lloyd Sao Paulo, ex-Manila Bay, ex-Euro Sea). IMO 8119704. General cargo. Length 191 m, 10,425 t. Saint-Vincent-and-Grenadines flag. Classification society RINA. Built in 1984 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Nanjing King Ship Management Co (China). Detained in 2010 in Paradip (India). Sold for demolition in India. 526 \$ per ton.



King Glory (ex-Ricmers Mumbai, ex-Merida, ex-Silvia Sofia). IMO 7820772. General cargo. Length 178 m, 9,692 t. Pavillon Saint-Vincent-and-Grenadines flag. Classification society RINA. Built in 1979 in Innoshima (Japan) by Hitachi Zosen. Owned by Nanjing King Ship Management Co (China). Detained in 1999 in Antwerp (Belgium) and Hamburg (Germany), in 2004 in Hamburg again, in 2007 in Tilbury (United Kingdom) and in 2011 in Bushire (Iran). Sold for demolition in India. 525 \$ per ton.



King Success (ex-Chainat Navee, ex-Dorinco, ex-Malacca Maru). IMO 7718292. General cargo. Length 157 m, 7,870 t. Saint-Vincent-and-Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Sakaide (Japan) by Kawasaki. Owned by Nanjing King Ship Management Co (China). Detained in 2000 in Singapore and Antwerp (Belgium), in 2002 in Antwerp again and in 2011 in Kakinada (India). Sold for demolition in India. 515 \$ per ton.



Lady Juliet (ex-Runner B, ex-Afris Runner, ex-Kapetan Pavlovic). IMO 8225204. General cargo. Length 162 m, 6,931 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Kaalbye Shipping (Ukraine). Detained in 2002 in Zeebrugge (Belgium), in 2003 in Guangzhou and Hong Kong (China) and in 2004 in Kashima (Japan). Sold for demolition in India. 488 \$ per ton.



Maldiv Star (ex-Pharos I, ex-Pharos, ex-Adria I, ex-Naxos I, ex-Renate Wunsche, ex-Nordwelle). IMO 7601243. General cargo. Length 129 m, 4,251 t. Maldives Islands flag. No classification society according to her last Port State Control. Built in 1977 in Ishinomaki (Japan) by Yamanishi SB. Owned by Maldives National Shipping Ltd (Maldives Islands). Detained in 2003 et 2006 in Singapore. Sold for demolition in India.



Mazin Arab (ex-Fay, ex-Herfah, ex-Trade Candour, ex-Bertram Rickmers). IMO 7904542. General cargo. Length 170 m, 7,911 t. Saudi Arabian flag. Classification society Germanischer Lloyd. Built in 1979 in Vegesack (Germany) by Bremer Vulkan. Owned by Saudi Arabia Shipping (Saudi Arabia). Detained in 2009 in Bandar Khomeini (Iran). Sold for demolition in India. 532 \$ per ton.



Med Salvador (ex-Stena Arctica, ex-Seatrain London, ex-Columbialand). IMO 7519282. General cargo. Length 185 m, 9,700 t. Panamanian flag. Classification society RINA. Built in 1978 in Göteborg (Sweden) by Eriksbergs. Owned by B Navi (Italy). Detained in 2005 in Amsterdam (The Netherlands), in 2008 in Hong Kong (China) and in 2009 in Antwerp (Belgium). Sold for demolition in India. 512 \$ per ton.



Med Salvador, in Amsterdam (The Netherlands), February 2010 © E. Vroom

Nicetec (ex-Alice, ex-Irini, ex-Ruhland). IMO 8501024. General cargo. Length 158 m, 7,100 t. Hong Kong flag. Classification society China Classification Society. Built in 1985 in Warnemunde (Germany) by Warnowwerft. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition in Bangladesh. 518 \$ per ton.



Ocean Project (ex-Al Diyar, ex-Al Mamoori, ex-Rony, ex-Nabil, ex-Yusr, ex-Bay Fish, ex-North Star, ex-Arklowe River, , ex-Arklow River, ex-Bay Fisher, ex-Atlantic Coast). IMO 7424035. General cargo. Length 71 m, 912 t. Sierra Leone flag. Classification society African International Register. Built in 1976 in Frederikshavn (Denmark) by Orskovs. Owned by Ocean Shells Shipping LLC (United Arab Emirates). Detained in 2006 in Mumbai (India) and Bushire (Iran) and in 2007 in Bandar Abbas (Iran). Sold for demolition in India.



Pasir Mas (ex-Coronel, ex-Muara Mas, ex-San Juan, ex-Scandutch Levant, ex-Nincop II, ex-Merzario Arcadia). IMO 7703285. General cargo. Length 87 m, 1,680 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1977 in Steinwerder (Germany) by Blohm & Voss. Owned by Tirtamas Express Pt (Indonesia). Sold for demolition in Bangladesh.



Pella. IMO 7705520. General cargo. Length 145 m, 4,400 t. Greek flag. Classification society American Bureau of Shipping. Built in 1979 in Aioi (Japan) by Ishikawajima-Harima. Owned by Scarmar Shipping Agency SA (Greece). Detained in 2011 in Klaipeda (Lithuania). Sold for demolition in Turkey. 342 \$ per ton.



Prianka (ex-Slavianka). IMO 7721316. General cargo. Length 185 m, 7,777 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Green Ocean Ship Management Pvt Ltd (India). Detained in 1999 in Antwerp (Belgium) and in 2001 in Sandnessjoen (Norway). Sold for demolition in India. 510 \$ per ton.



Rezq Allah (ex-Save, ex-Saveni). IMO 7806764. General cargo. Length 106 m, 2,445 t. Unknown flag. Unknown classification society. Built in 1978 in Braila (Romania) by Braila SN. Detained in 1998 in Antwerp (Belgium) for 251 days, in 2003 in Constanta (Romania), in 2006 in Sochi (Russia) and in 2008 in Rijeka (Croatia). Sold for demolition in Pakistan.



Ri Gang Zheng He (ex-Zheng He Shi Ba, ex-Hao Guo, ex-Fairwind 308, ex-Xiang Fen, ex-Lun Bao). IMO 8829725. General cargo. Length 105 m, 2,729 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Wuhan (China) by Wuchang. Owned by Yangpu Rigangzhenhe Logistics (China). Sold for an unknown destination of demolition.

Sapphire I (ex-Sea Phoenix, ex-Express Phoenix, ex-Narrator, ex-Naxos Island). IMO 7722152. General cargo. Length 145 m, 4,411 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Chita (Japan) by Ishikawajima-Harima. Owned by Karlog Shipping Co Ltd (Greece). Detained in 2007 in Klaipeda (Lithuania) and in 2008 in San Antonio (Chile). Sold for demolition in China.



Skogaland (ex-Kent Navigator, ex-Star Skoganger, ex-Petraia, ex-Khalij Enterprise, ex-Aldebaran). IMO 7604336. General cargo. Length 164 m, 7,413 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Imperial Ship Management AB (Sweden). Detained in 2004 in Montreal (Canada), in 2005 in Naples (Italy) and in 2010 in Szczecin (Poland). Sold as is in Kakinada (India) for demolition in India where she arrives as « *Gala* ». 470 \$ per ton.



Skogaland in Nordseekanal (The Netherland) © **Boatfan07 / vesseltracker**

SV Matvey (ex-Portland Castle, ex-Highgate, ex-Colima). IMO 8215560. General cargo. Length 196 m, 12,163 t. Panamanian flag. Classification society RINA. Built in 1985 in Deptford Yard (United Kingdom) by Sunderland SB. Owned by Interunity Management Corp SA (Greece). Detained in 2003 in San Juan (Porto Rico) . Sold for demolition in India. 522 \$ per ton.



Svyatoy Panteleymon (ex-Oxford Castle, ex-Star Davanger, ex-Star Denver, ex-Star Enterprise). IMO 7700702. General cargo. Length 183 m, 10,985 t. Panamanian flag. Classification society RINA. Built in 1978 in Sakaide (Japan) by Kawasaki. Owned by Fedcom Shipping (Ukraine). Detained in 2010 in Nikolayev (Ukraine) and Novorossiysk (Russia). Sold for demolition in India. 515 \$ per ton.



SV Serafim (ex-Richmond Castle, ex-Star Djervanger, ex-Star World). IMO 7620615. General cargo. Length 183 m, 11,502 t. Panamanian flag. Classification society RINA. Built in 1978 in Tamano (Japan) by Mitsui. Owned by Fedcom Shipping (Ukraine). Detained in 2000 in Saint Petersburg (Russia) and in 2001 in Dublin (Ireland). Sold for demolition in India.



Syria Star (ex-Hollandic, ex-Hollandic Confidence, ex-Netherland Confidence, ex-Iris Island). IMO 7608136. General cargo. Length 146 m, 4,362 t. Saint-Vincent-and-Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Owned by Reem Maritime Ltd (Syria). Detained in 2004 in Las Palmas (Spain) and in 2010 in Vishakhapatnam (India). Sold for demolition in India.



Tasik Mas (ex-Eastern Polaris, ex-Toba, ex-Gyosei Maru). IMO 7353987. General cargo. Length 105 m, 2,967 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1974 in Chofu (Japan) by Kyokuyo. Owned by Tempuran Emas (Indonesia). Sold for demolition in Bangladesh.

Umm Albain (ex-*Stella M*, ex-*Interocean*, ex-*Moinesti*). IMO 8503890. General cargo. Length 131 m, 3,534 t. Saint-Kitts-and-Nevis flag. Classification society International Register of Shipping. Built in 1985 in Tulcea (Romania) by Tulcea Santierul Naval. Owned by Al Sabatain Shipping LLC (United Arab Emirates). Detained in 2004 in Naples (Italy) and twice in Constanta (Romania) and in 2006 in Leghorn (Italy). Sold for demolition in India. 488 \$ per ton.



Western Traveller (ex-*Thor Traveller*, ex-*Victoria Pride*, ex-*Gabyana*, ex-*Caribbean Princess*, ex-*Santa Rosa*). IMO 8503060. General cargo. Length 176 m, 8,224 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned by Nobpac Shipping Pte Ltd (Singapore). Detained in 2002 in Gdansk (Poland) and Rotterdam (The Netherlands). Sold for demolition in Bangladesh.



Whitewood (ex-*Kent Mariner*, ex-*Finnstar*, ex-*Finnfighter*, ex-*Kaipola*). IMO 7403691. General cargo. Length 159 m, 6,904 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Gijon (Spain) by Juliana Gijonese. Owned by Regal Agencies Corp (Greece). Detained in 2006 in Georgetown and Summerside (Canada). Sold for demolition in India.



Whitewood, March 2011, Kiel canal (Germany)
© Arne Luetkenhorst

Yacu Puma (ex-*Poppi P*). IMO 7622807. General cargo. Length 149 m, 5,909 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Tadotsu (Japan) by Hashihama SB. Owned by MMS Americas LLC (United States). Detained in 2011 in Houston (United States). Sold as is in Tampico for demolition in India. 320 \$ per ton.



Yahya K (ex-*Abeer S*, ex-*Burg*, ex-*Joboy*). IMO 7348669. General cargo. Length 122 m, 3,409 t. Syrian flag. Classification society Germanischer Lloyd. Built in 1974 in Rostock (Germany) by Neptun Schiffswerft. Owned by Rayan Maritime Services (Syrie). Detained in 1999 in Antwerp (Belgium), in 2001 in Calais (France), in 2001 in Antwerp again, in 2006 in Varna (Bulgaria) and in 2011 in Novorossiysk (Russia). Sold for demolition in India.



Container ship.

Emilio 1 (ex-*Delmas Kinshasa*, ex-*Monte Gordo*, ex-*Kekenis*, ex-*Cadiz*, ex-*OPDR Cadiz*, ex-*Cape*, ex-*Hellenic Cape*). IMO 8017322. Container ship. Length 120 m, 2,689 t. Sierra Leone flag. Classification society Germanischer Lloyd. Built in 1982 in (Singapore) by Singapore SB. Proprietaire Rania Marina SARL (Lebanon). Detained in Lisbon (Portugal) in 2002 and twice in 2004. Sold for demolition in India. 510 \$ per ton.



Hub Trader (ex-*Australian Trader*, ex-*Fremantle Enterprise*). IMO 7718917. Container ship. Length 122 m, 3,756 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1978 in Numakuma (Japan) by Tsuneishi. Owned by Hub Shipping (Malaysia). Detained in 2000 in Singapore and in 2002 in Hong Kong (China). Sold for demolition in India. 445 \$ per ton.



King Honor (ex-*Portinari*, ex-*Vermeer*, ex-*Red Sea Entente*, ex-*Hapag Lloyd Kiel*, ex-*Seatrain West Poinr*, ex-*Ville de Bordeaux*). IMO 7521986. Container ship. Length 201 m, 10,498 t. Saint-Vincent-and-Grenadines flag. Classification society RINA. Built in 1978 in Tonsberg (Norway) by Kaldnes ; jumboized in 1982 and lengthened from 172 to 201 m. Owned by Nanjing King Ship Management Co (China). Detained in 2007 in Tianjin (China) and Bandar Abbas (Iran) and in 2010 in Bandar Abbas again. Sold for demolition in India. 525 \$per ton.



Lintas Nusantara (ex-*Sheng Da*, ex-*Kalamazoo*, ex-*Eagle Trust*, ex-*Siberia Maru*). IMO 7430084. Container ship. Length 122 m, 3,067 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1975 in Yokkaichi (Japan) by Mie. Owned by Wahana Baruna Khatulistiwa (Indonesia). Sold for demolition in Bangladesh.



MSC Bali (ex-*Sea-Land Explorer*). IMO 7820930. Container ship. Length 257 m, 17,078 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1980 in Nagasaki (Japan) by Mitsubishi ; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Conbulk Shipping SA (Greece). Detained in 2008 in San Vicente (Chile). Sold for demolition in India.



MSC Diman (ex-*Diman II*, ex-*MSC Indonesia*, ex-*ACX Lavender*, ex-*Neptune Corundum*, ex-*California Apollo*, ex-*Hyuga Maru*). IMO 8204468. Container ship. Length 209 m, 13,504 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Tsu (Japan) by Nippon Kokan. Owned by Transman Shipmanagers SA (Greece). Sold for demolition in India. 543 \$ per ton.



MSC Nefeli (ex- *Nefeli I*, ex-*MSC Vietnam*, ex-*Zim Shekou*, ex-*MSC Durban*, ex-*Hanjin Chungmou*, ex-*Korean Wonis Seven*). IMO 7930668. Container ship. Length 208 m, 12,697 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Target Marine SA (Greece). Sold for demolition in India. 508 \$ per ton.



MSC Paola (ex-*Safmarine Nomzi*, ex-*Nomzi*, ex-*Boringia*). IMO 7416868. Container ship. Length 202 m, 9,820 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Nakskov (Denmark) by Nakskov SV. Owned by Mediterranean Shipping Company - MSC (Switzerland). Detained in 2004 et 2005 in Fremantle (Australia), in 2007 in Montreal (Canada) and in 2011 in Singapore. Sold for demolition in India. 526 \$ per ton.



MSC Paola, outward bound from Lyttelton (New Zealand), March 2006
© Wayne ACourt / Shipspotting

Permai VI (ex-*Uni-Oasis*, ex-*Ever Oasis*). IMO 8100832. Container ship. Length 180 m, 8,310 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Muroran (Japan) by Hakodate Docks. Owned by PT Jayakusuma Perdana Lines (Indonesia). Détenu in Hong Kong in 2002, 2004, 2005, 2007 and 2009. Sold for demolition in India.



Wisdom (ex-Qc *Wisdom*, ex-*India Star*, ex-*Moringia*, ex-*Vietnam Star I*, ex-OOCL *Pudong*, ex-*City Of Leeds*, ex-*Contship Canada*, ex-*Ocean Spirit*, ex-*Olandia*). IMO 8417558. Container ship. Length 147 m, 4,730 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1985 in Bremerhaven (Germany) by Rickmers. Owned by Manship Pte Ltd (Singapore). The *Wisdom* was sailing early June from Colombo (Sri Lanka) to the demolition yards of Alang in tow of the Greek tug *Seabulk Plover*. She broke free, headed towards the Bandra Worli Sea Link but missed this bridge between Mumbai Center and its western suburbs, and finally drifted and grounded up north on Juhu Beach. She was grounded a few hundred meters away from the shore and became an attraction for thousand of visitors; some curious visistors tried to swim across to get onboard and had eventually to be rescued. One teenager drowned. The coast guards and the Indian navy refused to support the towing of the ship to Alang and the *Wisdom* stays stucked for three weeks before being freed by a tug hired from Singapore. She was beached in Alang on July 2nd. 475 \$ per ton.



The *Wisdom* grounded on Juhu Beach near Mumbai (India), June 13th 2011 © seandsilva / Shipspotting

Reefer.

Antigua (ex-*Soria*, ex-*Escambray*). IMO 8812813. Reefer. Length 105 m, 2,790 t. Netherlands Antilles flag. Classification society Bureau Veritas. Built in 1991 in Gijon (Spain) by Juliana Gijonese. Owned by Seatrade Groningen BV (The Netherlands). Sold for demolition in India. 480 \$ per ton.



Asiatic (ex-*Sanuki Reefer*). IMO 8608743. Reefer. Length 106 m, 2,288 t. Bahamian flag. Classification society Bureau Veritas. Built in 1986 in Hachinohe (Japan) by Kitanihon. Owned by Seatrade Groningen BV (The Netherlands). Detained in 1999 in Esbjerg (Denmark). Sold for demolition in India. 480 \$ per ton.



Baltic Carrier (ex-*Algeciras Carrier*, ex-*Winter Sun*, ex-*Zenit Sun*). IMO 7707918. Reefer. Length 169 m, 10,370 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Göteborg (Sweden) by Gotaverken Arendal. Owned by Ost-West-Handel-und-Schiffahrt GmbH (Germany). Detained in 1999 in Hamburg (Germany), in 2005 in Dover (United Kingdom) and in 2007 in Le Havre (France). Sold for demolition in India. 490 \$ per ton.



Baltic Prosperity (ex-*Symi Island*, ex-*Leyte Island*, ex-*West Wind*). IMO 8319093. Reefer. Length 125 m, 3,751 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Kochi Jyuko. Owned by Laskaridis Shipping Co (Greece). Detained in 2000 twice in Pago Pago (American Samoa Islands), in 2006 in Talcahuano (Chile) and in 2008 in Dalian (China). Sold for demolition in India. 464 \$ per ton.



Barents Bay (ex-*Chiricana*, ex-*Juvante*). IMO 8313300. Reefer. Length 139 m, 4,493 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Shimonoseki (Japan) by Towa. Owned by Roswell Navigation Corp (Greece). Detained in 2007 in Constanta (Romania). Sold for demolition in India. 510 \$ per ton.



Canterbury Star. IMO 8316015. Reefer. Length 151 m, 6,191 t. Liberian flag. Classification society Det Norske Veritas. Built in 1986 in Belfast (United Kingdom) by Harland & Wolff. Owned by Star Reefers (United Kingdom). Sold for demolition in India. 514 \$ per ton.



Cape Vincente. IMO 8911475. Reefer. Length 120 m, 4,235 t. Liberian flag. Classification society Bureau Veritas. Built in 1991 in Shanghai (China) by Shanghai Shipyard. Owned by Seatrade Groningen BV (The Netherlands). Detained in 2000 in Gulfport (United States). Sold for demolition in India. 485 \$ per ton.



Kamchatskiy (ex-*Kamchatskiy Proliv*). IMO 8228476. Reefer used as fish carrier. Length 172 m, 8,090 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Nikolayev North (Ukraine) by 61 Komunara. Owned by Laskaridis Shipping Co (Greece). Detained in 2002 in Jacksonville (United States). Sold for demolition in China.



Nostalgic (ex-*Green Nostalgic*, ex-*Northern Express*). IMO 8511952. Reefer. Length 109 m, 2,347 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Seatrade Groningen BV (The Netherlands). Detained in 2000 in IJmuiden (The Netherlands). Sold for demolition in India. 480 \$ per ton.



Scottish Star. IMO 8315994. Reefer. Length 151 m, 5,924 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1985 in Belfast (United Kingdom) by Harland & Wolff. Owned by Star Reefers (United Kingdom). Detained in 2005 in San Diego (United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 465 \$ per ton.



Scottish Star, in Gibraltar straits, October 2009 © Angel Luis Godar Moreira

Seagull (ex-*Thorunn*, ex-*Calamo*, ex-*Hamanasu*). IMO 8126032. Reefer. Length 145 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Takamatsu (Japan) by Shikoku Docks. Owned by Laskaridis Shipping Co Ltd (Greece). Sold for an unknown destination of demolition.



Sky Glider (ex-Tudor Star, ex-Saxon Star, ex-Blumenthal, ex-Helene Jacob). IMO 8222989. Reefer. Length 146 m, 5,735 t. Belizean flag. Classification society Det Norske Veritas. Built in 1984 in Lübeck-Siems (Germany) by Flender. Owned by MurmantransflotCo Ltd (Russia). Sold for demolition in India. 485 \$ per ton.



Sky Pegasus (ex-Trojan Star, ex-Cap Palmas, ex-Bremerhaven, ex-Walter Jacob). IMO 8222991. Reefer. Length 146 m, 5,715 t. Belizean flag. Classification society Det Norske Veritas. Built in 1984 in Lübeck-Siems (Germany) by Flender. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in India. 485 \$ per ton.



Tasman Start (ex-Tasman Star). IMO 8221844. Reefer. Length 140 m, 6,073 t. Barbados flag. Classification society American Bureau of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by Holy House Shipping AB (Sweden). Detained in 2006 in Constanta (Romania). Sold for demolition in India.



Tibor (ex-Baltic Cliff, ex-Firenze, ex-Bretagne, ex-C.R. Dieppe, ex-Italian Reefer, ex-Extreluz). IMO 8301034. Reefer. Length 134 m, 5,276 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Bilbao (Spain) by Astilleros del Cadagua. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in India. 485 \$ per ton.



White Mountain (ex-Iceland Rex). IMO 8223971. Reefer. Length 137 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Laskaridis Shipping Co (Greece). Detained in 2001 in Saint Petersburg (Russia). Sold for demolition in China.



Ro-Ro

Duana (ex-Sardauna, ex-Vulpine, ex-Southern Carrier, ex-Tor Fladria, ex-Anna Oden). IMO 7800758. Ro-Ro. Length 170 m, 6,754 t. Deflagged from Panama Tanzania for her last journey. Classification society Det Norske Veritas. Built in 1979 in Landskrona (Sweden) by Gotaverken Oresunds ; jumboized in 1988 and lengthened from 143 to 170 m. Owned by RMR Shipmanagement BV (The Netherlands). Sold for demolition in India.



Duana, Capetown (South Africa), june 2011 © Ian Shifman

Emerald Sea (ex-Anadyr). IMO 8120674. Ro-Ro. Length 177 m, 10,815 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Vuosaari (Finland) by Valmet oy. Owned by Elmira Shipping& Trading SA (Greece). Detained in 2006 in Mumbai (India). Sold as is in Capetown (South Africa) for demolition in India. 455 \$ per ton.



European Mariner (ex-European Highlander, ex-Lion, ex-Merchant Valiant, ex-Salahala). IMO 7636092. Ro-Ro. Length 116 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1978 in Bremerhaven (Germany) by Rickmers. Owned by P&O Ferries Ltd (United Kingdom). Sold for demolition in Turkey.



Finnforest (ex-Bore Britannica, ex-Stena Britannica, ex-Stena Hispania, ex-Kotka Violet, ex-Merzario Hispania, ex-Atlantic Project, ex-Stena Project). IMO 7528623. Ro-Ro. Length 151 m, 7,100 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Weissfiord Shipping (Latvia). Sold as is in Italy for demolition in India.



Italoro Two (ex-Calabria, ex-Serenissima Express). IMO 7517583. Ro-Ro. Length 148 m, 6,322 t. Italian flag. Classification society RINA. Built in 1976 in Shimonoseki (Japan) by Hayashikane SB. Owned by Puglia Navigazione (Italy). Sold for demolition in Turkey.). 330 \$ per ton. Her sistership, *Italoro One*, owned by the same company, has been laid up in Toulon (France) since October 2008 following a legal decision as the owner failed to pay for the ship's bunkers. The crew had been detained on board until March 2009.



Italoro Two, May 2007 from Malamocco to Venice
© Riccardo Faè



Italoro One, in Brégaillon (France), August 2010
© Pascal Bredel

Nasser (ex-Inca, ex-Alex V, ex-Aldo, ex-Merzario Liguria). IMO 7929114. Ro-Ro. Length 110 m, 2,385 t. North Korean flag. Unknown classification society. Built in 1981 in Porto Viro (Italy) by Visentini. Owned by Marwan Shipping & Trading Co (United Arab Emirates). Sold for demolition in India. 493 \$ per ton.



Repubblica di Venezia. IMO 8511706. Ro-Ro. Length 213 m, 16,628 t. Italian flag. Classification society RINA. Built in 1987 in Marghera (Italy) by Breda Fincantieri; jumboized in 1991 and lengthened from 181 to 213 m. Owned by Grimaldi Group (Italy). Sold for demolition in India.



February 2011 in IJmuiden (The Netherlands)
© Erwin Willemse

Veesham Oak (ex-Transoak, ex-Ada Gorthon). IMO 8305949. Ro-Ro. Length 156 m, 6,394 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea SB. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 2005 in Quebec (Canada). Sold for demolition in India.



Bulk carrier

3 Maj. IMO 8610904. Bulk carrier ex-OBO. Length 224 m, 15,369 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Deulemar Shipping SpA (Italy). Detained in 2003 in Trieste (Italy) and in 2010 in Xiamen (China). Sold for demolition in Bangladesh. 530 \$ per ton.



Adalbert Antonov. IMO 7813030. Bulk carrier. Length 201 m, 9,758 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulgare Navigation (Bulgaria). Detained in 2003 in Hamburg (Germany) and in 2007 in Fredrikstad (Norway). Sold for demolition in China. 455\$ per ton.



Adalbert Antonov, October 2010 Tjörn Hakefjorden (Sweden)© Opalen / Marinetrafic

Agios Vartholomeos (ex-Svyatoy Varfolomey, ex-Agios Dimitrios, ex-Evlimeni). IMO 7518305. Bulk carrier. Length 224 m, 11,341 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Ariake (Japan) by Hitachi. Owned by Fedcominvest (Ukraine). Detained in 2000 in Hamburg (Germany) and in 2004 in Venice (Italy). Sold for demolition in Pakistan. 508 \$ per ton.



Alfred N (ex-Lyra). IMO 8900438. Ore carrier. Length 325 m, 34,493 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1991 in Monfalcone (Italy) by Fincantieri Italiani. Owned by Neu Seeschiffahrt GmbH (Germany). Detained in 2009 in Hamburg (Germany). Sold for demolition in Bangladesh. 530 \$ per ton.



Amira S (ex-Burdur). IMO 7389845. Bulk carrier. Length 154 m, 5,136 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Camialti (Turkey) by Denizcilik Bankasi. Owned by Maritime Agencies Co (Egypte). Detained in 2002 in Santander (Spain) and in 2005 in Ghent (Belgium). Sold for demolition in India. 520 \$ per ton.



Apollo Star (ex-Voutakos, ex-K. Jasmine, ex-Jasmine). IMO 8518015. Bulk carrier. Length 291 m, 22,978 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Kojé (South Korea) by Samsung. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2005 in Dampier (Australia) and in 2006 in Rotterdam (The Netherlands) and again in Dampier. Sold as is in Singapore for demolition in Bangladesh. 505 \$ per ton.



Arena (ex-Kibele, ex-Amura, ex-Boleslawiec). IMO 7725568. Bulk carrier. Length 95 m, 1,772 t. Turkish flag. Classification society Turk Loydu. Built in 1979 in Govan (United Kingdom) by Govan SB. Owned by Aspet Gemi Tankerciligi (Turkey). Detained in 1999 in Gdansk (Poland) and in 2008 in Cagliari (Italy). Sold for demolition in India. 494 \$ per ton.



Arius (ex-Mariupol, ex-Zhdanov, ex-Arctic Skou). IMO 7533123. Bulk carrier. Length 178 m, 6,920 t. Ukrainian flag. Classification society Shipping Register of Ukraine. Built in 1977 in Tsurumi (Japan) by Nippon Kokan. Owned by DONBASS (Ukraine). Detained in 2002 in Ghent (Belgium) and in 2003 in New Orleans (United States). Sold for demolition in Bangladesh.



Atagosan Maru. IMO 8607763. Bulk carrier. Length 290 m, 22,422 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Chiba (Japan) by Mitsui. Owned by MOL - Mitsui OSK Lines (Japan). Detained in 2003 in Ningbo (China) and Newcastle (Australia). Renamed « *Tagos* » and sold for demolition in China. 455 \$ per ton.



Atticos. IMO 7525970. Bulk carrier. Length 180 m, 6,537 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Hakodate (Japan) by Hakodate Docks. Owned by Capital Management Services SA (Greece). Sold for demolition in China. 463 \$ per ton.



Berge Pacific (ex-Iron Pacific). IMO 8412675. Bulk carrier. Length 315 m, 33,679 t. Norwegian flag (registre international). Classification society Det Norske Veritas. Built in 1986 in Koje (South Korea) by Samsung. Owned by Berge Bulk Norway AS (Norway). Sold for demolition in India. 505 \$ per ton.



Brazil Star (ex-Tsukuba Maru). IMO 8204638. Bulk carrier. Length 298 m, 25,113 t. Liberian flag. Classification society Nippon Kaiji Kyoka. Built in 1983 in Oppama (Japan) by Sumitomo. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh. 525 \$ per ton.



Cape Gulf (ex-United Dynamic, ex-Donat). IMO 8712403. Bulk carrier. Length 274 m, 23,414 t. Liberian flag. Classification society Lloyd's Register of SHipping. Built in 1990 in Puerto Real (Spain) by AESA. Owned by Pioneer Marine Services Pvt Ltd (India). Detained in 2009 in Ningbo (China). Sold as is in Singapore for demolition in Bangladesh but she eventually arrived in India. 497 \$ per ton including 1.300 t of bunkers.



Cape Providence (ex-Turtle Queen, ex-Shinrei, ex-Shinrei Maru). IMO 8600571. Bulk carrier. Length 268 m, 18,080 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Golden Union Shipping Co SA (Greece). Detained in 2005 in Newcastle (Australia) and in 2008 in Zoushen (China). Sold for demolition in India. 530 \$ per ton.



Cape Santa Milagria (ex-Boss, ex-Yamahime Maru). IMO 8324115. Bulk carrier. Length 270 m, 21,447 t. Tuvaluan 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.



Capt. Nazih (ex-Krymchakhtar, ex-Golden Sun, ex-Loreley, ex-Avalon, ex-Valerie C, ex-Isla, ex-Sunny Island). IMO 8015178. Bulk carrier. Length 175 m, 6,950 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1980 in Numakuma (Japan) by Tsuneishi. Owned by Vega Marine (Honduras). Detained in 2000 in Antwerp (Belgium), in 2001 in Dublin (Ireland) and in 2006 in Mangalore (India). Sold for demolition in Bangladesh. 510 \$ per ton.



Captain Eglio (ex-Kopalnia Sosnowiec). IMO 7349883. Bulk carrier. Length 145 m, 4,300 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1974 in Travemunde (Germany) by Schlichting Werft. Owned by Riamar ShippingCo Ltd (Syria). Sold for demolition in India. 487 \$ per ton.



Cheng Gong (ex-Apollo Genkai, ex-Genkai Maru). IMO 7907453. Gas tanker to bulk carrier. Length 224 m, 15,806 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Aioi (Japan) by Ishikawajima-Harima. Owned by Hengfa Shipping Inc (China). Sold for demolition in China. 455 \$ per ton.



Cotswold (ex-China Fortune). IMO 8503498. Bulk carrier. Length 288 m, 24,594 t. Bermudas flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2003 in Newcastle (Australia) and in 2004 in Vancouver (Canada). Sold for demolition in Bangladesh. 520 \$ per ton.



Da Shun (ex-Crane, ex-Antigone SB, ex-Antigone). IMO 7375612. Bulk carrier. Length 183 m, 6,537 t. Unknown flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Osaka (Japan) by Sanoyasu. Owned by Ever Gain Shipping SA (China). Detained in 1999 in Port Everglades (United States) and in 2009 in Vanino (Russia). Sold for demolition in Bangladesh. 510 \$ per ton.



Daewoo Spirit. IMO 8305896. Bulk carrier. Length 287 m, 25,387 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB. Owned by STX Pan Ocean (South Korea). Sold for demolition in China. 455 \$ per ton.

Eternal Sea (ex-CSE Grace, ex-China Steel Entrepreneur). IMO 8128743. Bulk carrier. Length 289 m, 24,407 t. Panamanian flag. Classification society RINA. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Sold for demolition in India. 550 \$ per ton including 1.800 t of bunkers.

Everest (ex-Chang An, ex-Kalma, ex-Stacarrier, ex-Bermio, ex-Lux Indiapendence, ex-Macaye). IMO 7900273. Bulk carrier. Length 198 m, 7,646 t. Comorian flag. Classification society Hellenic Register of Shipping. Built in 1981 in Séville (Spain) by AESA. Owned by Universal Navigation Pte Ltd (Singapore). Detained in 2001 in Rotterdam (The Netherlands), in 2005 in Venice (Italy) and in 2007 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 475 \$ per ton.



Everest in Singapore, january 2008 © **Hajo Schaefer**

Express Power (ex-Antigoni, ex-Wanetaex-Mobil Valiant). IMO 8005575. Tanker converted to bulk carrier in 2009. Length 243 m, 16,740 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Oshima (Japan) by Oshima SB. Owned by Moral Power International Shipping Ltd (China). Detained in 2011 in Rizhao (China). Sold for demolition in India. 560 \$ per ton including 1,075 t of bunkers.



Five Stars Eternal (ex-Tai Chang, ex-Papago, ex-Panther). IMO 8015154. Bulk carrier. Length 228 m, 12,366 t. Panamanian flag. Classification society Nippon Kaiji Kyoka. Built in 1982 in Tadotsu (Japan) by Hashihama Zosen. Owned by Hanxing Ship Management Co Ltd (China). Detained in South Korea en 2007 in Pohang and in 2009 in Kwangyang. Sold for demolition in China. 458 \$ per ton.



Five Stars Galaxy (ex-*Sperchios*, ex-*Sanko Heron*). IMO 8025305. Bulk carrier. Length 235 m, 13,408 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Onomichi (Japan) by Onomichi Zosen. Owned by Hanxing Ship Management (China). Sold for demolition in China. 460 \$ per ton.



Fratzescos-M (ex-*Alfios*, ex-*Yana*, ex-*Celtic Yana*). IMO 8000537. Bulk carrier. Length 224 m, 11,326 t. Liberian flag. Classification society Det Norske Veritas. Built in 1981 in Imari (Japan) by Namura. Owned by Rainbow Shipmanagement SA (Greece). Detained in 1998 in Amsterdam (The Netherlands), in 2005 in Constanta (Romania), in 2007 in Bandar Abbas (Iran) and in 2011 in Shenzhen (China). Sold for demolition in Bangladesh.



Friend Ace (ex-*Myrae Ace*, ex-*Crystal Ace*, ex-*Korean Peace*). IMO 7712676. Bulk carrier. Length 170 m, 7,469 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1979 in Pusan (South Korea) by Korea SB. Owned by Doriko Ltd (South Korea). Detained in 2000 in Vladivostok (Russia) and in 2007 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



Front Breaker (ex-*Front Breaker*). IMO 8906872. OBO converted to bulk carrier. Length 285 m, 23,090 t. Deflagged from Marshall Islands to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by International Tanker Management (United Arab Emirates). Detained in 2003 in Dampier (Australia) and in 2008 in Kdzeregli (Turkey). Sold for demolition in Bangladesh. 510 \$ per ton.



Furong (ex-*Long Charity*, ex-*Winner*, ex-*Karteria*, ex-*MaGhentang Ilog*). IMO 8213627. Bulk carrier. Length 290 m, 24,295 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Grand Fame Ship Management Ltd (China). Detained in 2008 in Port Walcott (Australia). Sold for demolition in India. 489 \$ per ton.



Glory Shenzhen (ex-*Cape Maxim*, ex-*Lanka Manel*, ex-*Wakatsukawa Maru*). IMO 8403026. Bulk carrier. Length 270 m, 18,382 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2009 in Caofeidian (China). Sold for demolition in India. 550 \$ per ton including 2,000 t of bunkers.



Golden Glow (ex-*Bandao*, ex-*Susan B*). IMO 7928122. Bulk carrier. Length 225 m, 12,250 t. Greek flag. Classification society American Bureau of Shipping. Built in 1981 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Trojan Maritime Inc (Greece). Detained in 2002 in Canada in Quebec and Dartmouth and in 2004 in Port Headland (Australia). Sold for demolition in Bangladesh. 510 \$ per ton.



Golden Glow, November 2009, Hammond, Oregon (United States) © Sammi Anthens / Marine Traffic

Haina Golden (ex-*Iolcos Triumph*, ex-*Saikai Maru*). IMO 7916519. Bulk carrier. Length 227 m, 12,941 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1980 in Nagasaki (Japan) by Mitsubishi. Owned by Haina Marine HongKong Ltd (China). Detained in 2002 in Vancouver (Canada) and in 2009 in Lisbon (Portugal). Sold for demolition in China. 450 \$ per ton.



Hamburg Pearl (ex-*Elixir*, ex-*Almerinda*, ex-*Trinidad*). IMO 8102751. Bulk carrier. Length 199 m, 9,063 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 2007 in Ghent (Belgium) and in 2008 in Hydro Karmoy (Norway). Sold for demolition in China. 457 \$ per ton.



Hamburg Pearl, on the Mississippi River, April 2011
© Captain Ted / Shipspotting

Handy V (ex-*Courag*, ex-*Ikan Kerisi*, ex-*Eternal Strength*, ex-*Gema Pertiwi*, ex-*Stella*, ex-*Suwa Maru*). IMO 8209030. Bulk carrier. Length 225 m, 11,349 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Imari (Japan) by Namura. Owned by Liberty Management SA (Greece). Detained in 2003 in Newcastle (Australia), in 2007 in Samcheonpo (South Korea), in 2008 in Venice (Italy) and in 2009 in New Orleans (United States). Sold for demolition in India. 458 \$ per ton including 700 t of bunkers.



Hao Wang (ex-*Altair*, ex-*Mentor*, ex-*Ambassador*, ex-*Success Bulker*, ex-*Beau Success*, ex-*Manila Honour*, ex-*Hydrolock*). IMO 7928110. Bulk carrier. Length 225 m, 12,067 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1981 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Tianjin Shipping Co Ltd (China). Detained in 1998 in Rotterdam (The Netherlands), in 2000 in Pula (Croatia), in 2004 in Zhanjiang (China), in 2005 in Shenzhen (China) and Port Headland (Australia) and in 2006 in Durban (South Africa). Sold for demolition in Pakistan. 495 \$ per ton.



Harriette (ex-*Overseas Harriette*, ex-*Esmeralda*). IMO 7516993. 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). In January 2010, the US MARAD prompted the US Environmental Protection Agency to review the *Harriette* transfer request and her demolition in Bangladesh in regard with the Toxic Substances Control Act. One year and half later, no recommendation has come from the EPA and this was considered as a clearance for scrapping. The Bangladeshi authorities allowed the ship to be beached for demolition in June 2011. 530 \$ per ton.

Overseas Harriette, in Gibraltar, October 2006
© Daniel Ferro



Hebei Arrow (ex-Carso, ex-Kapitan Tkachenko, ex-Nilam). IMO 8107517. OBO converted to bulk carrier in 1997. Length 244 m, 17,458 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1985 in Puerto Real (Spain) by AESA. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in China.



Hebei Innovator (ex-Galaxy, ex-Cosmo Galaxy). IMO 8420440. OBO converted to ore carrier in 2005. Length 319 m, 35,641 t. Hong Kong flag. Classification society China Classification Society. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in Bangladesh. 530 \$ per ton.

Hebei Lion (ex-Iguazu, ex-Gulf Steel). IMO 7925534. Bulk carrier. Length 241 m, 13,297 t. Hong Kong flag. Classification society China Classification Society. Built in 1983 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in Bangladesh. 513 \$ per ton.

Hebei Mercy (ex-Kapitan Putilin, ex-Mercedes). IMO 8023266. OBO converted to bulk carrier in 2005. Length 244 m, 16,938 t. Hong Kong flag. Classification society China Classification Society. Built in 1985 in Puerto Real (Spain) by AESA. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Detained in 1999 in Rotterdam (The Netherlands) and in 2006 in Seattle (United States). Sold for demolition in Bangladesh.



Irida (ex-Xin Long, ex-Pasir I, ex-Acina, ex-El Zorro, ex-Kaszony). IMO 7910785. Bulk carrier. Length 243 m, 17,288 t. Liberian flag. Classification society Bureau Veritas. Built in 1982 in Vegesack (Germany) by Bremer Vulkan. Owned by Larus SA (Greece). Detained in 2009 in Dangjin (South Korea) and in 2010 in Shenzhen (China). Sold for demolition in Pakistan.



Iron Monger 6 (ex-Rose, ex-Palmstar Rose). IMO 8916188. Ore carrier. Length 244 m, 17,217 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Onomichi (Japan) by Onomichi Docks. Owned by TMT Co Ltd (Taiwan). Sold for demolition in Bangladesh. 512 \$ per ton.

Island (ex-Hyundai Island). IMO 8419609. Bulk carrier. Length 274 m, 16,321 t. Comorian 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 India.



Island Express (ex-Nikiti, ex-Apollonia Star, ex-Dignity, ex-Santorin, ex-Kitty Porr). IMO 7531187. Bulk carrier. Length 128 m, 3,848 t. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Barhoum Maritime Co (Syria). Detained in 2003 in San Antioco (Italy). Sold for demolition in India.



Island Star (ex-Carina II, ex-Huron, ex-Nomadic queen, ex-Ravenna, ex-Pacific Freedom, ex-Union Beauty). IMO 7627481. Bulk carrier. Length 178 m, 6,792 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Oppama (Japan) by Sumitomo. Owned by Reem Maritime Ltd (Syria). Sold for demolition in Pakistan. 507 \$ per ton.

Japan Platanus. IMO 8613449. Bulk carrier. Length 283 m, 20,400 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Kure (Japan) by Ishikawajima-Harima. Proprietaire Schulte Shipmanagement (Germany). Detained in 2011 in Newcastle (Australia). Sold for demolition in India. 501 \$ per ton.



Ji Mei Long (ex-Lara, ex-Golbal Epoch, ex-Kurotakisan Maru). IMO 8103547. Bulk carrier. Length 228 m, 12,753 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Numakuma (Japan) by Tsuneishi SB. Owned by FOSCO (China). Detained in 1998 in Rotterdam (The Netherlands), in 1999 in Quebec (Canada), in 2000 in Antwerp (Belgium), in 2004 in Hamburg (Germany) and in 2005 in Montreal (Canada). Sold for demolition in China. 480 \$ per ton including 750 t of bunkers.



Jia Fu Star (ex-Hebei Eagle, ex-Successor, ex-Belval). IMO 8407905. Bulk carrier. Length 282 m, 23,425 t. Panamanian flag. Classification society RINA. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by COSCO (China). Detained in 2005 in Amsterdam (The Netherlands). Sold for demolition in India. 545 \$ per ton including 1.600 t of bunkers.



Jimrich (ex-Leopardi, ex-Marin, ex-New Venture). IMO 8029090. Bulk carrier. Length 263 m, 17,620 t. Panamanian flag. Classification society RINA. Built in 1982 in Tamano (Japan) by Mitsui. Owned by TOSCO (China). Detained in Australia in 2000 in Port Headland, in 2007 in Dampier and in 2008 and 2009 in Gladstone. Sold for demolition in Bangladesh. 508 \$ per ton.



Kalisti (ex-Jeannie, ex-Skytec, ex-Charmyl, ex-Almaris). IMO 7433012. Bulk carrier. Length 173 m, 7,364 t. Panamanian flag. Classification society Universal Shipping Bureau. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by Tomazos Shipping (Greece). Detained in 2000 in Hamburg (Germany). Sold for demolition in India.



Khalija 3 (ex-Almavita, ex-Al Noor). IMO 8128690. Bulk carrier. Length 191 m, 8,515 t. Saint-Kitts-and-Nevis flag. Classification society International Register of Shipping. Built in 1985 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Gulf Rocks KSC (Kuwait). Detained in 2001 in Augusta (Italy), in 2007 in Tuticorin (India), in 2008 in Xiamen (China) and in 2010 in Fangcheng (China) and Mumbai (India). On August 7th 2010, the *Khalija 3* collided with the container ship *MSC Chitra* while leaving the port of Mumbai. An oil spill polluted the seashore up to Elephanta Island whose caves are listed as a UNESCO's world heritage site. The *MSC Chitra* was towed to Alang for demolition in March 2011 (see Ship-breaking.com #23, p 37) and today it is *Khalija 3*'s turn. Sold for demolition in India. 470 \$ per ton.



The *Khalija 3* and her smashed bow, laid up in Mumbai, December 2010 © Brian Crocker

KS Hope (ex-Kyma, ex-Kyvernitis). IMO 7628227. Bulk carrier. Length 185 m, 7,866 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Imari (Japan) by Namura Shipbuilding. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2000 in Newcastle (United Kingdom), in 2001 in New Orleans (United States) and Hamburg (Germany), in 2007 in Tangshan (China) and in 2008 in Donghae and Ulsan (South Korea). Sold for demolition in Bangladesh. 510 \$ per ton.



La Donna I (ex-Navarino, ex-Annitsa L, ex-Fort Dufferin). IMO 8101991. Bulk carrier. Length 225 m, 12,500 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by M B Moundreas Shipping Co SA (Greece). Detained in 2008 in Pula (Croatia). Sold for demolition in India. 540 \$ per ton.



Levantes (ex-*Ocean Spirit I*, ex-*Ocean Spirit*, ex-*Eurocarrier*, ex-*Star I*, ex-*St Nicholas A*, ex-*Kalisti*, ex-*Olympic Promise*, ex-*London Viscount*). IMO 7366128. Bulk carrier. Length 183 m, 5,814 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1977 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Newport SA (Greece). Detained in 2000 in Rotterdam (The Netherlands), in 2003 in Novorossiysk (Russia), in 2005 in Koper (Slovenia) and Venice (Italy), in 2007 in Bari (Italy) and in 2011 in Koper again. Sold for demolition in China. 463 \$ per ton.



Melbourne Majesty (ex-*Trust Ethnos*, ex-*Pindar*, ex-*Front Merlin*, ex-*Obo Merlin*, ex-*Nor-OBO 5*, ex-*Ugland OBO 5*). IMO 8315657. Bulk carrier. Length 207 m, 12,587 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Uddevalla (Sweden) by Uddevalavarvet. Owned by Pioneer Marine Services Pvt (India). Detained in 2010 in Mundra (India). Sold for demolition in India. 507 \$ per ton.



Michalakis (ex-*Venus*, ex-*Venus Venture*). IMO 7517090. Bulk carrier. Length 193 m, 10,994 t. Maltse flag. Classification society Bureau Veritas. Built in 1977 in Chita (Japan) by Ishikawajima-Harima. Owned by Seatrans Management Enterprises (Greece). Sold for demolition in Pakistan. 530 \$ per ton.



Milin Kamak. IMO 7729734. Bulk carrier. Length 185 m, 7,573 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulgare Navigation (Bulgaria). Detained in 2010 in Antwerp (Belgium). Sold for demolition in China. 455 \$ per ton.



Min Fu (ex-*Glory Zoushan*, ex-*Alekos N. Agoudimos*, ex-*Kos*, ex-*Salgir*, ex-*Professor Kostjukov*, ex-*Torm Helvig*). IMO 7526663. Bulk carrier. Length 182 m, 9,230 t. Deflagged from to Tuvalu for her last journey. Classification society Inter maritime Certification Services. Built in 1978 in Lindo (Denmark) by Odense Staalskibs. Owned by Hai Ling Shipping (Hong Kong, China). Detained in 2001 in Lisbon (Portugal), in 2004 in Szczecin (Poland) and in 2005 in Genoa (Italy). Sold for demolition in Bangladesh. 510 \$ per ton.



Palini (ex-*Aftokratira Irini*, ex-*Mount Penteli*). IMO 7916090. Bulk carrier. Length 224 m, 11,370 t. Maltse flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Innoshima (Japan) by Hitachi. Owned by NANE Shipping Management SA (Greece). Detained in China in 2004 in Qinhuangdao and in 2010 in Guangzhou. Sold for demolition in China. 473 \$ per ton.



Panamax Mars (ex-*Saturn V*, ex-*Sunny Prince*, ex-*Saturn*). IMO 7902544. Bulk carrier. Length 224 m, 11,709 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1980 in Ulsan (South Korea) by Hyundai. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2000 in Amsterdam (The Netherlands) and in 2006 in Daesan (South Korea). Sold for demolition in China. 451 \$ per ton.



Philippos (ex-*Argus Traveller*, ex-*Loire*, ex-*Ogden Loire*). IMO 7375272. Bulk carrier. Length 185 m, 7,792 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Osaka (Japan) by Osaka Zosensho. Owned by Sicuro SA (Greece). Detained in 2002 in Newport News (United States). Sold for demolition in China. 440 \$ per ton.



Phuc Hai Star (ex-*Sea Cresta*, ex-*Gemini*, ex-*Yannis D*). IMO 7609219. Bulk carrier. Length 179 m, 6,642 t. Mongolian flag. Classification society Viet Nam Register of Shipping. Built in 1977 in Onishi (Japan) by Kurushima. Owned by Phuc Hai Co Ltd (Vietnam). Detained in 2001 in Naples (Italy), in 2004 in Montreal (Canada) and in 2008 in Rizhao (China). The *Phuc Hai Star* arrived in Chittagong on 27th September 2010 and was finally beached for demolition in Bangladesh on the 29th juin 2011.



Rodopi. IMO 7702839. Bulk carrier. Length 185 m, 7,505 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulgare Navigation (Bulgaria). Sold for demolition in China. 455 \$ per ton.



Rojen (ex-Sakar). IMO . Bulk carrier. Length 185 m, 7,626 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulgare Navigation (Bulgaria). Detained in 2008 and 2009 in Nikolayev (Ukraine). Sold for demolition in China. 455 \$ per ton.



Samarinda Carrier (ex- Dong Ya Ocean, ex- Tianwang Star, ex- Minoas, ex-Baleares, ex-El Toro, ex-Alexander). IMO 7910761. OBO converted to bulk carrier in 2004. Length 243 m, 17,106 t. Deflagged from Panama to Comores for her last journey. Classification society Lloyd's Register of Shipping. Built in 1981 in Vegesack (Germany) by Bremer Vulkan. Owned by Chokang Shipping Co Ltd (South Korea). Detained in 2004 in Taranto (Italy) and in 2009 in Tianjin (China). Sold for demolition in Bangladesh. 502 \$ per ton including 750 t of bunkers.



Sapphire II (ex-Tabarak, ex-Pythagoras, ex-Nea Elpis). IMO 7708728. Bulk carrier. Length 181 m, 6,598 t. Saint-Kitts-and-Nevis flag. Classification society American Bureau of Shipping. Built in 1978 in Hakodate (Japan) by Hakodate Docks. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 1999 in Tampa (United States), in 2009 in Novorossiysk (Russia) and in 2011 in Bandar Khomeini (Iran). Sold for demolition in China. 435 \$ per ton.



The *Sapphire II*, ex *Nea Elpis*, in Cuxhaven (Germany), August 1991 © Gerald Sörger

Saunière (ex-Algosea, ex-Brooknes). IMO 7028489. Bulk carrier. Length 156 m, 8,450 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1970 in Glasgow (United Kingdom) by Lightgows . Owned by Seaway Marine Transport (Canada). In June 2011, she left Montreal in tow for demolition in Turkey.



Sea Tiger 1 (ex-Haj Hamad S, ex-Hasan S, ex-Karen). IMO 7501857. Bulk carrier. Length 118 m, 3,060 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1976 in Hakata (Japan) by Watanabe Zosen. Owned by Moje Sepide Atlas Co (Iran). Detained in 2003 in Aveiro (Portugal), in 2009 in Novorossiysk (Russia) and in 2010 in Bandar Chahbahar (Iran). Sold for demolition in Pakistan.



Sealink Majesty (ex-Cape Maria, ex-New Harriet, ex-Harriet Maru). IMO 8024296. Bulk carrier. Length 299 m, 24,184 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Chiba (Japan) by Mitsui. Owned by COSCO (China). Detained in 2003 in Dampier (Australia) and Ningbo (China) and in 2011 in Qingdao (China). Sold as is in South Korea for demolition in China. 455 \$ per ton.



Sealink Prosperity (ex-Orient Fortune, ex-Songa Abra, ex-Daghild, ex-Leviathan, ex-Mindanao River 2). IMO 8319328. Bulk carrier. Length 280 m, 21,024 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by COSCO (China). Detained in 2000 and 2002 in Port Headland (Australia) and in 2004 in Shanghai (China). Sold as is in Nantong (China) for demolition in China. 460 \$ per ton.



Shun Ji Xing (ex-Disco Volante, ex-United Hope). IMO 8114314. Bulk carrier. Length 229 m, 12,357 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Mihara (Japan) by Koyo Docks. Owned by COSCO (China). Detained in 2002 in Albany (Australia), in 2003 in Geelong (Australia) and in 2011 in Donghae (South Korea). Sold for demolition in Bangladesh. 505 \$ per ton.



Silver Carrier (ex-Dynasty, ex-Singapore Ace, ex-River Ace). IMO 8103626. Bulk carrier. Length 270 m, 20,004 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Ariake (Japan) by Hitachi. Owned by STX Marine Service Co Ltd (South Korea). Detained in 2000 in Tarragona (Spain), in 2001 in Virginia Beach (United States), in 2003 in Dampier (Australia) and in 2005 in Newcastle (Australia). Sold for demolition in Pakistan. 502 \$ per ton including 350 t of bunkers.



Sparrow (ex-Papa, ex-Bright Rose, ex-Akashi Maru). IMO 8324103. Bulk carrier. Length 270 m, 21,484 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imari (Japan) by Namura Shipbuilding. Owned by Transmed Shipping Co Ltd (Greece). Detained in Australia in 2006 in Gladstone and in 2007 in Newcastle and in 2011 in Ningbo (China). Sold for demolition in India. 520 \$ per ton.



Star Zulu (ex-Mineral Zulu). IMO 8401066. Bulk carrier. Length 290 m, 22,963 t. Bahamian flag. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Chartworld Shipping Corp (Greece). Detained in 2004 in Port Walcott (Australia). Sold for demolition in Pakistan.



Sunny Sailor (ex-Cape Lord, ex-Optimist, ex-Berge Master). IMO 8011249. Bulk carrier. Length 270 m, 21,491 t. Panamanian flag. Classification society China Classification Society. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Qingdao Huajian Shipping Co Ltd (China). Detained in 2000 in El Ferrol (Spain), in 2002 in Newcastle (Australia) and in 2003 in Amsterdam (The Netherlands). Sold for an unknown destination of demolition. 515 \$ per ton.



Suntec (ex-Nicole, ex-Green Kobe). IMO 7825227. Bulk carrier. Length 173 m. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Sasebo (Japan) by Sasebo HI. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition in China. 455 \$ per ton.

Surreal (ex-Five Ocean, ex-Asean Premier, ex-Keystone Ace, ex-Eastern Fuji). IMO 7607900. Bulk carrier. Length 142 m, 4,030 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1976 in Kochi (Japan) by Kochi Jyuko. Owned by Nobpac ShipManagement Ltd (Bangladesh). Detained in 2000 in Kunsan (South Korea), in 2004 in Yingkou (China) and again in Kunsan and in 2007 in Zhangjiagang (China). Sold for demolition in Bangladesh. 480 \$ per ton.



Svyatoy Andrey (ex-Armonikos, ex-Docegulf). IMO 7725831. Bulk carrier. Length 205 m, 8,133 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1979 in Ulsan (South Korea) by Hyundai. Owned by Fedcom Shipping (Ukraine). Sold for demolition in Pakistan. 503 \$ per ton.

Syros (ex-*Clymene*, ex-*Queen Nora*, ex-*Eternity Venture*). IMO 7917953. Bulk carrier. Length 223 m, 12,139 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Aeolos Management SA (Greece). Detained in 2007 in Constanta (Romania). Sold for demolition in India. 530 \$ per ton.



Syros, port of Santos, February 2006 © **Lauro Filho**

Vega 1 (ex-*Axion I*, ex-*Clarisse Venture*). IMO 8101965. Bulk carrier. Length 223 m, 12,399 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Keelung (Taiwan) by China SB Corp. Owned by Good Faith Shipping Co SA (Greece). Detained in 1999 in Butzfleth (Germany), in 2007 in Vancouver (Canada) and in 2011 in Qingdao (China). Sold for demolition in India. 520 \$ per ton.



Venus (ex-*Horizo*, ex-*Tycoon*, ex-*Bandak*, ex-*Anito*, ex-*Enard Hope*). IMO 7921174. Bulk carrier. Length 224 m, 10,623 t. Liberian flag. Classification society Det Norske Veritas. Built in 1980 in Tsurumi (Japan) by Nippon KK. Owned by Dilek Transport Inc (Greece). Detained in 2003 in Rotterdam (The Netherlands). Sold for demolition in Bangladesh. 518 \$ per ton.



Victory-2 (ex-*Prestigious*, ex-*Pride C*, ex-*Pride*, ex-*Xifias*, ex-*Benignity*, ex-*Sea Gull*). IMO 7638569. Bulk carrier. Length 164 m, 5,678 t. Saint-Kitts-and-Nevis flag. Classification society Hellenic Register of Shipping. Built in 1978 in Kure (Japan) by Ishikawajima-Harima. Owned by Universal Navigation Pte Ltd (Singapore). Detained in 2001 in Lisbon (Portugal), in 2003 in Novorossiysk (Russia) and in 2006 in Zhanjiang (China). Sold for demolition in Bangladesh.



Vinalines Pacific (ex-*Lucky Rose*, ex-*Findikli*, ex-*Denish K*, ex-*Sea Mozart*, ex-*Ilanga*, ex-*Alexandros G. Tsavlis*). IMO 7410838. Bulk carrier. Length 162 m, 7,251 t. Panamanian flag. Classification society Viet Nam Register of Shipping. Built in 1978 in Niteroi (Brazil) by CCN Maua Niteroi. Owned by Vietnam National Shipping Lines - Vinalines (Vietnam). Detained in 1997 in Leith (United Kingdom), in 1999 in Sète (France) and in 2010 in Singapore. Sold for demolition in Bangladesh. 490 \$ per ton.



Xin Ye 2 (ex-*Themera*, ex-*Emerald*, ex-*Aello*, ex-*Soaring Kite*, ex-*Hydrangea*). IMO 7432642. OBO converted to bulk carrier in 2004. Length 228 m, 14,250 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Kobe (Japan) by Kawasaki. Owned by Xing Hong Yang International Ship Management (China). Detained in 2000 in Brindisi (Italy), in 2001 in Bremen (Germany), in 2003 in Hamburg (Germany), in 2007 in Constanta (Romania) and Dalian (China) and in 2008 in Guangzhou (China). Sold for demolition in Xinhui (China) by Jiangmen Xinhui Yuzhou Shipbreaking Co.



Zhen Feng (ex-Jag Leber, ex-Genmar Pacific, ex-North Pacific, ex-Nord Pacific). IMO 8408416. Tanker converted to bulk carrier. Length 245 m, 17,820 t. Panamanian flag. Classification society Inter maritime Certification Services. Double hull ship built in 1986 in Koje (South Korea) by Samsung. Owned by Fujian Ocean Shipping Co - FOSCO (China). Detained in China in 2008 in Qingdao and in 2010 in Shenzhen. Sold for demolition in China. 452 \$ per ton.



Zheng Yu (ex-Star Europe, ex-Mineral Europe). IMO 8417649. Bulk carrier. Length 290 m, 23,331 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Fujian Ocean Shipping Co - FOSCO (China). Detained in Australia in 2001 in Dampier and in 2005 in Newcastle. Sold for demolition in Bangladesh. 525 \$ per ton.



Car carrier

Baltic Leader (ex-Brava, ex-Jinyo Maru). IMO 8202692. Car carrier. Length 161 m, 9,925 t. Deflagged from Panama to Comoros for her last journey. Classification society Nippon Kaiji Kyokai. Built in 1982 in Hakata (Japan) by Watanabe Zosen. Owned by Nippon Yusen Kaisha -NYK Line (Japan). Sold for demolition in Bangladesh. 540 \$ per ton including 250 t of bunkers and 843 t de ballast.

Nobleza (ex-Meijin, ex-Caribbean Carrier). IMO 8300470. Car carrier. Length 164 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Toyohashi (Japan) by Kanasashi. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition in China.



Nordic Spirit (ex-Hual Triumph, ex-Hual Margarita). IMO 8606185. Car carrier. Length 200 m, 15,824 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Mitsui OSK Lines – MOL (Japan). Detained in 2003 in Melbourne (Australia), in 2008 in Port Kembla (Australia) and in 2011 in Tyne (United Kingdom). Sold for demolition in India.



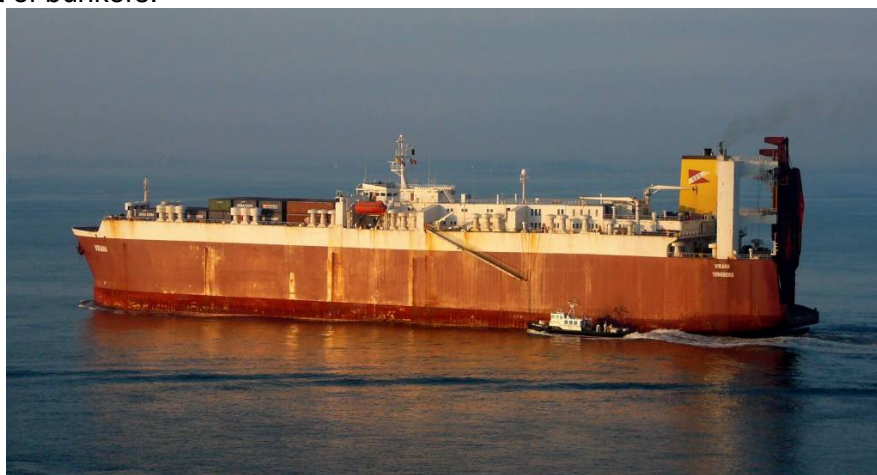
Phoenix Ace. IMO 8223593. Car carrier. Length 164 m, 9,557 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Kansai Steamship Co Ltd (Japan). Detained in 2000 in Port Jackson (Australia) and in 2002 in Auckland (New Zealand). Sold for demolition in China. 457 \$ per ton.



Tigris Leader (ex-Maersk Crest, ex-Rich Queen). IMO 8211019. Car carrier. Length 166 m. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Saiki (Japan) by Usuki. Owned by Wallem Shipmanagement Ltd (Norway). Sold for demolition in China.



Virana (ex-G And C Parana, ex-G and C Forest, ex-Nosac Forest, ex-Troll Forest, ex-Skaubord). IMO 7710408. Car carrier. Length 182 m, 16,031 t. Norwegian flag (internapional register). Classification society Det Norske Veritas. Built in 1979 in Fredriksstad (Norway) by Fredriksstad MV. Owned by Norwegian Car Carriers ASA (Norway). Detained in 2008 and 2009 in Antwerp (Belgium). Sold for demolition in India. 530 \$ per ton including 490 t of bunkers.



The *Virana*, in Vlissingen (The Netherlands), August 2010 © Jan Daniels

Factory ship (fish)

Athena (ex-*Athena II*, ex-*Skadi*, ex-*Kapitan Azarkin*). IMO 8907096. Factory ship. Length 105 m. Faroe Islands flag. Classification society Det Norske Veritas. Built in 1992 in Vigo (Spain) by Enrique Lorenzo y Cia. Owned by Ocean Group Faroes Ltd. (Faroe Islands). On 9th May 2011, a fire broke out on the factory ship *Athena* berthed in the port of Runavik (Faroe Islands) and spread throughout. this is the third fire on board and the second one in one year. No crew member is hurt but the ship is burned out and is taken in tow to Esbjerg (Denmark) where she will be dismantled.



Faroe Islands August 2010 ©
Marinetraffic



July 2011, in tow to Denmark © Tróndur Ellingsgaard

Admiral Padorin. IMO 8034899. Factory ship. Length 111 m, 4,430 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Oktyabrskoye (Russia) by Okean. Owned by Murmansk Trawl Fleet (Russia). Sold for demolition in India.

Demyansk. IMO 7645043. Factory ship. Length 83 m, 2,630 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Nikolayev South (Ukraine) by Chernomorskiy SZ. Owned by Murmansk Trawl Fleet (Russia). Sold for demolition in India.

Nuclear fuel carrier.

Pacific Sandpiper. IMO 8310695. Nuclear fuel carrier. Length 103 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Appledore (United Kingdom) by Appledore SB. Owned by Pacific Nuclear Transport Ltd (United Kingdom). She was decommissioned early this year and most of her equipment was removed. The *Pacific Sandpiper* is towed early June to the Netherlands for deep cleaning and should be broken up in the Van Heygen Recycling yard in Ghent (Belgium). (See the Press release [« A nuclear waste to be broken up in Belgium »](#), 7th June 2011)



Pacific Sandpiper, in Cherbourg, July 2010, under the AREVA gantry, is unloading radioactive materials.

© [cherbourgescales.overblog](#)

Cement carrier

Alcem Calaca (ex-*Furunes*, ex-*Firmnes*). IMO 7805382. Cement carrier. Length 134 m, 5,119 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1979 in Shimizu (Japan) by Nippon Kokan ; converted in 1998 to cement carrier. Owned by KGJ Cement Fleet Management (Norway). Detained in 2008 in Sydney (Australia). Sold for demolition in India.



Cattle carrier

Friesian Express (ex-*Kala Mona*, ex-*Ryusei Maru*). IMO 8118176. Reefer converted into cattle carrier in 1995. Length 108 m. Filipino flag. Classification society Bureau Veritas. Built in 1982 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Vroon BV (The Netherlands). Detained in Australia in 2003 in Fremantle and in 2004 in Portland and in 2011 in Philadelphia (United States). Sold for demolition in Turkey.



© Frank Behrends

the *Friesian Express* and her livestock passengers on the deck. Istanbul, August 2010

© Frank Behrends

Limousin Express (ex-*Levin*, ex-*Levin Vesubio*, ex-*Pacific Lead*, ex-*Golden Kasuga*). IMO 8103755. Cattle carrier. Length 96 m, 2,460 t. Filipino flag. Classification society Bureau Veritas. Built in 1981 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Vroon BV (The Netherlands). Detained in Australia in 2001 in Darwin, 2002 in Townsville and in 2010 in Broome. Sold for demolition in India. 480 \$ per ton.



Heavy load carrier

Jumbo Challenger. IMO 8110887. Heavy load carrier. Length 109 m, 3,801 t. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Capelle (The Netherlands) by Ysselwerf. Owned by Kahn Scheepvaart BV (The Netherlands). Detained in 2004 in Dampier (Australia). Sold for demolition in India. 445 \$ per ton.



Jumbo Challenger in Europoort, Rotterdam (The Netherlands), March 2011 © Arjan Elmendorp

Offshore supply vessel

Grampian Highlander (ex-*City of Aberdeen*, ex-*Polarfjord*, ex-*Normand Providence*, ex-*Stad Scandia*). IMO 7402518. Offshore. Length 61 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1976 in Durban (South Africa) by James Brown & Hamer. Owned by North Star Shipping Aberdeen (United Kingdom). Sold for demolition in Denmark



Langery (ex-*Seabulk Rooster*, ex-*Red Rooster*, ex-*Fair Trout*, ex-*Tender Trout*). IMO 7922300. Offshore supply vessel. Length 68 m. Russian flag. Classification society Det Norske Veritas. Built in 1980 in Ulsteinvik (Norway) by Ulstein Hatlo. Owned by FEMCO-Management Ltd (Russia). Sold for demolition in China.



Crew transferred from the offshore platform *Transocean Legend* to the *Langery*, September 2004 © Lindsay Bremner

Vos Viper (ex-*Viking Viper*, ex-*Cam Viper*, ex-*Hallarklettur*, ex-*Haja*). IMO 6603608. Ex fishing trawler converted in 1992 to an offshore supply vessel. Length 50 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1966 in Fredrikstad (Norway) by Fredriksstad MV. Owned by Vroon Off Shore Services Ltd (United Kingdom).. Sold for demolition in Denmark.



Ferry

Puerto Eden (ex-Aetos, ex-Bore VII). IMO 7128784. Ferry. Length 114 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Rauma (Finland) by Rauma-Repola. Owned by Navimag Ferries SA (Chile). Sold for an unknown destination of demolition.



Puerto Eden, on January 2009 in Puerto Montt (Chile).

The *Evangelistas*, another ferry owned by the same company, dangerous for the maritime security is still sailing in the same fragile areas, across the fjords of Patagonie and the National Park of Torres del Paine.

© Osvaldo Morales Cáceres



Evangelistas © Navimag.com

The END

The scheduled death of the PROBO family (*Koala*, *Bison*, *Emu*, *Bear*, *Elk* and *Panda*)

In 1989, a Korean shipyard built a series of 6 OBO ships for the Norwegian ship owner Klaveness Group. Initially, the 6 sister ships transported bauxite between Australia and Asia and caustic soda between Asia and Australia. Then, the family was resold to Greek shipping companies and transported hydrocarbons of often mediocre quality. At least two Probos, the *Probo Emu* and the *Probo Koala*, served as floating refineries under the aegis of the transnational Trafigura. In August 2006, the *Probo Koala* became a symbol for the exportation of dangerous waste to Africa when she discharged 528 t of deadly slops in the port of Abidjan (Ivory Coast). (Cf. [Probo Koala](#)). This is the end of the **blue period**.



Probo Panda , May 2005, Gladstone (Australia)
© Australian Transport Safety Bureau



Probo Emu , November 2006, Bremen (Germany)
© Deichgraff / Shipspotting



Probo Elk , May 2002, Ghent (Belgium)
© Shippotos.net



Probo Bison , September 2006, Kiel canal (Germany)
© Kawobo / Shipspotting



Probo Koala , March 2006, Paldiski (Estonia)
© Joachim Sjöström



Probo Bear , April 2006, Groote Eylandt (Australia)
© Australian Transport Safety Bureau

The same year, the 6 sister ships *Probo Koala*, *Probo Bison*, *Probo Emu*, *Probo Bear*, *Probo Elk* and *Probo Panda* were repurchased by Dubai based Gulf Navigation for the total cost of 136 million dollars and became the *Gulf Jash*, *Gulf Ahmadi*, *Gulf Sieb*, *Gulf Riyadh*, *Gulf Safwa* and *Gulf Shagra* respectively. They now became globe trotters, coldly welcomed over the years by safety departments that unmask worrying, advancing rust on the decks and under the paint. This is the end of the **red period**.



Gulf Shagra (ex-Probo Panda), February 2011 Constanta (Romania) © Viorel Nuta
† Chittagong (Bangladesh)



Gulf Sieb (ex-Probo Emu), August 2008, Point Lisas (Trinidad & Tobago) © Maciek Dalecki
† Alang (India)



Gulf Safwa (ex-Probo Elk), February 2010 Odessa (Ukraine) © Ivan Meshkov
† Alang (India)



Gulf Ahmadi (ex-Probo Bison), February 2009 Port-Alfred (Canada) © Robert Tremblay
† Chittagong (Bangladesh)



Gulf Jash (ex-Probo Koala), October 2008 Bremen (Germany) © Klaus Masuch



Gulf Riyadh (ex-Probo Bear), September 2009, approaching Brunsbüttel locks (Germany) © Holger Jaschob

The new Chinese citizens

Detective story

[On 17 May 2011](#) Robin des Bois learnt about the sale of three members of the family for demolition in Bangladesh, the former *Probo Koala*, *Bison* and *Panda* (by then the **Gulf Jash**, **Ahmadi** and **Shagra**) and alerted the authorities in the country of the liability associated with the former *Probo Koala* and the health risks she represented for the workers involved. [On 28 May](#), the **Gulf Jash** was banned from Bangladeshi territorial waters and waited between Hong Kong and Vietnam while she looked for a final solution. On 2 August, she surfaced again in Shanghai (China); her status is officially still 'to be broken up' in the Equasis database. Will she be demolished in a Shanghai shipyard?

As for her two sister ships earmarked for demolition in Bangladesh, they have arrived in Chittagong. Arriving in mid-May amid the *Gulf Jash* scandal, the **Gulf Ahmadi** received her permit to be beached on 2 July, just within the provisional authorisation time period given by the High Court (see previous legal instalments at [Ship-breaking.com #23](#), p 1). Arriving slightly later, the **Gulf Shagra** was reported to be still in Chittagong at the end of July awaiting the green light for demolition (the Court should indicate an extension to the authorisations for dismantling activities in the coming weeks). The ship had distinguished itself in Australia in 2005. On 11 May of that year, under the name of *Probo Panda*, she was anchored offshore at Gladstone waiting to unload her cargo of caustic soda. Her crew was made up of 17 Ukrainian sailors, 3 Georgians and a Russian; the ship's electrician, who was repairing the lighting in the machine rooms, was electrocuted and died.

The *Probo* family, which was united in life, found itself shattered in death. The **Gulf Safwa**, formerly the *Probo Elk*, arrived in India at the beginning of June at the height of the confusion. The ship was stopped by the Indian authorities while awaiting inspection by customs and the pollution control department for Gujarat State; they suspected her of being the *Gulf Jash* which had just been banned from entering Bangladeshi territorial waters and thought she was trying to slip in to India. After genealogical confirmation, the *Gulf Safwa* was finally recognised as the sister ship of the *Gulf Jash*; she was allowed to be beached for demolition.

During this period, the **Gulf Sieb**, formerly the *Probo Emu* and still in service, also passed through Chittagong in mid-June with a cargo of clinker. Did she come to say her goodbyes to the *Ahmadi* and *Shagra* or did she negotiate with the shipyard due to demolish three *Probo*s and then substitute herself for the *Gulf Jash*? The *Gulf Sieb* finally left Bangladesh for the open sea again... But not for long – she arrived in Alang on 30 July and was allowed to be beached for demolition.

The **Gulf Riyad** survives, formerly the *Probo Bear*. Surprise, surprise - in June Gulf Navigation sold her to the Chinese owned Pan-Chinese Shipping Co Ltd and ever since she has sailed under the name of the **Pan Chinese No 1**. Like her sister ship the *Probo Panda*, the *Probo Bear* had also killed in Australia; in April 2006, a sailor died during a shipping manoeuvre whilst the vessel was being loaded with manganese at Groote Eylandt in northern Australia.

As a final 'coup de theatre', the **Gulf Jash** also survives, renamed on 8 August as the **Hua Feng**. So for the moment the former *Probo Koala*, 5 years exactly after the crime that took place in Abidjan, enjoys a remission and the A la Casse.com network is remaining vigilant in order not to miss the end of the last two sister ships from this cursed family.

Sources

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