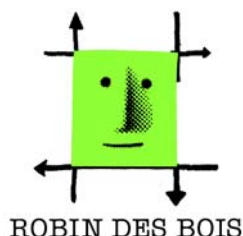


25

from 30th July to 21st October 2011



Ship-breaking.com



Mid-September 2011, the Greek tug *Hellas* and the *Canadian Miner* in convoy, heading to Turkey
Jacques Gauthier

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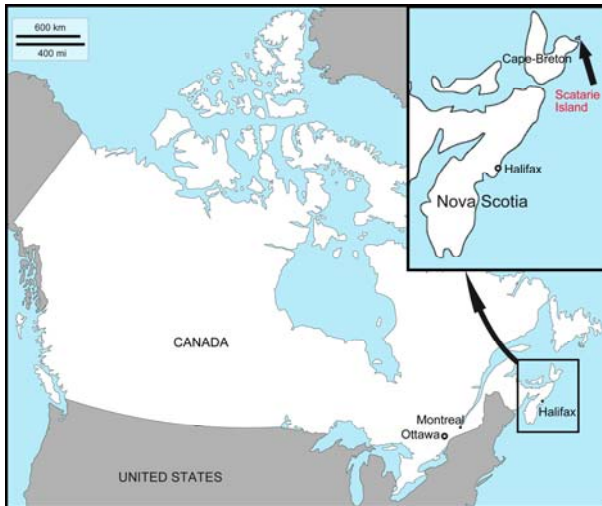


20th September 2011, *Canadian Miner* grounded on Scatarie Island © Coast Guard

The risk of towing

The tow broke. *Canadian Miner* drifted and ran aground September 20th on Scatarie Island in Nova Scotia. This is not the first time that a Canadian ore miner was in tow to be demolished in Turkey (cf Ship-breaking.com.com n°22, rubric "Bulk carrier"; *Agawa Canyon*, *Algoisle*, *Canadian Prospector*). She was at risk of drifting, colliding, sinking or running aground. It's no longer a risk. It's a fact.

Canadian Miner is set, next spring, to be cut on site when the weather is milder. The operation will cost around \$24 million, according to the most recent estimates. It will be polluting and dangerous for workers. The ship's paint coat is also toxic. The wiring, electric equipment and insulating likely contain PCBs and asbestos. Extinguishers and batteries were extracted from the ship as well. 6,000 liters of diesel and 3,000 liters of oily water have been removed from the vessel in difficult conditions; oil sheen spread into the sea and on the coast. Scatarie Island is a sanctuary for plant life, marine life and an environmental privilege for fishing activity.



© Steve Wadden, Cape Breton Post

The Canadian Government declines all responsibility. That's easy to say. Just before the convoy left on September 10th, Canadian authorities inspected the tugboat *Hellas* only to identify 14 deficiencies. The tugboat was subsequently detained for 3 days and then authorized to tow *Canadian Miner* through the North Atlantic and Mediterranean. *Hellas* was built in 1975, is owned by Greek company and flies the flag of Saint Vincent and Grenadines. It's understandable why Athens refused to comment since *Canadian Miner* ran aground. It's unclear why Canadian federal authorities and the Port of Montreal let the convoys leave at the beginning of winter with a dilapidated tugboat. It was pulling a 230-meter giant owned by a ghost company based in the Marshall Islands for her last journey and still hiding millions of liters of hydrocarbons in her bunkers and engine room.

This sea accident shows once more the danger of transatlantic towing of merchant or military ships heading for demolition and the need for modern dismantling sites in North America. Canada exports its retired boats not only in Turkey but India as well. (cf. in this bulletin the ferries *Caribo* and *Smallwood*, ex-*Caribou* and ex-*Joseph and Clara Smallwood* have left Sydney, Nova Scotia for demolition in India...)

Letters to the editor

From P Blankenstijn, received August 24th 2011

Dear publisher of Robin des Bois.

In your report you mention two vessels quickly leaving the Bay of Yokohama.

"Suspicious of radioactivity contamination on two tankers quickly leaving the Bay of Yokohama to be demolished in China"

Where do you get the information from these ships.

They are not radioactively contaminated.

We have provided the owner with full inventory of these vessels. A proper IHM was created. A solid ship recycling plan was made.

The ships are recycled at the highest standards in the industry.

Why do you report on ships not known to you and spread around this incorrect information.

We are more than willing to communicate with your organization, but we should stick to correct information.

1. There is no radioactive material on the ships other than the smoke detectors.
2. The ships were not radioactive due to recent disaster in Japan.
3. They did not sneak out but were properly prepared in line with regulations and voluntarily implementation of the Hong Kong convention.
4. A full IHM and SRP was created
5. Ships recycled under 3rd party supervision.

Would appreciate if you can make a correction statement in your next bulletin.
Please feel free to contact us any time on any ship on any owner.

Robin des Bois's answer.

Ship-breaking.com n°24 brings up the risks of localized contamination of ships subject to coastal and atmospheric influences from the accident at Fukushima. We would like to note that *Belais* and *Bekalang* are free from pollution post-Fukushima and that the sole radioactive sources of pollution identified are smoke detectors.

However, our research on Technologically Enhanced Naturally Occurring Radioactive Materials confirms that, in Canada, after 450 round trips over 8 days, waggons of liquefied natural gas (LNG) contain 10 liters of a very fine dust. They contained 32 Bq/gram of lead 210 and 29 Bq /gram of polonium 210. Ship-breaking.com advises that radiological precautions have to be taken before the demolition of LNG tankers because of radioactive scales. According to the provided bibliography, scales are concentrated in the onshore pipelines and pump rooms where their contents reach 50.000 Bq /kg. The cutting and the second fusion of radiologically contaminated steel endangers the health of workers, and the health of users of second hand steel. A number of incidents like this were reported in Asia and also in Europe with supplies imported from Asia.

From AM Vellekoop, Rotterdam, received August 29th 2011

I am an employee of Rotterdam Port Authorities in Holland and very interested in the whereabouts of demolition ships.

According your bulletin Ship-breaking.com # 23 – May 2011 – Robin des Bois - 4/56, the LNG carrier *Transgas* has been in Rotterdam on may 1st 2011, despite the fact she has been registered as laid.

I can assure you she never was in Rotterdam. Simply because there is only 1 brandnew LNG terminal. The first ship ever arrived at the LNG GATE terminal in Rotterdam was the British Trader on june 13th 2011. More than 1 month later.

When I check the AIS history of the *Transgas*, many days she is in the Indian Ocean region and from one day to the other she sometimes pops up for one day in Rotterdam. Perhaps is this the reason for your mistake?

Please confirm.

Robin des Bois' answer.

Thank you very much for your interest and remark.

As you noticed we were very surprised to see the *Transgas* was still sailing while she was supposed to be laid up. We were even more astounded to see her in the Rotterdam area around May 1st 2011 according to the AIS. From your information we understand we were obviously misled by the ship's itineraries stating Rotterdam as her last known port.

In the next edition of our bulletin we will correct this and mention the *Transgas* never docked in Rotterdam, and was subsequently never controlled there. We will remain vigilant about the ships' fate.

October 31st 2011, latest news : the *Transgas* was sold in 2008 by Louis Dreyfus Armateurs to the Greek shipowner Dynagas Ltd (Cf. the press release in french of June 19th 2008 « [Il y a de l'amiante dans le gaz](#) »); she now has just been acquired by the Singapore-based company Thome Ship Management Pte Ltd. Her status is still « laid up » according to the Equasis database.

From Iran, August 19th 2011

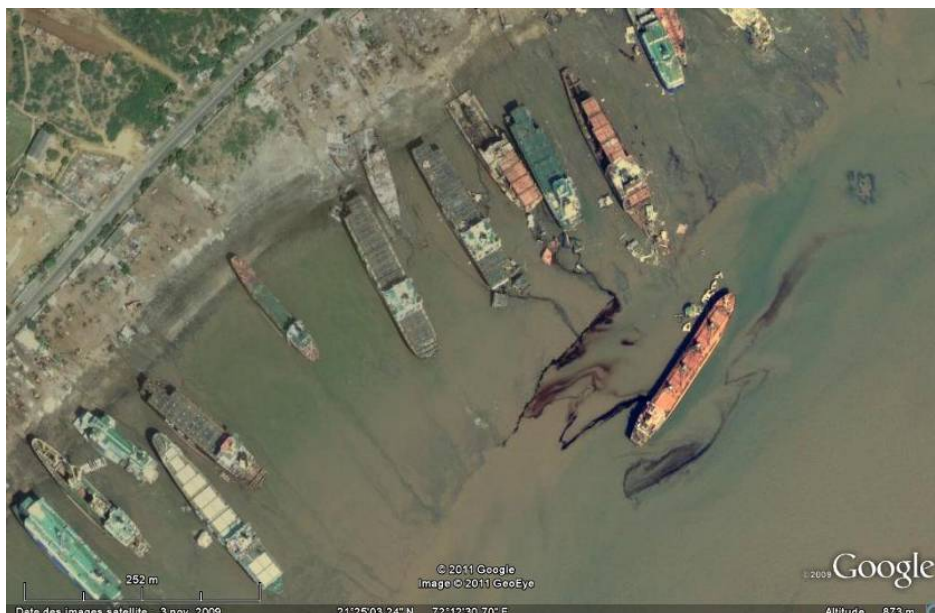
I am glad to find your site, it is a great help for persons who want to know more about this subject.

so I have a question, I need some articles and papers about the impact of ship-breaking on sediments, could you help me?

with best wishes,

Robin des Bois' answer (abstract)

Shipbreaking activities impact sediments because of the pollutants and hazardous substances onboard ships to be broken up. Contamination from ship-breaking activities show a close resemblance to the contamination from ship-building yards. The impact is worsened when ships are beached and when liquid and powder waste are not collected.



Ship-breaking in Alang (India) © Google Earth

Exterior paints are a source of contamination when they get loose and chips fall into the waters; residual toxics fix on the sediments and are found in high concentration.

Studies published in the United States showed the pollution of the sediments (and marine life) in the Bay of San Francisco where a fleet of around 70 obsolete ships has been laid up for years.

The two following links may inform you on this subject.

<http://www.darrp.noaa.gov/southwest/suisunbay/report.html>

http://www.contracostatimes.com/ci_6163892?nclink_check=1

From Dumitru, Moldavia, September 10th 2011

My name is Dumitru and I am a Moldovan journalist.

I am now working on an article about the registration of ships (vessels) under Moldovan flag.

Searching on the web I discovered your "bulletin of information and analysis on ship demolition". (...)

In your bulletin I discovered that in the period 2008-2011 were demolished 15 ships with Moldovan flag (in 2011 – 3 ships; in 2010 – 9 ships; in 2009 – 2 ships; in 2008 – 1 ship). See please attached the list of demolished ships picked up from your bulletin. In two cases – Shakhtar (2011) and Rika (2009) – the ships were deflagged from country X to Moldova for its last journey. I have two question to your experts:

1. There are any international or EU regulations which the owner should follow before deciding to demolish the ship (for example, request a special permit from the flag country authorities, pay a special fee etc.) or the owner can demolish the ship freely?
2. Which, in your opinion, can be the reasons of the owner to deflag the ship from own country to another and then immediately to demolish the ship? I noticed that the majority of the ships with Moldovan flag were demolished in short term after getting the Moldovan flag.

Robin des Bois' answer

We actually listed a number of ships headed for demolition under the Moldavian flag. In this issue, it was the case for 5 ships.

Presently, there is no international regulation applied to the ship dismantling. The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal very rarely applies. A ship that sails is not considered as waste. The Hong Kong Convention, IMO convention on the safe and environmentally sound demolition of ships, adopted in 2009, will not go into effect for another 10 to 15 years considering the number of required signatures. Still, a convention apply only to Parties.

In the European Union, the Parliament and the Commission advocate a code of conduct. (Green Paper on netter ship dismantling, etc.) The goodwill of European shipowners, however, has its limits. Most of the time, old ships heading to demolition are resold to an intermediary outside of the European Union and deflagged. This practice of deflagging for the last voyage allows the last shipowner to save on final costs like crew salaries, navigation certificates and registration rights. As a matter of fact, Tuvaluan, Kittians, Togolese and now Moldovan flags are represented by internationally established law firms and offer ideal economic conditions and timing.

Low Cost Flagging

Demolition has become increasingly discreet and many shipowners prefer to deflag their ships before sending them to the scrapyards. The Jordanian *Shehrazade*, Indonesian *Bhatra Bhum*, Taiwanese *Shen*, Norwegian *Evi Knutsen*, Norwegian-Bahamian *Scotia Spirit*, Canadian *Caribou* and *J&C Smallwood*, Greek *Fos I* and *Pavilion* responded to the calls of Saint-Kitts-et-Nevis and Tuvalu, two leaders of low cost flagging. This saves money on the final crew salaries and costs before demolition. Still, the method enables to lose track of the vessel and her history.

Competition is fierce : Moldavia as well as in the Togolese Republic are in the field. The Finnish *Jollas* was hiding her tracks by becoming the Syrian *Capt Mahdi* before adopting Togolese nationality for her last voyage toward Alang.

News from the SeaFrance ferries

As stated in Ship-breaking.com #24, *Eastern Light* and *Western Light*, formerly *SeaFrance Renoir* and *SeaFrance Cezanne*, left Dunkerque at the end of the summer. After briefly sailing in the Mediterranean *Eastern Light* returned to the North Sea in the Zeebrugge area in mid-October and just arrived in Alang where she is now waiting for her demolition permit. *Western Light* hang around in the Eastern Mediterranean, crossed the Suez Canal and is now off Aden.

In "Ship-breaking.com # 24", doubt was cast on the further exploitation of these two ferries as well as concerns about their demolition in Asia. The doubt is definitely confirmed.

On the other hand, according to the *Le Marin*, the Minister of Environment reported that asbestos was primarily concentrated in *SeaFrance Renoir* and that *SeaFrance Cezanne* was asbestos free. "Ship-breaking.com # 24" had stated the opposite.

Probo Koala goes into over time

According to the Equasis database, the status of the *Probo Koala* has not changed since May 2011 and remains as "to be broken up". Yet *Hua Feng*, now under the Chinese flag, continues to sail. After a visit to Indonesian waters in the Bay of Wada at the beginning of September, the vessel reappeared in the Sea of China on October 23rd and then passed by Shanghai on October 27th toward a port in the Yellow Sea.

Her sister ship, *Gulf Shagra*, arrived in May in Bangladesh, got the green light and then was just beached for demolition as *Hua Fu*.

The other survivor from the Probo family, formerly *Probo Bear* and *Pan Chinese 1*, continues to sail as *Hua Di* (Cf. Shipbreaking.com #24).

Results from August to October 2011

251 ships left for demolition, about 21 vessels a week. The summer did not show any signs of slowing down. The total demolition will allow for more than **2 million tons** of metal to be recycled. 226 ships left for Asia. 89 ships (35%) belonged to European owners. 91 ships (35%) were constructed in Europe.

Unit	Tonnage of scrap metal	Category
1 India 107 (43%)	1 India 910,000t	1 st Bulk carrier, 102 (41%)
2 China, 43 (17%)	2 Bangladesh, 380,000 t	2 nd General cargo 62, (25%)
3 Bangladesh, 40 (16%)	3, China 350.000 t	3 rd Tankers 46 (18%).
4 Turkey, 23 (9%),	4 Pakistan, 180,000 t	
5 Pakistan, 19 (8%),	5 Turkey, 73,000 t	
6 Denmark, 4 (2%)		
7 Belgium, Lithuania and Estonia 1		

Despite the demolition permits that were extended, as previously announced in Ship-breaking.com # 24, Bangladesh has now stopped all activity. The demolition sites managed to beach a great number of ships during the summer while the authorization was still in place. Today, however, they are plagued by work accidents. On September 19th, a worker was killed after being crushed by falling sheet metal. Then on October 16th, four workers died of asphyxiation by carbon dioxide that was loaded and stored without precaution in the container ship *Bhatra Bhum* (cf p 43). All site activity was stopped pending an investigation report and dismantling authorizations for new ships were suspended. Since the beginning of the year, at least 12 workers have been killed at the Chittagong demolition sites.

After the bars, demolition

78 (31%) ships sent for demolition were controlled by a classification society not a part of the International Association of Classification Societies (IACS) or without classification. Sub-standard ships always take priority: at minimum, **158** (63%) were subject to prior detention in worldwide ports with a detention rate at more than 75% for bulk and general cargo carriers. The detention rate is at 30% for oil tankers and 50% for chemical tankers. *Tzoanna VII* holds the record for Ship-breaking.com # 25 with 10 detentions between 2000 and 2007.

Years and meters

The age of vessels leaving the fleet ranks between **15** years pour the tanker *Liberator T* suffering from a general lack of maintenance and **45** years for the bulk carrier of the Great Lakes *Canadian Miner* (Cf, page 1, The risk of towing). The average age is **30** years. The average age of double hull tankers who leave for demolition (**25** years) is always less than that of single hull tankers (**28** years). 78 ships have an inferior length of 150 meters, 105 measure between 150 and 199 meters and 68 are more than 200 meters. The largest vessel sent for demolition is the ore carrier *Ruhr N* with a length of **340** meters.



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.

Passenger ship

Regency Sky (formerly *Stena Baltica*). IMO 7907685. Passenger ship. Length 228 m. Comoros Flag. Unknown Classification society. *Regency Sky* is a rare case in recent marine history where the ship has never sailed.

Ordered in 1979 by the Swedish Stena Line at the Polish shipyards of Gdanska, she would be known as *Stena Baltica*. Her construction was so delayed because of internal problems at the shipyard that Stena cancelled the contract in 1986. The unfinished hull was then repurchased in 1989 by a Greek shipowner, Antonis Lelakis, to make a cruise ship for his company Regency Cruises. Renamed *Regency Sky*, the ship was towed to the Avlis Shipyards site in Perama, also a property owned by Lelakis. The Eleusis Shipyards site extended the hull 50 meters, but works were uncompleted when Regency Cruises went bankrupt in 1995. *Regency Sky* was seized by creditors and remained laid up as she passed from one berth to another until her departure for Aliaga, Turkey in July under the name *Zoe*.



The *Regency Sky* at Piraeus, 2008 © © Aleks Lindström

Ferry

Caribo (ex-*Caribou*). IMO 8301876. Ferry. Length 179 m, 12,952 t. Deflagged from Canada to Saint Kitts and Nevis for her last journey. Unknown classification society. Built in Lauzon (Canada) by Versatile Davie. Sold by her Canadian owner Marine Atlantic to the Indian Prayati Shipping Pvt Ltd, the specialist in express ship-scrapping (Cf. *Onyx*). *Caribo* left Nova Scotia on 20th August and was beached for demolition in India on 13th; she was followed by *Smallwood*, another ferry of the same company. 490 \$ per ton.



Caribo and *Joseph & Clara Smallwood* tied up at Sydport (Canada) awaiting sale in March 2011 © Don Merritt

Dimitroula (ex-*Verga*). IMO 7602156. Ferry. Length 131 m. Greek flag. Société de classification Hellenic Register of Shipping. Built in 1978 in Castellammare (Italy) by Italcantieri. Owned by G.A. Ferries (Greece). Seized by creditors in September 2009 and laid up under arrest along with all the other vessels of the company (Cf *Romilda*). Sold for demolition in Turkey.



Dimitroula, laid up under arrest by creditors in Piraeus central port, May 2010. © Aleksí Lindström

Fos I (ex-*Ugo Fiskolo*, ex-*Mikhail*, ex-*Mikhail Sholokhov*). IMO 8325420. Ferry. Length 140 m, 8,097 t. Saint Kitts and Nevis flag for her last journey. Unknown classification society. Built in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Arista Shipping SA (Greece). Renamed *Phoenix* and sold for demolition in India.



Monte Stello (formerly *Palanga*). OMI 7807093. Ferry / Ro-Ro. Length 126 m, 5,868 t. New Zealand Flag. Lloyd's Register of Shipping Classification Society. Detained in 2005 at Las Palmas (Spain). Constructed in 1979 in Le Havre for the Société Nationale Maritime Corse-Méditerranée (SNCM), *Monte Stello*, the name of one of the highest peaks in Cap Corse, was designed to operate ro-pax services between Marseilles and Corsica. She grounded during a trip between Marseille and Porto-Vecchio on January 1st, 1994 on Barrentini Island, north of



Sardania. Her 61 passengers and 25 crew were evacuated with no problem, but the ship was severely damaged and immediately declared a total loss.



© SNCM



© Le Marin, January 7th 1994

The wreck was raised in May of 1994 by Smit Tak and Fratelli Neri and then towed to Naples to be demolished. She was finally repurchased by Norwegians who put her back into working order at Trondheim. The former *Monte Stello* was then acquired by the Lithuanian Shipping Company and renamed *Palanga* under the Lithuanian flag. she ensured service between Klaipeda, her home port, and Germany or Sweden.

She was sold again in 2006 to Strait Shipping, a New Zealand-based company who restored her original name of *Monte Stello* and put her back online in the Cook Strait which separate the two main islands of New Zealand, between Wellington and Picton.

Strait Shipping operates another ferry from Le Havre, *Santa Regina*, acquired in 2002. Another sister-ship of *Monte Stello*, *Porto Cardo*, is sailing between the islands of Trinidad and Tobago under the name *Warrior Spirit*. Sold as is in New Zealand for demolition in China for \$355/ton including 225 tons of bunkers.



Palanga passing Harwich (United Kingdom), 2004
© Derek Sands



Monte Stello, in Picton (New Zealand), December 2010
© João Quaresma

Pavilion (formerly *Diplomat*, *European Diplomat*, *Pride of Suffolk*, *Baltic Ferry*, *Stena Transporter*, *Finnrose*, *Stena Trader*). IMO 7528661. Ferry. Length 151 m, 8,071 t. Saint-Kitts and Nevis flag for her last voyage. Lloyd's Register of Shipping Classification Society. Owned by Argo Systems (United Arab Emirates). Detained in 2002 and 2003 at Rosslare (Ireland) and in 2010 at San Juan (Puerto Rico). Built in 1978 at Ulsan (South Korea) by Hyundai, this 151 meter ship often changes name and assignment before settling in at P&O like *Pride of Suffolk* in 1987, later *European Diplomat*. In 1982, while she was under charter of Townsend Thoresen as *Baltic Ferry*, she was used by the British Defense Minister in support of military operations in the Falklands.





Baltic Ferry, leaving Tyne, February 1987
Lubi



© Ken *European Diplomat*, berthed in Dublin (Ireland), 2003 © Willie Ryan

The former *European Diplomat* which was operated between Rosslare and Cherbourg for P&O from 2001 to 2005 and then for Celtic Link Ferries as *Diplomat* between 2005 and 2009, was sold for demolition in India. Chartered in the Caribbean since she left Cherbourg, she made her last voyage under the name *Pavilion*, bearing the colors of Saint-Kitts and Nevis at her arrival at Alang Beach on August 12th.

Pride of Telemark (formerly *Alkmini A*, *Pride of Provence*, *PO Provence*, *P&OSL Provence*, *Stena Empereur*, *Stena Jutlandica*). IMO 7907257. Ferry. Length 152 m, 13.350 t. Norwegian Flag. Lloyd's Register of Shipping Classification Society. Built



in 1983 at Dunkirk (France) by Chantiers du Nord et de la Méditerranée (Normed) for the Stena Line. This ship started carrying as the Swedish *Stena Jutlandica* between Göteborg (Sweden) and Frederikshavn (Denmark).

Stena Jutlandica departing Göteborg (Sweden) in May 1983, 2 months after delivery © Bob Scott

In 1996 she was renamed *Stena Empereur* under the English flag. she assumed the Stena line between Calais and Dover, then took the name of *P&O SL Provence* during the Stena / P&O joint venture in 1998. After their separation, she became, in 2003, *Pride of Provence* solely for P&O. In 2005, she was sold to the Greek Agoudimos and left for Piraeus as *Alkmini A*. But she returned almost immediately to the North, was chartered by the Norwegian company Kystlink which assumed links between Langesund (Norway) and Stromstad (Sweden) or Hirtshals (Denmark). She became the Norwegian *Pride of Telemark* at the end of 2005 (Telemark is the region where Langesund is located).



Pride Of Provence, August 2004, crossing the Strait of Dover © Axel Hüttemann



Pride Of Telemark arriving in Langesund summer 2006 © Knut Brandt

September 17th, 2007, after an engine failure, she collided with the quay in Hirtshals; her hull was badly damaged. After repairs, she did not return to service. Her last journey brought her to Alang in October.

Romilda (ex-*Pride of Canturbury*, ex-*Free Enterprise VIII*). IMO 7368499. Ferry. Length 124 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1974 by Verolme in Alblasserdam (The Netherlands), the ferry *Free Enterprise VIII* owned by the English company Townsend Thoresen operated the Dover-Zeebrugge service in her first years.



Free Enterprise VIII arriving in Dover, April 1982

© John Jones



Romilda, laid up in Piraeus, June 2011

© Sebastiaan Toufekoulas

Acquired by P&O in 1987 and renamed *Pride of Canterbury*, she sailed on the Dover-Boulogne line. She was later sold in 1993 to the Greek shipowner Gerassimos Agoudimos and became *Romilda*. Her service between Piraeus and the Greek Islands came to an end in september 2009 when she was seized by creditors with all the G.A. ferries. Laid up until her departure for demolition in Aliaga (Turkey).

Shehrazade (ex-*Fedra*, ex- *agen*, ex-*Borgen*). IMO 7358315. Ferry. Length 130 m. Deflagged from Jordania to Tuvalu for her last trip. Classification society RINA. Built in 1975 at Aalborg (Denmark) by Aalborg Vaerft ; jumboized in 1982 and extended from 109 to 130 m. Sold for demolition in India.



Smallwood (ex-*Joseph and Clara Smallwood*). IMO 8604797. Ferry. Length 197 m, 12,499 t. Deflagged from Canada to Saint-Kitts and Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1989 at Levis (Canada) by Davie Industries. Sold by her Canadian shipowner Marine Atlantic along with *Caribou* (Cf ; above) to Prayati Shipping for demolition in India for \$490/ton.

Fishing ship

Jona Edvalds (ex-*Krossey*, ex-*Bjorg Jonsdottir*, ex-*Birkiland*, ex-*Birkeland*, ex-*Atlantic Viking*, ex-*Mogsterfjord*). IMO 7414195. Fishing ship. Length 70 m. Icelandic flag. Classification society Det Norske Veritas. Built in 1975 at Flekkefjord (Norway)



by Flekkefjord Slipp & Maskinfabrik. Owned by Skinney Thinganes Hornafjordur (Iceland). Sold for an unknown destination of demolition.

Jona Edvalds in Hornafjörður (Iceland), October 2009

© Runólfur Hauksson

Reefer

Auckland Star (ex-Horncliff). IMO 8316003. Reefer. Length 151 m, 6,020 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1985 in Belfast (United Kingdom) by Harland & Wolff. Owned by Star Reefers Poland (Poland). Sold as is in Fujairah (United Arab Emirates) for demolition in India. \$510/ton.



Cloudy Bay (ex-Astro Bright, ex-Nordenham). IMO 8307923. Reefer. Length 152 m, 6,223 t. Liberian flag. Classification society Bureau Veritas. Built in 1984 in Kochi (Japan) by Shin Yamamoto. Owned by Seatrade Groningen BV (Netherlands). Detained in 2002 in Antwerp (Belgium). Sold for demolition in India.



English Star (ex-Hornsea). IMO 8315982. Reefer. Length 151 m, 11,434 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Belfast (United Kingdom) by Harland & Wolff. Owned Star Reefers Poland (Poland). Sold as is in Fujairah (United Arab Emirates) for demolition in India for \$510/ton.



English Star, passing Flushing, Vlissingen (The Netherlands) May 2009 © Frans Sanderse

Laura (ex-Baltic Start, ex-Baltic Star). IMO 8221832. Reefer. Length 140 m, 6,073 t. Cook Islander flag. Classification society American Bureau of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by SIA Regulus (Latvia). Detained in 2000 in Masan (South Korea) and in 2002 in Oita (Japan). Sold for demolition in India for \$510/ton.



Laura, in Saint Petersburg (Russia) January 2011 © BMP / Shipspotting

Leonid Miloslavskiy (ex-Abdelmoumen). IMO 7722592. Reefer. Length 102 m, 1,645 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Shimizu (Japan) by Miho. Owned by Calista LLC (Spain). Detained in 2002 in Villagarcia de Arosa (Spain) and in 2005 and 2006 in Kaliningrad (Russia). Sold for demolition in Turkey.



Omega Bay (ex-*Ocean Spirit*, ex-*Ocean Mist*, ex-*Bosco Polar II*, ex-*Sacramento*, ex-*Houston*, ex-*Mabah*). IMO 8323616. Reefer. Length 93 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Kochi. Owned by Lavinia Corp (Greece). Detained in 1998 in Saint-Petersbourg (Russia) and 2007 in Talcahuano (Chile). Sold for demolition in India.



Saramati (ex-*Ohgishima Maru*). IMO 8503670. Reefer. Length 146 m, 3,927 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Takamatsu (Japan) by Shikoku Dockyard. Owned by Agder Ocean Shipping AS (Norway). Detained in 2003 in Singapore and in 2010 in Galveston (United States). Sold for demolition in India for \$491/ton.



Seda (ex-*Frost*, ex-*Bereg Vetrov*). IMO 8521816. Reefer. Length 152 m, 7.262 t. Belizean flag. Classification society Bureau Veritas. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned Limarko Shipping Co (Lithuania). Sold for demolition in India for \$532/ton including 200 t of bunker.



Ro Ro

Al-Zahraa. IMO 8027822. Ro Ro. Length 111 m, 3,985 t. Iraqi flag. Classification society unknown. Built in 1983 in Elsinore (Denmark) by Helsingør Værft. Locked at Bremerhaven (Germany) since July 1990. A film, « Lost in Bremerhaven », is devoted to two marine guards on board in August 2002. After 21 years of sitting in rust, the ship was towed to Klaipeda (Lithuania) for demolition. See The END p 46.



June 2004 © Holger Jaschob

Anfal (ex-*Delos Trader*, ex-*Direct Tui*, ex-*Tui Cakau III*, ex-*Bia*, ex-*Merzario Nubia*). IMO 7359216. Ro Ro. Length 130 m, 3,090 t. Libyan flag. Classification society unknown. Built in 1975 in Naantali (Finland) by Navire AB. Owned by Otari Shipping & Maritime (Libya). Sold for demolition in Pakistan.



Captain Kurbatskiy (ex-*Ocean Luck*, ex-*Magdalena Oldendorff*, ex-*Nizhneyansk*). IMO 8013065. Ro Ro. Length 174 m, 10,900 t. Pavillon Russia. Classification society Russian Maritime Register of Shipping. Built in 1983 in Vuosaari (Finland) by Valmet Oy. Owned by Azia Shipping Holding Ltd (Cyprus). Sold for demolition in India. \$515/ton.



Global Freighter (ex-*Stena Freighter*, ex-*Jolly Turchese*, ex-*Jolly Giallo*, ex-*Merzario Ausonia*). IMO 7528568. Ro Ro. Length 156 m, 5,960 t. Finnish flag. Classification society Det Norske Veritas. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Lillbacka Powerco (Finland). Detained in 2010 in Travemünde (Germany). Sold for demolition in India for \$510/ton.



Husnu Levent Ciner (ex-*Kompozitor Novikov*, ex-*Sky Admiral*, ex-*Caribbean Express*, ex-*Slavuta*). IMO 8606630. Ro Ro. Length 126 m. Turkish flag. Classification society unknown. Built in 1987 in Rostock (Germany) by Neptun VEB. Sold for demolition in Turkey.

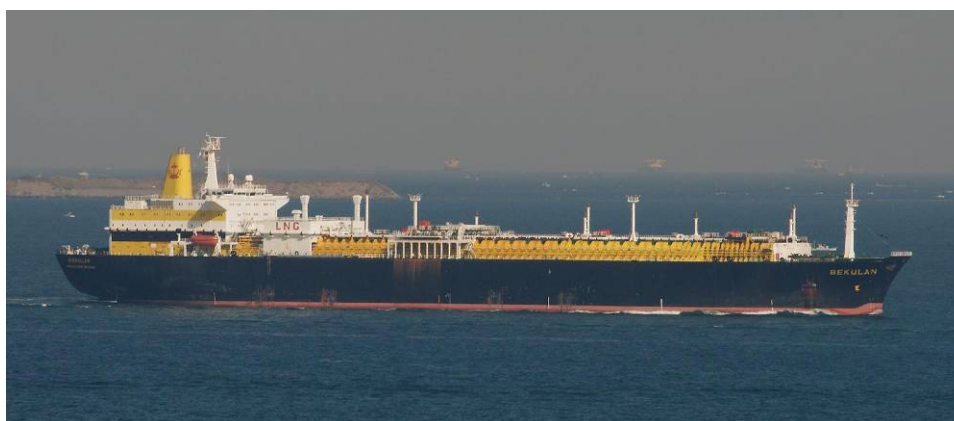


Map K (ex-*Transmaple*, ex-*Maria Gorthon*). IMO 8305937. Ro Ro. Length 156 m, 6,170 t. St Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea SB & E Corp. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 1999 in Québec (Canada). Sold for demolition in India.



Gas tanker

Bekulan (ex-*Gar*). IMO 7235939. Gas tanker. Length 257 m, 20,000 t. Bruneian flag. Classification society Lloyd's Register of Shipping. Double hull ship. Built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Former LNG shell transferred to Brunei Shell Tankers (Brunei). Like her sisterships *Belais* and *Bekalang* (see Ship-breaking.com n°24, p 16), *Bekulan* found herself in the Yokohama Bay at the time and after the Fukushima accident. A radiological diagnostic remains necessary for this type of ship. In onshore facilities, the naturally radioactive gas is known to concentrate in equipment, tank, pumps and pipes. Why not on marine facilities? (See Letter to the Editor, P. Blankenstijn). Sold for demolition in China for \$450/ton.



Uraga channel (Japan), December 2010 © MarineTraffic

Tanker

18 de Marzo. IMO 7383346. Tanker. Length 207 m. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1977 at Horten (Norway) by Horten Verft. Owned by Pemex (Mexico). Single hull tanker. Banned from European waters for the



transport of heavy fuel since January 1, 2005. Sold as is in Veracruz (Mexico) for demolition in India for \$185/ton.



18 de Marzo in Pajaritos, Coatzacoalcas (Mexico), March 2010 © foggy / Shipspotting

Almirante Brion (ex-*Corcovado*, ex-*Minerva Helen*, ex-*Sea Confidence*, ex-*Stena Confidence*). IMO 9003081. Tanker. Length 247 m, 14,130 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Marugame (Japan) by Imabari. Owned by Saffania Navigation Co Ltd (Saudi Arabia). Sold for demolition in Pakistan for \$520/ton.

Anjani (ex-*Sunshine*, ex-*Sun Pacific*). IMO 8316182. Tanker. Length 175 m, 8,385 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Kudamatsu (Japan) by Kasado Docks. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Pakistan for \$520/ton.



Arowana Manchester (ex-Nippo Maru No.81). IMO 7805576. Tanker. Length 105 m, 2,218 t. Malaysian flag. Classification society Ships Classification Malaysia. Single hull ship built in 1978 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Ban Hoe Leong Marine Supplies (Malaysia). Sold for demolition in Bangladesh.



Artemis (ex-Asari, ex- Georgiy Kholostyakov). IMO 8228270. Tanker. Length 179 m, 9,634 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1984 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Golden Crown Shipping Co LLC (United Arab Emirates). Detained in 2003 in Trieste (Italy). Sold for demolition in India for \$535/ton.



Astakos (ex-Marleen, ex-Sailor, ex-Taisho, ex-Taisho Maru). IMO 7378987. Tanker. Length 317 m, 34,000 t. St Vincent & Grenadines flag. Classification society Det Norske Veritas. Single hull ship built in 1975 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Akron Trade & Transport (United Arab Emirates). Sold for demolition in India where she arrived in tow. \$550/ton.

Barunawati (ex-Viva Poland, ex-Prospect, ex-Nyhaap). IMO 8821917. Tanker. Length 247 m, 19,850 t. Singaporean flag. Classification society Det Norske Veritas. Double bottom ship. Built in 1992 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Pan Union Agencies (Singapore). Detained in 2008 in Quanzhou (China) and in 2009 in Khark Island (Iran). Sold for demolition in India for \$540/ton.



Bel Taylor (ex-Torm Hilde, ex-Sitamona, ex-Bona Brave, ex-Golar Aberdeen). IMO 8913849. Tanker. Length 228 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Copenhagen (Denmark) by Greek shipowner B&W Skibsvaerft. Sold as is in Singapore for demolition in India for \$575/ton including 900 t of bunkers.



BW Ara (ex-Tiara, ex-Townsend, ex-Kazimah). IMO 8004351. Tanker. Length 336 m, 40,900 t. Bermudas flag. Classification society Lloyd's Register of Shipping. Single hull ship. Built in 1982 in Kure (Japan) by Ishikawajima-Harima. Owned by BW Offshore AS (Norway). Sold as is in Labuan (Malaysia) for an unknown destination of demolition, most likely Pakistan given her profile. \$520/ton.



BW Ara, ex-Kazimah at Europoort (The Netherlands), May 1992 © Jens Abbing

Caribic (ex-Arafura Wind, ex-Ilia, ex-Chavchavadze, ex-Ilya Chavchavadze). IMO 8517023. Tanker. Length 151 m, 6,201 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Split (Croatia) by Brodosplit. Owned by Argo Systems (United Arab Emirates). Detained in 1999 in Hambourg (Germany). Sold for demolition in India for \$590/ton.



China Spirit (ex-Sotka). IMO 7421954. Tanker. Length 164 m, 6,344 t. Liberian flag. Classification society Det Norske Veritas. Double-bottom ship. Built in 1976 in Rendsburg (Germany) by Nobiskrug. Owned by Alison Management Corp (China). Sold for demolition in India. \$580/ton because of her superior quality steel.

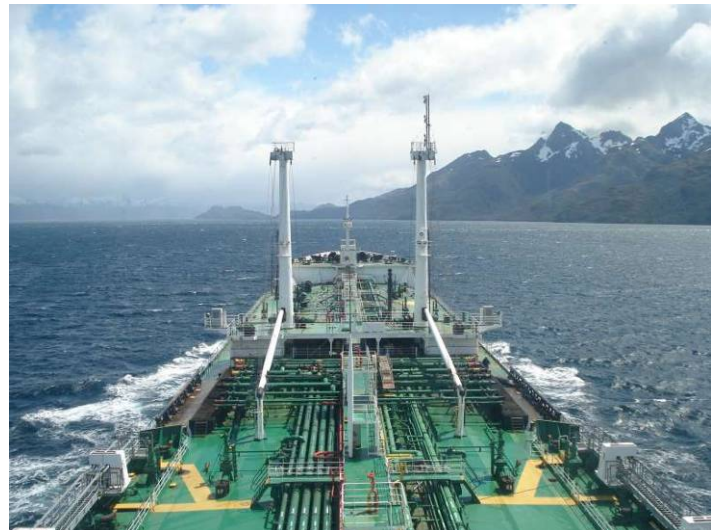


China Spirit off the coast of Angola, January 2009. used as bunker tanker. See the fenders © **Bengt-Rune Inberg**

Coast Range. IMO 7908184. Tanker. Length 201 m, 10,532 t. United States flag. Classification society American Bureau of Shipping. Double hull ship. Built in 1981 in San Diego (United States) by Nassco. Owned by Crowley Maritime Corp (United States). Sold as is in the Bahamas for demolition in India. Ship-breaking sites in Texas and Louisiana were not used. \$455/ton.

Coastal Venus (ex-Tohyuh Maru). IMO 9006710. Tanker. Length 242 m, 14,307 t. Deflagged from Panama to Sierra Leone on her last trip. Classification society Nippon Kaiji Kyokai. Single hull ship. Built in 1991 in Imari (Japan) by Namura Shipbuilding. Owned by Heng Tong Fuels & Shipping Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh.

Estrecho de Magallanes (ex-Varden). IMO 8920488 . Tanker. Length 243 m, 15,991 t. Chilean flag. Classification society American Bureau of Shipping. Double-hulled ship. Built in 1991 in Kerch (Ukraine) by Zaliv. Owned by Sonacol SA (Chile). Detained in 2000 in Québec (Canada). Sold as is in Chile for demolition in India. \$440/ton. Her delivery on Indian beaches is expected around December or January.



Estrecho De Magallanes sailing at Strait Magellan, January 2010 © **Felipe Carvajal**

Evi Knutsen (ex-Evita). IMO 8519708. Tanker. Length 260 m, 22,492 t. Deflagged from Norway to Tuvalu on her last journey. Classification society Det Norske Veritas. Double bottom ship. Built in 1989 in Dalian (China) by Dalian New SB HI Co. Owned by Knutsen OAS Shipping AS (Norway). Sold as is in Curaçao for an unknown destination of demolition. \$465/ton including 700 t of bunkers.



Explorer (ex-Genesis Explorer, ex-Algosar, ex-Imperial St. Clair). IMO 7343621. Tanker. Length 133 m, 4,220 t. Nigerian flag. Classification society unknown. Single hull ship. Built in 1974 in St. Catherines (Canada) by Port Weller DD. Sold for an unknown destination of demolition.



Iron Monger 3 (ex-Poppy, ex-Palmstar Poppy). IMO 8818922. Tanker. Length 245 m, 16,125 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1990 in Onomichi (Japan) by Onomichi Docks. Owned by TMT (Taiwan). Sold for demolition in Pakistan for \$546/ton.

Jag Pari. IMO 8009492. Tanker. Length 167 m, 8,774 t. Deflagged from India to Tanzania on her last journey. Classification society Lloyd's Register of Shipping. Double hull ship built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Exim Inc (United States). Sold for demolition in Bangladesh. \$530/ton including 350 t of bunker.

Java Sea (ex-Genmar Endurance, ex-SCF Endurance, ex-SKS Endurance, ex-Scanobo Endurance). IMO 89202183. Tanker. Length 243 m, 16,471 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Tankers Pacific (Singapore). Sold for demolition in Bangladesh for \$546/ton.

Joran Secondo (ex-Panarea Primo, ex-Panarea, ex-Marvin Primero, ex-Polluks). IMO 7043415. Tanker. Ex-wine tanker converted into chemical tanker in 1996 and then vegetable oil tanker. Length 94 m, 2,200 t. Italian flag. Classification society RINA. Single hull ship built in 1971 in Rauma (Finland) by Rauma Repola. Owned by Marnavi SpA (Italy). Detained in 2000 in Vlaardingen (Netherlands) and in 2001 in Lisbon (Portugal). Sold for demolition in Turkey.



Joran Secondo in Barcelona (Spain), July 2008
© Carlos Poveda

Korea Sunnyhill (ex-Cys Hope). IMO 7401851. Tanker. Length 171 m, 7,861 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1976 in Osaka (Japan) by Namura. Single hull ship. Banned from European waters for the transport of heavy fuel since January 1, 2005. Owned by GS-Caltex Corp (South Korea). Sold for demolition in China for \$472/ton.



Liberator T (ex-Mandalay, ex-Tomis Cloud, ex-Cristal, ex-lanca). IMO 9037068. Tanker. Length 190 m, 10,561 t. Panamanian flag. Classification society RINA. The ship's construction began in Galati (Romania) Galati SN shipyard in 1988 but not completed until 1996. Owned by Nortech Shipping Ltd (Greece). February 2011, the ship was inspected in Lagos (Nigeria) by an eventual buyer. Despite her short period of activity, the main problem pointed out by experts was the general lack of maintenance largely due to the owner's inability or reluctance to spend money on the ship. Sold for demolition in India for \$520/ton.



Liberator T in Piraeus (Greece), March 2010
© Dennis Mortimer

Louka (ex-Bregen). IMO 8907175. Tanker. Length 243 m, 15,991 t. Egyptian flag. Classification society Bureau Veritas. Built in 1989 in Kerch (Ukraine) by Zaliv. Owned by Pyramid Navigation (Egypte). Detained in 2006 in Antwerp (Belgium). Sold for demolition in India. \$549/ ton.

Mayon Spirit. IMO 9002520. Tanker. Length 245 m, 16,956 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1992 in Onomichi (Japan) by Onomichi Docks. Owned by Teekay Navion Offshore Loading Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh. \$515/ton including 850 t of bunker.

Nostos (ex-Iron Monger 7, ex-Arietis, ex-Joharat Qatar, ex-Eagle Orion, ex-Neptune Orion, ex-Mediterranean First). IMO 8716746. Tanker. Length 232 m, 13,592 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Oppama (Japan) by Sumitomo. Owned by Eurotankers Inc (Greece). Detained in 2006 in Shanghai and Zhuhai (China). Sold for demolition in Pakistan for \$540/ton.



Ouranos (ex-Allegro Double, ex-General Tyulenev). IMO 8138683. Tanker. Length 243 m, 16,500 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1983 in Kerch (Ukraine) by Zaliv. Detained in 2004 in Port Everglades (United States). Sold for demolition in India \$520/ton.



Parkway (ex-Genmar Macedon, ex-John Young). IMO 8819146. Tanker FSO. Length 275 m, 20,089 t. Singaporean flag. Classification society American Bureau of Shipping. Single hull ship built in 1990 in Kure (Japan) by Ishikawajima-Harima. Owned by Tanker Pacific (Singapore). Detained in 2002 in St Croix (US Virgin Islands). Sold for demolition in India for \$572/ton.



Paros Warrior (ex-Genmar Commander, ex-Stena Commander, ex-Nord-Jahre President, ex-Jahre President). IMO 8802222. Tanker. Length 232 m, 17,350 t. Liberian flag. Classification society Det Norske Veritas. Double bottom ship built in 1989 in Oppama (Japan) by Sumitomo. Owned by Polembros Shipping (Greece). Sold for demolition in Pakistan. \$536/ton.



Samar Spirit. IMO 9017109. Tanker. Length 245 m, 16.600 t. Pavillon Bahamas. Classification society Lloyd's Register of Shipping. Double hull ship built in 1992 in Onomichi (Japan) by Onomichi Dock. Owned by Teekay Shipping Ltd (Singapore). Sold as is in Singapore for demolition in India for \$525/ton.

Scotia Spirit (ex-Navion Scotia, ex-Vinga). IMO 9012903. Tanker. Length 238 m, 16,845 t. Bahamian flag abandoned for Tuvalu on her last journey. Classification society Det Norske Veritas. Double hull ship built in 1993 in Mizushima (Japan) by Sanoyasu . Owned by Navion Offshore Loading AS (Norway). Sold for demolition in India for \$545/ton.



Shen (ex-Shen Non II). IMO 8913409. Tanker. Length 273 m, 25,545 t. Deflagged from Taiwan to Tuvalu on her last journey. Classification society American Bureau of Shipping. Single hull ship built in 1991 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Chinese Petroleum Corporation – CPC (Taiwan). Sold for demolition in China for \$480/ton.

Skipjack (ex-Sitamarie, ex-Burwain Scandic, ex-Fredholm). IMO 8615564. Tanker. Length 229 m, 14,898 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Prime Marine Management (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. \$544/ton including 400 t of bunker.



Sunhill (ex-Sea King, ex-Nortank Oceanic, ex-Goodhope). IMO 8320846. Tanker. Length 182 m, 10,172 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Sinopec (China). Detained in 2005 and 2010 in Hong Kong. Sold for demolition in China for \$465/ton.



Takama (ex-Takamamatsu Maru). IMO 8500472. Tanker. Length 321 m, 32,309 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Prosafe Production Services (Singapore). Sold as is in Labuan (Malaisie) for demolition in India for \$520/ton.

Tinos (ex-Nisseki Maru). IMO 8705759. Tanker. Length 330 m, 33,629 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by Aeolos Management SA (Greece). Sold for demolition at an unknown destination for \$540/ton.



Titan Chios (ex-VL Chios, ex-Otowan, ex-Otowan Maru). IMO 8500147. Tanker. Length 322 m, 30,637 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1986 in Chiba (Japan) by Mitsui. Owned by Titan Ocean Pte Ltd (Singapore). Sold for demolition in Pakistan.



Titan Chios, at Singapore, 2007 © Lys / Shipspotting

United Lady (ex-Anna PC, ex-Super Lady, ex-Front Rhapsody). IMO 8910122. Tanker. Length 274 m, 24,467 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Puerto Real (Spain) by AESA. Owned by Marine Management Services (Greece). Detained in 2006 in Khark Island (Iran). Sold for demolition in Pakistan for \$552/ton.



Chemical tanker

Amonith (ex-Astra, ex-Perko, ex-Jelma, ex-Pointe de Lervilly, ex-Bras). IMO 7235018. Chemical tanker. Length 83 m, 1,051 t. Norwegian flag. Classification society Germanischer Lloyd. Built in 1972 in Kyrksaeterora (Norway) by Vaagen. Owned by Unibaltic Sp (Poland). Detained in 2002 in Murmansk (Russia). Sold for demolition in Turkey.



Glennstar (ex-Fjordtank, ex-Bitank, ex-Titan). IMO 6903498. Chemical tanker. Length 65 m. Cook Islands flag. Classification society Germanischer Lloyd. Single hull ship built in 1968 in Millingen (Netherlands) by Bodewes H.H. Owned by Hundseid Shipping A/S (Norway). Detained in 2005 and 2007 in Delfzijl (Netherlands). Sold for demolition in Denmark.



Gorgona (ex-Brezza, ex-Dakota). IMO 7503506. Chemical tanker. Length 118 m, 2,789 t. Barbados flag. Classification society RINA. Double hull ship built in 1976 in Kiel (Germany) by Lindenau. Owned by Salmar Shipping (Greece). Sold for demolition in India for \$525/ton.



Gulf Oasis (ex-*Gulf Oasis I*, ex-*Das*, ex-*Trollvann*, ex-*Brage Supplier*). IMO 8410859. Chemical tanker. Length 114 m. Deflagged from Panama to Comoros on her last journey. Classification society Phoenix Register of Shipping. Double hull ship built in 1985 in Shimonoseki (Japan) by Towa. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



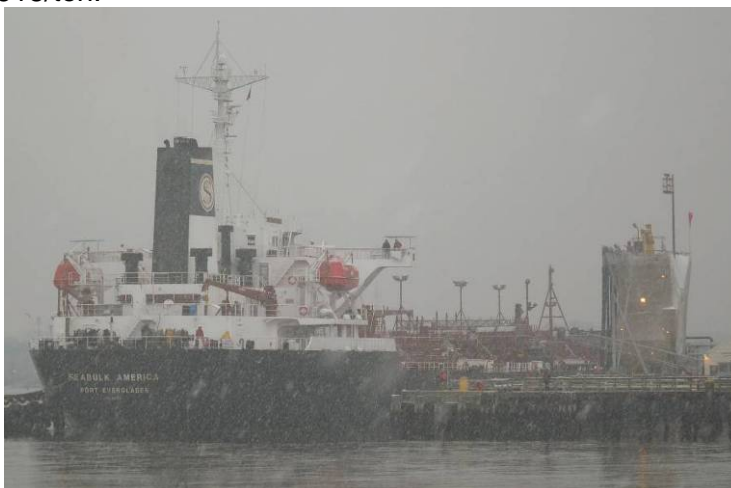
Indra (ex-*Pulkovo*). IMO 9065168. Chemical tanker. Length 179 m, 10,830 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1994 in Saint Petersburg (Russia) by Admiralty Shipyard. Owned by Latvian Shipping Co (Latvia). Detained in 2005 in Rotterdam (Netherlands) and Constanza (Romania). Sold for demolition in India for \$615/ton including 140 t of stainless steel.



Mustokoweni. IMO 9011052. Chemical tanker. Length 89 m. Singaporean flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1991 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Beijing Green Vessel Co Ltd (China). Sold for demolition in China.

S/R Wilmington (ex-*Exxon Wilmington*). IMO 8109670. Chemical tanker. Length 194 m, 15,248 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1984 at New Orleans (United States) by Avondale. Owned by Seariver Maritime Inc (United States). Sold for demolition at an unknown destination for \$378/ton.

Seabulk America (ex-*Fuji*, ex-*Fujishio*, ex-*Fujishio Maru*). IMO 7412757. Chemical tanker. Length 213 m, 11,729 t. American flag. Classification society American Bureau of Shipping. Built in 1975 at Kochi (Japan) by Shin Yamamoto ; rconverted into chemical tanker in 1990. Owned by Seabulk Tankers Inc (United States). Ship-breaking sites in Texas were excluded. Sold as is in Port Arthur, Texas for demolition in India for \$518/ton.



Seabulk America, seen docking in Everett, Massachussetts (United States), December 2008 © Matt Ruscher

Bulk carrier

African Envoy (ex-*Tai Shun*, ex-*Atlantis*, ex-*Aditya Uday*, ex-*Galatia F*, ex-*Ocean Vip*). IMO 7612979. Bulk carrier. Length 152 m, 5,004 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1977 in Kochi (Japan) by Kochiken. Owned by Shanghai Vasteast International Shipping Management Co Ltd (China). Detained in 2002 in Kinki (Japan). Sold for demolition in China.



Alaknanda. IMO 8321046. Bulk carrier. Length 189 m, 8,470 t. Deflagged from India to Saint-Kitts and Nevis on her last journey. Classification society Indian Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold as is in Kakinada (India) for demolition in Bangladesh for \$470/ton.

Alba (ex-NOL *Canopus*, ex-*Neptune Canopus*). IMO 8103262. Bulk carrier. Length 225 m, 14,038 t. Cypriot flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Seven Seas Maritime Ltd (United Kingdom). Detained in 2001 in Quebec (Canada) and in 2003 in Velsen (Netherlands). Sold for demolition in India for \$530/ton.



Asia Union (ex-*Humber*, ex-*Cast Otter*). IMO 8015673. Bulk carrier. Length 235 m, 14,395 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 at Ulsan (South Korea) by Hyundai. At the end of 2009, the ship was sold by the Greek Sea Pioneer Shipping for \$5.8 million, a modest sum for a ship unless it is heading for demolition. Her new owner, Chinese Minlun Shipping Co operated her mainly in Asian waters. She was never detained despite constant deficiencies pointed out by Port State Controls : 14 in January 2010 in Taizhou Zhejiang (China), 17 in August 2010 in Taeon (South Korea), up to 32 in December 2010 in Xiamen (China), and still 16 last June in Samarinda (Indonesia). In September, *Asia Union* arrived off Chittagong fated for demolition. Following the protests of local groups the Minister of Ecology asked the local authorities to not deliver the NOC (No Objection Certificate) for demolition before an in-depth inspection of the ship. *Asia Union* was kept waiting 8 miles off the coast and was compelled to leave Bangladesh waters. Her fate remains uncertain today.



Asia Union, ex-*Humber* in Shenzhen Yiu Lian Repair Yard (China), November 2006 © Valeriy Balalaev

Asma-1 (ex-*Centaurus*, ex-*Ternoza*, ex-*Hassan Merchant*). IMO 8118592. Bulk carrier. Length 175 m, 7,122 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimizu (Japan) by Nippon Kokan. Owned by Teamworks International (Greece). Sold for demolition in India where sh arrived in tow.



Ayko 1 (ex-*Dr Housam*, ex-*Lady Amnah*, ex-*Tala*, ex- *Goleniow*). IMO 7725611. Bulk carrier. Length 95 m. Georgian flag. Classification society Turk Loydu. Built in 1980 in Troon (United Kingdom) by Ailsa SB Co. Owned by Ersagun Denizcilik Turizm (Turkey). Detained in 2001 in Szczecin (Poland), in 2007 in Nantes (France) and in 2009 in Constanza (Romania). Sold for demolition in India.



Canadian Miner (ex-Lemoyne, ex-Maplecliffe Hall). IMO 6601674. Bulk carrier. Length 223 m. Canadian flag. Classification society Lloyd's Shipping Register of Shipping. Built in 1966 in Montreal (Canada) by Canadian Vickers. Owned by Upper Lakes Group (Canada). Sold for demolition in Turkey, she never arrived there : towed by *Hellas*, her tow line snapped and the ship ran aground on the coast of Nova Scotia. (see pgs. 1-2)



Canadian Miner shown above lock 7 in the Welland Canal in Thorold (Canada), June 2006 © **Shippotting**

Costis (ex-Nordic Confidence, ex-Pakarti Ocean, ex-Pearl Wave, ex-Gulf Harvest). IMO 8316314. Bulk carrier. Length 172 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Damla Denizcilik (Turkey). Detained in 2000 in Bremen (Germany), in 2004 in Port-Alma (Australia) and in 2006 in Dampier (Australia). Sold for demolition in China.



Costis, in the port of Santos, São Paulo (Brazil), September 2010 © **Rogério Cordeiro**

Defne Y (ex-Zelec, ex-Zgorzelec). IMO 7725518. Bulk carrier. Length 95 m. Sierra Leone flag. Classification society Turk Loydu. Built in 1980 in Port Glasgow (United Kingdom) by Ferguson Bros. Owned by IHH – İnsan Hak Vehurriyetleri (Turkey). Detained in 2008 in Hull (United Kingdom) and Tarante (Italy) and in 2009 in Port-la-Nouvelle (France) and Limassol (Chypre). Sold for demolition in Pakistan.



Deycan (ex-Zeycan, ex-Vini, ex-Kostantis, ex-Alvet, ex-Irenes Emerald, ex-Pacific Emerald, ex-Montmartre). IMO 7616157. Bulk carrier. Length 144 m, 4,692 t. Slovakian flag abandoned for Moldavian on its last journey. Classification society Shipping Register of Ukraine. Built in 1977 at Numakuma (Japan) by Tsuneishi. Owned by Argo Maritime Ltd (Ukraine). Detained in 2003 in Venice (Italy) and in 2006 in Castellon de la Plana (Spain). Sold for demolition in India. \$510/ton.



Dias (ex-Bulkgenova). IMO 8521177. Bulk carrier. Length 262 m, 20,928 t. Hong Kong flag. Classification society RINA. Built in 1988 in Monfalcone (Italy) by Fincantieri Italiani. Owned by A M Nomikos Transworld Maritime (Greece). Detained in 2002 in Vancouver (Canada), in 2005 in Hay Point (Australia), in 2006 in Gladstone (Australia) and in 2010 in Newcastle (Australia). Sold for demolition in India for \$530/ton.



Dmitriy Pozharskiy. IMO 7721201. Bulk carrier. Length 180 m, 8.360 t. Pavillon Russia. Classification society Russian Maritime Register of Shipping. Built in 1978 at Warnemünde (Germany) by Warnowwerft ; jumboized in 2003 and extended from 162 to 180 m. Owned by Murmansk Shipping Co (Russia). Detained in 2006 in Newcastle (United Kingdom). Sold for demolition in China for \$455/ton.



Dmitriy Pozharskiy, in Herøya (Norway)
© Tomas Østberg- Jacobsen



Don Leandro (ex-Aspis, ex-Velos I, ex-Velos). IMO 7414444. Bulk carrier. Length 177 m, 6,560 t. Deflagged from Chile to Tanzania on her last journey. Classification society American Bureau of Shipping. Built in 1975 in Osaka (Japan) by Namura SB. Owned by Empremar SA (Chile). Sold as is in Chile for demolition in India for \$352/ton.

Dong Sheng Ocean (ex-Song Sheng Ocean, ex-Shenzen Sea, ex-Lucky Sailor, ex-Guinomar Baraka, ex-Elevation, ex-Ochos Elevation, ex-Mount Bynis). IMO 7925936. Bulk carrier. Length 225 m, 11,567 t. Hong Kong flag. Classification society China Classification Society. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by China Shipping Guangzhou Ship Management Co Ltd (China). Sold for demolition in China.

Drummond Voyager (ex-Voyager, ex-Sakaide Maru). IMO 8110198. Bulk carrier. Length 258 m, 17,856 t. Italian flag. Classification society RINA. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Augustea Group (Italy). Detained in 2003 in Gladstone (Australia) and in 2010 in Mobile (United States). Sold for demolition in India. \$535/ton including 400 t of bunker.



Drummond Voyager, in Tampa, Florida, September 2008 © Greatshippics / Marinetratic

East Sunrise 8 (ex-Ios, ex-Navios Bulker, ex-Malakas, ex-Middelburg, ex-Fenlock). IMO 7929487. Bulk carrier. Length 238 m, 12,238 t. Panamanian flag. Classification society Overseas Marine Certification Services (OMCS). Built in 1981 in Kudamatsu (Japan) by Kasado Docks. Owned by Seastar Ship Management (China). Detained in 2003 in New Orleans (United States) and in Newcastle (Australia), in 2007 in Abbot Point (Australia), in 2008 in Boryung (South Korea) and in 2009 in Hong Kong (China). Sold for demolition in China for \$455/ton.



Elena B (ex-Paksu, ex-Khudozhnik Kasiyan). IMO 7721330. Bulk carrier. Length 185 m, 7,695 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Svemir Shipping Schiffsmakler und-Managing GmbH (Germany). Detained in 2003 in Donges (France), in 2004 in Volos (Greece) and Castellon de la Plana (Spain) and in 2010 in Thessalonique (Greece) and Nikolayev (Ukraine). Sold for demolition in Bangladesh.



Emi S (ex-Ernest, ex-Arnes, ex-Jovanna, ex-Reliance I, ex-El Conqueror). IMO 8120571. Bulk carrier. Length 183 m, 7,830 t. Liberian flag. Classification society RINA. Built in 1983 in Govan (United Kingdom) by Govan SB. Owned by Marine Spirit SA (Greece). Detained in 1998 in Rotterdam (Netherlands) and in 2009 in Naples (Italy). Sold for demolition at Bangladesh for \$532/ton including bunker for the trip.



Ever Bright (ex-Glory Singapore, ex-Peace Blossom, ex-Americana, ex-El Dorado). IMO 8224652. Bulk carrier. Length 265 m, 24,514 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in El Ferrol (Spain) by Astano. Owned by Hengyuan Shipmanagement International Co Ltd (China). Sold for demolition in India for \$535/ton.



Ever Fortune (ex-Kassos, ex-Byron, ex-Baron Star, ex-Five Star). IMO 7705881. Bulk carrier. Length 152 m. Unknown flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Usuki (Japan) by Minami Nippon. Owned by China Shipping International Shipmanagement Co (China). Detained in 2006 in Tianjin (China). Sold for demolition in China.



Ever Prosper (ex-Adhua, ex-Chang Fu Star, ex-Star Glory, ex-C. Yalikkoy, ex-Baoshan, ex-Anniversary Thistle). IMO 8028888. Bulk carrier. Length 225 m, 11,057 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1982 in Kudamatsu (Japan) by Kasado Docks. Owned by Ever Glory Maritime Co Ltd (China). Detained in 2000 in Hamburg (Germany) and Newcastle (Australia), in 2005 in Newcastle again and in 2010 in Zoushan (China). Sold for demolition in China for \$435/ton.



Evergrowing (ex-Luo Qing, ex-Xin Xing, ex-Everglory, ex-Hellenic Confidence, ex-Caribbean I, ex-Caribbean Confidence, ex-Bright Sun, ex-Daffodil, ex-Wakayoshi Maru). IMO 7701847. Bulk carrier. Length 146 m, 4,839 t. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by DR Ship Management Co Ltd (China). Detained in 2005 in Pyeongtaek (South Korea). Sold for demolition in China.



Florin (ex-Four Lochs, ex-Geltrude F). IMO 7925869. Bulk carrier. Length 194 m, 11,616 t. Panamanian flag. Classification society RINA. Built in 1981 in Castellammare (Italy) by Italcantieri. Owned by Noka Shipping Co Ltd (Greece). Detained in 2010 in Corpus Christi (United States). Sold for demolition in Bangladesh.



Forshang 1 (ex-Golden Rain, ex-Lissom Leader, ex-M. Hass, ex-Ionian Queen, ex-Sbytan Runner, ex-Gianis Marios H, ex-Dian). IMO 7701603. Bulk carrier. Length 162 m, 5,215 t. Panamanian flag. Classification society International Register of Shipping. Built in 1977 in Muroran (Japan) by Narasaki Zosen. Owned by Fujian Guan Hua Shipping Co Ltd (China). Detained in 2000 in Las Palmas (Spain), in 2001 in Bremen (Germany), in 2009 in Fuzhou (China) and in 2010 in Taicang (China). Sold for demolition in China.



Friendly Falcon (ex-*Astra P*, ex-*Talana*, ex-*Louisa*). IMO 7611652. Bulk carrier. Length 175 m, 7,391 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Mihara (Japan) by Koyo Docks. Owned by Falcon Shipping Co (Vietnam). Detained in 2003 in Nanjing (China) and in 2009 in Hong Kong (China). Sold for demolition in Bangladesh.



Fu Jin (ex-*Fonwa Star*, ex-*Evpo Agsa*, ex-*Silver Arrow*, ex-*Morning Glory*). IMO 7520138. Bulk carrier. Length 176 m, 6,718 t. Panamanian flag. Classification society Bureau Veritas. Built in 1977 in Shimizu (Japan) by Kanasashi Zosen. Owned by Pacific King Shipmanagement (China). Detained in 2000 in Ancone (Italy), in 2007 in Bandar Abbas (Iran), in 2009 in Lianyungang (China) and in 2010 in Khark Island (Iran). Sold for demolition in China \$460/ton.



Glory Beijing (ex-*Desimi*, ex-*K Dahlia*, ex-*Dahlia*). IMO 8715041. Bulk carrier. Length 309 m, 26,094 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2004 in Port Headland (Australia). Sold in as is in Singapore for demolition in Bangladesh for \$525/ton including 500 t of bunker.



Glory-1 (ex-*Rio Glory*, ex-*Darya Kamal*). IMO 8010752. Bulk carrier. Length 188 m, 6,801 t. Panamanian flag. Classification society Lloyd's Register. Built in 1981 in Deptford Yard (United Kingdom) by Sunderland SB Ltd. Owned by Split Ship Management Ltd (Croatia). Detained in 1998 in Thunder Bay (Canada), in 2004 in Baie Comeau, Quebec (Canada), in 2008 in Corpus Christi (United States), in 2009 in Lianyungang (China) and in 2010 in Vishakhapatnam (India). Sold for demolition in Bangladesh for \$505/ton.



Golden Arrow II (ex-*Salvinia*, ex-*Melini*, ex-*Koktebel*, ex-*Dneproges*, ex-*Bedouin Brunes*, ex-*Brunes*). IMO 7617620. Bulk carrier. Length 180 m, 7,809 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Uraga (Japan) by Sumitomo. Owned by Sekur Holdings Inc (Greece). Detained in 2004 in Tees (United Kingdom). Sold for demolition in India for \$510/ton.



Golden Huaxi (ex-*Zetland*, ex-*Mosbulk*). IMO 8412649. Bulk carrier. Length 267 m, 20,124 t. Hong Kong flag. Classification society RINA. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Jiangsu Huaxi Shipmanagement (China). Sold for demolition in Bangladesh.

Hajji Amnah (ex-*Marwa B*, ex-*Zenobia S*, ex-*Kirby D*, ex-*Johanna Schulte*). IMO 7501833. Bulk carrier. Length 118 m. Syrian flag. Classification society Turk Loydu. Built in 1976 at Hakata (Japan) by Watanabe Zosen. Owned by Abdo Shipping Co (Syria). Detained in 2000 and 2003 in Antwerp (Belgium), in 2004 in Venice (Italy) and Constanza (Romania), in 2006 in Varna (Bulgaria) and in 2007 in Odessa (Ukraine). Sold for demolition in Turkey.



Hebei Rainbow (ex-*Mare Oriens*, ex-*Maersk Zaragoza*, ex-*Zaragoza*). IMO 8220151. Formerly a Ore / Bulk / Ore Carrier (OBO) converted into bulk carrier in 2003. Length 252 m, 14,947 t. Hong Kong flag. Classification society China Classification Society. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Hebei Ocean Shipping Co Ltd (HOSCO) (China). Detained in 2009 in New Orleans (United States). Sold for demolition in Bangladesh for \$540/ton.



Heng Shun Men (ex-*Polar Star*, ex-*Polaris S*, ex-*Hyundai No 14*, ex-*Asia No 14*). IMO 7917147. Bulk carrier. Length 158 m, 5,747 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by JOSCO – Yuansheng Shipping Management Co (China). Detained in 2002 in Gdynia (Poland), in 2009 in Bandar Khomeini (Iran) and in 2011 in Vishakhapatnam (India). Sold for demolition in India for \$517/ton.



Heroic (ex-Ulysses II, ex-World Quince, ex-Regent Quince). IMO 8029296. Bulk carrier. Length 188 m, 8,885 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1982 in Toyama (Japan) by Nipponkai. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2000 in Long Beach (California). Sold for demolition in China for \$460/ton.



Histria Diamond (ex-Petrostar, ex-Alexandra I, ex-Teleajen) IMO 8513651. Bulk carrier. Length 229 m, 20,515 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1989 in Constanza (Romania) by Constanza SN. Owned by Histria Shipmanagement Srl (Romania). Detained in 2011 in Tangshan (China). Sold for demolition in Bangladesh.



Hong Kong Star (ex-Silver Sen, ex-Hua Zhuang, ex-Apostolos Andreas III, ex-World Power, ex-Regent Mayflower). IMO 8025290. Bulk carrier. Length 188 m, 8,969 t. St Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1982 in Toyama (Japan) by Nipponkai H.I. Owned by Tradewind Ship Management Ltd (Bangladesh). Sold for demolition in Bangladesh for \$510/ton.



Hootan (ex-Iran Sepah, ex-Ocean Cosmos). IMO 7375363. Bulk carrier. Length 185 m, 7,401 t. Iranian flag. Classification society Det Norske Veritas. Built in 1976 in Osaka (Japan) by Osaka Zosensho. Owned by ISL – Iran Shipping Line (Iran). Detained in 2003 in Las Palmas (Spain). Sold for demolition in India.



Iran Sepah, in Cuxhaven (Germany) 2008 © 2008 Harys / Vesseltracker

Hua Ge (ex-Mega Star, ex-Tubul). IMO 7628124. Bulk carrier. Length 186 m, 9,718 t. Chinese flag. Classification society China Classification Society. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by China Shipping Tramp (China). Sold for demolition in China.

Hua Jin Yuan (ex-Bestec, ex-Big G, ex-Georkar, ex-Nimrod, ex-Nordvard, ex-Slesvig). IMO 7420285. Bulk carrier. Length 226 m, 11,934 t. Panamanian flag. Classification society RINA. Built in 1976 in Schiedam (Netherlands) by Wilton Fijenoord. Owned by Huahai Shipping (Hong Kong, China). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in India for \$524-530.



Ibad (ex-Sinbad, ex-SHL Mercury, ex-Catherine, ex-Shinyo Maru). IMO 8106757. Bulk carrier. Length 193 m, 8,276 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Maritime Management Synergy SA (Greece). Detained in 2008 in Tianjin (China). Sold for demolition in Turkey.



Irene (ex-Chennai Veeram). IMO 8128080. Bulk carrier. Length 190 m, 9,302 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Mega Shipping Line Corp (Greece). Detained in 2006 in Bandar Khomeini (Iran) and in 2009 in Vishakhapatnam (India). Sold for demolition in India.



Jewel 1 (ex-*Al Aziz*). IMO 8110679. Bulk carrier. Length 224 m, 11,121 t. Greek flag. Classification society Det Norske Veritas. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Golden Union Shipping Co (Greece). Sold for demolition in Pakistan.



Ji Qing Men (ex-*Free Atlas*, ex-*Atlas AS*, ex-*Chennai Jayam*, ex-*Chapaevsk*, ex-*Atlas*). IMO 7927740. Bulk carrier. Length 193 m, 10,329 t. Kiribati flag. Classification society International Ship Classification. Built in 1984 in Rio de Janeiro (Brazil) by EMAQ. Owned by Nanjing Ocean Shipping Co Ltd (NASCO) (China). Sold for demolition in India for \$514/ton.



Kadmos (ex-*Larymna*, ex-*Adriana*, ex-*Triglav*, ex-*Chernovtsy*, ex-*Natica*). IMO 8018261. Bulk carrier. Length 201 m, 10,291 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1983 in Rio de Janeiro (Brazil) by Caneco. Owned by Nikator Navigation SA (Greece). Detained in 1998 in Szczecin (Poland), in 2000 in Kunsan (South Korea), in 2001 in Saint Petersburg (Russia), in 2006 in Antwerp (Belgium), in 2008 in Singapore and in 2011 in Algeciras (Spain). Sold for demolition in China. \$498 /ton including 500 t of bunker.



Kadmos in Koh Si Chang Transhipment Area (Thailand), September 2009 © **Geir Vinnes**

Kapitan Boчек. IMO 8212946. Bulk carrier. Length 162 m, 8,088 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Chypre). Sold for demolition in India.



Kapitan Boчек approaching Ust-Luga (Russia), February 2010 © **CRJA Stravers / Marinetrafic**

Kapitan Kudlay. IMO 8319873. Bulk carrier. Length 162 m, 8,088 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Detained in 2000 in Saint Petersburg (Russia). Sold for demolition in India.



Katina (ex-Major Basil). IMO 7410852. Bulk carrier. Length 173 m, 7,300 t. Saint Vincent & Grenadines. Classification society Lloyd's Register of Shipping. Built in 1980 in Niteroi (Brazil) by CCN Maua. Owned by Brodarstvo Doo (Croatia). Detained in 1999 at Quebec (Canada), in 2002 in Algeciras (Spain) and in 2006 in Norfolk (United States) and Bourgas (Bulgaria). Sold for demolition in India for \$530/ton.



Kingsway (ex-Amigo, ex-Kapitan Koziar, ex-Badak). IMO 8023278. Bulk carrier. Length 244 m, 17,458 t. Panamanian flag. Classification society RINA. Built in 1985 in Puerto Real (Spain) by AESA. Owned by Qinhuangdao Transocean Shipping Ltd Company (China). Detained in 2006 in Lisbon (Portugal), in 2010 in Mundra (India) and in 2011 in Qinhuangdao (China). Sold for demolition in India for 520/ton.



Krairatch Dignity (ex-Med Dignity, ex-Sir Nicholas, ex-Aries SB, ex-Iron City, ex-Explorer). IMO 8307739. Bulk carrier. Length 188 m. Thai flag. Classification society Bureau Veritas. Built in 1984 in Toyama (Japan) by Nipponkai. Owned by Top Siam Marine 3 Co Ltd (Thailand). Detained in 2005 in La Spezia (Italy) and in 2006 in Liverpool (United Kingdom). Sold for demolition in India.



KS Trust (ex-Kallisto, ex-Artemis SB, ex-Artemis). IMO 7821001. Bulk carrier. Length 182 m, 8,428 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1979 in Mizushima (Japan) by Sanoyasu. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2007 in Chennai (India), in 2008 in Rizhao (China) and in 2009 in Xiamen (China) and Shimonoseki (Japan). Sold for demolition in Bangladesh.



Kybele (ex-Sea Lion J, ex-Toros, ex-Alev K, ex-Moulares). IMO 7600067. Bulk carrier. Length 142 m, 4,651 t. Panamanian flag. Classification society Turk Loydu. Built in 1976 in Onishi (Japan) by Kurushima. Owned by Kalamis Shipping Industry & Trade Ltd (Turkey). Detained in 1999 in Thessalonique (Greece) and in 2007 in Kdz.eregli (Turkey) and Nikolayev (Ukraine). Sold for demolition in India for \$520/ton.



Li-Hong Marine (ex-Teano K, ex-Maple, ex-Fir, ex-Adele R, ex-Pigassios, ex-Ocean Biko). IMO 7612981. Bulk carrier. Length 152 m, 5,003 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1977 in Kochi (Japan) by Kochiken. Owned by Unicorn Shipping Agency (Taiwan). Detained in 1999 in Bilbao (Spain) and in 2009 in Lianyungang (China). Sold for demolition in China.



Linde (ex-C. Aydin, ex-Brunto, ex-General Vargas). IMO 7510286. Bulk carrier. Length 146 m, 4,135 t. Moldavian flag. Classification society Bulgarski Koraben Registar. Built in 1977 at Kiel (Germany) by Lindenau. Owned by Ahilleos Ship Management Ltd (Bulgaria). Detained in 2004 in Venice (Italy), in 2005 in Naples (Italy), again in 2006 in Venice and in 2011 in Kerch (Ukraine). Sold for demolition in Turkey.



Long Son (ex-Sea Dragon, ex-Vinashin Tiger, ex-Costas D, ex-Habil Duckling, ex-Nordscout, ex-Sea Scout, ex-Karen T). IMO 7928146. Bulk carrier. Length 225 m, 12,056 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Marlow Shipmanagment Ltd (China). Detained in 2005 in Port Headland (Australia), in 2006 in Savone (Italy) and in 2011 in Bandar Abbas (Iran). Sold for demolition in China for \$468/ton.



Margarita M (ex-Samsun Apollo, ex-Dooyang Frontier, ex-Edelweiss). IMO 7633076. Bulk carrier. Length 177 m, 6,300 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by Epidaurus SA (Greece). Detained in 2007 in Swansea (United Kingdom). Sold for demolition in Bangladesh.



Mentor (ex-Bled). IMO 8112952. Bulk carrier. Length 198 m, 7,624 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Seville (Spain) by AESA. Owned by Ploes Oceanic Corp (Greece). Detained in 2001 in Chesapeake (United States) and in 2009 in San Francisco (United States). Sold for demolition in Pakistan for \$522/ton.



Meraki (ex-Medspiliani, ex-Royal, ex-Zircon, ex-Ino, ex-Minos, ex-Magnolia, ex-Adriatic Trader, ex-Seven Skies, ex-Seven Ace). IMO 7927491. Bulk carrier. Length 160 m, 5,850 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Hakata (Japan) by Watanabe Zosen. Owned by Istos Maritime Inc (Greece). Detained in 2007 in Tianjin (China) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Pakistan for \$518/ton.



Moni (ex-Nea Moni, ex-New Venture, ex-Kalos Filos, ex-Cavallino, ex-Golden Kimisis). IMO 7354319. Bulk carrier. Length 181 m, 6,685 t. Deflagged from Panama to Comoros on her last journey. Classification society Polski Regestr Statkow. Built in 1973 in Muroran (Japan) by Hakodate Dock. Detained in 2001 and 2006 in New Orleans (United States). Sold for demolition in Bangladesh.



New Legend Fortune (ex-Pelagos, ex-Aramis A, ex-Hector, ex-Polar Star 1, ex-Polar Star). IMO 7930486. Bulk carrier. Length 160 m, 5,722 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1980 in Hakata (Japan) by Watanabe Zosen. Owned by Tianjin Xinhai International Ship Management Co Ltd (China). Detained in 2005 in Incheon (South Korea) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India for \$515/ton.



Newlead Spartounta (ex-Grand Spartounta, ex-Olympia, ex-Amelia). IMO 8521191. Bulk carrier. Length 262 m, 20,528 t. Liberian flag. Classification society RINA. Built in 1989 in Marghera (Italy) by Fincantieri. Owned by Newfront Shipping SA (Greece). Detained in 1999 in Amsterdam (Netherlands), in 2000 in Newcastle (Australia), in 2005 in Tarento (Italy) and Gladstone (Australia) and in 2009 again in Gladstone then in Vancouver (Canada). Sold for demolition in India for \$530/ton.



Grand Spartounta berthed in Ijmuiden (The Netherlands) April 2008 © Willem Oldenburg

Nina A (ex-Win, ex-Winner, ex-Wetern Winner, ex-Singa Wildtrader, ex-Flores). IMO 8029258. Bulk carrier. Length 175 m, 6,433 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by TL Shipping Ltd (China). Sold for demolition in Bangladesh for \$518/ton.



Noblesse (ex-Amitie, ex-Kao Mu). IMO 7626499. Bulk carrier. Length 159 m, 5,489 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Good Faith Shipping Co (Greece). Detained in 1999 in Montreal (Canada), in 2003 in Baltimore (United States), in 2004 in Antwerp (Belgium), in 2007 in Cadiz (Spain), in 2009 in New Orleans (United States) and in 2011 in Silvertown (United Kingdom). Sold for demolition in India for \$512/ton.



Norton (ex-Focomar, ex-Bel Anna, ex-APJ Sushma). IMO 8116893. Bulk carrier. Length 176 m, 6,430 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1983 in Shimizu (Japan) by Kanasashi. Owned by Celeste Maritime Ltd (Greece). Detained in 2002 in Manilla (Philippines, in 2006 and 2007 in Bandar Abbas (Iran) and in 2009 in Sevastopol (Ukraine). Sold for demolition in India for \$525/ton.

Ocean Beauty (ex-Edco Star, ex-Chloe, ex-Sycee, ex-Marilock). IMO 8025850. Bulk carrier. Length 225 m, 12,310 t. St Vincent & Grenadines flag. Classification society Polski Regestr Statkow. Built in 1982 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Cairo Three A Import & Export (Egypt). Detained in 2003 in Dampier (Australia) and Vancouver (Canada), in 2004 in Piombino (Italy), in 2009 in Hamburg (Germany) and in 2010 in Rotterdam (Netherlands). Sold as is in China for demolition in India for \$474/ton.



Pagane (ex-Galaxy, ex-Ganza, ex-Buhusi, ex-Stephanos D Pateras). IMO 7819412. Bulk carrier. Length 220 m, 14,628 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Bulcom Ltd (Chypre). Detained in 2000 in Rotterdam (Netherlands) and in 2007 in Venice (Italy). Sold for demolition in Pakistan for \$505/ton.



Panos (ex-Anangel Argonaut, ex-Thorsdrake). IMO 8005123. Bulk carrier. Length 222 m, 11,205 t. Marshalllese flag. Classification society Det Norske Veritas. Built in 1981 in Chiba (Japan) by Mitsui. Owned by Quantum Shipping Ltd (Greece). Detained in 2005 in Valencia (Spain), in 2006 in Vancouver (Canada) and in 2009 in Zoushan (China). Sold for demolition in India for \$530/ton.



Powstaniec Styczniowy. IMO 8313960. Bulk carrier. Length 195 m, 8,410 t. Deflagged from Malta to Domenica for her last journey. Classification society Polski Regestr Statkow. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Polska Zegluga Morska (Poland). Detained in 2000 in Bremen (Germany). Sold for demolition in India for \$520-525/ton.



Princess Yasmine (ex-DS Pioneer, ex-Forum Pioneer, ex-Mount Olympos). IMO 7706328. Bulk carrier. Length 178 m, 6,481 t. Panamanian flag. Classification society Global Marine Bureau. Built in 1978 in Sasebo (Japan) by Sasebo HI. Owned by Malah Maritime Services (Syria). Detained in 2004 in Genoa (Italy). Sold for demolition in India.



Prosperity (ex-Ever Prosperity, ex-Great Gatsby, ex-Orestis Emis, ex-Ascona). IMO 7921978. Bulk carrier. Length 224 m, 11,185 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1981 in Maizuru (Japan) by Hitachi. Owned by Ever Link Maritime Co Ltd (China). Detained in 2006 in Hamburg (Germany). Sold for demolition in Bangladesh.



Qiang Sheng I (ex-Ratna Shalini, ex-Gelibolu, ex-Hakuyou Maru). IMO 8607787. Single hull ship converted into a mineral tanker. Length 242 m, 17,665 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1987 in Imari (Japan) by Namura Shipbuilding. Owned by TOSCO Keymax (China). Detained in 2005 in Yeosu (South Korea) and in 2009 in Esperance (Australia). Sold for demolition in India for \$510/ton.



Rana (ex-Rozy, ex-Aretousa, ex-Pigi, ex-Corrin, ex-Harmony, ex-Snowrose, ex-Golden Trader I, ex-Golden Trader). IMO 7602596. Bulk carrier. Length 172 m, 5,350 t. Togolese flag. Classification society Bureau Veritas. Built in 1979 in Shimizu (Japan) by NKK. Owned by Swedish Management Co (United Arab Emirates). Detained in 2006 in Koper (Slovenia) and in 2007 in Silvertown (United Kingdom). Sold for demolition in Pakistan for \$510/ton.



Riva (ex-*Pride*, ex-*Catherine Venture*). IMO 8000525. Bulk carrier. Length 264 m, 17,661 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Tamano (Japan) by Mitsui. Owned by Good Faith Shipping Co (Greece). Detained in 2000 in Port Headland (Australia), in 2003 in Tees (United Kingdom) and in 2004 in Hong Kong. Sold for demolition in Bangladesh for \$540/ton.



Ruhr N (ex-*Ruhr Ore*). IMO 8410108. Bulk carrier (VLOC). Length 340 m, 42,687 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Neu Seeschiffahrt GmbH (Germany). Like her sisterships, *Alster N* and *Alfred N*, the *Ruhr N* were sold for demolition in Bangladesh for \$525/ton. Before leaving for demolition, all valuables were removed at Rotterdam. The same should have happened with dangerous materials.



Ruhr N berthed at the Rotterdam Caland canal where she's stripped of all valuables prior to her last voyage to the Chittagong breaker's yard, May 2011 © Robert Smith

Salema S (ex-*Lukissa*, ex-*Ocean Surf*, ex-*Gulf Waveex-Sibanimar*, ex-*Antonio Maceo*). IMO 8006270. Bulk carrier. Length 185 m, 7,603 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Svemir Shipping Services Ltd (Russia). Detained in 1999 in Saint Petersburg (Russia), in 2000 in Hamburg (Germany), Antwerp (Belgium), and Setubal (Portugal), in 2003 in Saint-Petersburg again then in Alicante (Spain), in 2006 in Piraeus (Greece) and Odessa (Ukraine), in 2007 in Singapore, in 2008 in Klaipeda (Lithuania) and in 2011 in Trieste (Italy). Sold for demolition in Bangladesh for \$529/ton.



San Giorgio 1 (ex-*Orgi*, ex- *San Giorgio*, ex-*Coralix-Gopali*, ex-*Cherish*). IMO 7701342. Bulk carrier. Length 146 m. Tanzanian flag. Classification society unknown. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Sold for demolition in Mumbai (India).



Sea Agility (ex-*New Amber*, ex-*Sidelia*). IMO 8323458. Bulk carrier. Length 244 m, 14,488 t. Marshalllese flag. Classification society American Bureau of Shipping. Built in 1987 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Detained in 2004 in Port Jackson (United States). Sold for demolition in China for \$460/ton.



Sea Countess (ex-*Golden 9*, ex-*Acoaxet Lady*, ex-*Acoaxet*, ex-*Samuel H. Armacost*). IMO 8004997. Bulk carrier. Length 179 m, 10,125 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi. Owned by Eddie Steamship Co Ltd (Taiwan). Detained in 2000 in Long Beach (United States), in 2008 in Xiamen (China) and in 2010 in Lianyungang (China). Sold for demolition in China for \$445/ton.



Sea Trinity (ex-*New Assurance*, ex-*Atlantic Assurance*). IMO 8323460. Former tanker converter into bulk carrier. Length 243 m, 17,195 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1987 in Sakaide (Japan) by Kawasaki Hi. Owned by Sealink Shipping Co Ltd (China). Sold as is in Dalian (China) for demolition in China for \$460/ton including 300 tons of bunker.

Shun Xin (ex-*Zorina*, ex-*Hereke 4*, ex-*Hereke 3*, ex-*Elbella IV*, ex-*Thames Maru*). IMO 7404633. Bulk carrier. Length 184 m, 8,537 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1976 in Mizushima (Japan) by Sanoyasu.. Owned by HK Xin HongYang International (China). Detained in 2002 in Rotterdam (Netherlands), in 2003 in Newcastle (United Kingdom), in 2008 in Tianjin (China) and in 2010 in Haikou (China). Sold for demolition in China.



South Star (ex-*Kiki P*, ex-*Lazos*, ex-*Sonito*, ex-*Master Panos*, ex-*Copper Yale*, ex-*Fort Yale*). IMO 7420845. Bulk carrier. Length 173 m, 6,820 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Osaka (Japan) by Sanoyasu. Owned by Quoc Huy Shipping Company Limited (Vietnam). Detained in 2003 in Avonmouth (United Kingdom). Sold for demolition in Bangladesh.



St. Anna (ex-*St. George*, ex-*Akkerman*, ex-*Akademik Blagonravov*). IMO 8623884. Bulk carrier. Length 215 m, 13,330 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Oktyabrskoye (Rusie) by Okean. Owned by Staff Centre Shipmanagement Ltd (Ukraine). Detained in 2003 in Montoir (France), in 2005 in Nantes (France) and in 2006 in Cagliari (Italy). Sold for demolition in India for \$548/ton including a large amount of non-ferrous metal.



Sunrise I (ex-*Treasure Sunrise*, ex-*Shinano Maru*). IMO 8005020. Bulk carrier. Length 270 m, 21,089 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by Good Faith Shipping Co SA (Greece). Detained in 2002 in Amsterdam (Netherlands), in 2003 in Hong Kong and in 2006 in Tarento (Italy). Sold for demolition in Bangladesh for \$528/ton.



Tai Chung. IMO 8018431. Bulk carrier. Length 188 m. Panamanian flag. Classification society China Corporation Shipping Register. Built in 1982 in Keelung (Taiwan) by China SB. Owned by Taiwan Navigation Co Ltd (Taiwan). Detained in 2010 in Bandar Abbas (Iran) and in 2011 in Shanghai (China). Sold for demolition in China.



Tradewinds (ex-*Tradewind*). IMO 8014801. Bulk carrier. Length 169 m, 7,361 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1981 in Oshima (Japan) by Oshima SB. Owned by Cargo Connect Pte Ltd (Singapore). Detained in 2003 in Corpus Christi (United States). Sold for demolition at Bangladesh.



V Australia (ex-*Princess Marisol*, ex-*Peace Glory*, ex-*Shibumi*, ex-*Huang Shan*, ex-*Atara*, ex-*Patria*). IMO 8008785. Bulk carrier. Length 290 m, 27,288 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in El Ferrol (Spain) by Astano. Owned by Sea Breeze Navigation Inc (Ukraine). Detained in Australia in 2001 in Port Headland and in 2006 in Newcastle. Sold in as is at Singapore for demolition in India for \$515/ton.



V Europe (ex-*Marine Corona*, ex-*Cetra Corona*). IMO 8009442. Bulk carrier. Length 280 m, 19,204 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1982 in Sakaide (Japan) by Kawasaki. Owned by Wallem Shipmanagement Ltd (Norway). Detained in 1999 in Hamburg (Germany) in 2008 in Newcastle (Australia). Sold for demolition in Bangladesh.



V Europe © shipping Explorer



Vassiliki (ex-*Goodchance*, ex-*Marbella*, ex-*Mlawa*). IMO 7725506. Bulk carrier. Length 95 m, 1,704 t. Moldovan flag. Classification society RINA. Built in 1979 in Port Glasgow (United Kingdom) by Ferguson Bros. Owned by Aris Sea Services SA (Greece). Detained in 2004 in Castellon de la Plana (Spain) and in 2009 in Novorossiysk (Russia). Sold for demolition in Turkey for \$320/ton.



Wales II (ex-*Navigator I*, ex-*George L*). IMO 7378614. Bulk carrier. Length 182 m, 6,360 t. St Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1975 in Muroran (Japan) by Hakodate Docks. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2009 in Kandla (India) and in 2010 in Cochin (India). Sold for demolition in India for \$505/ton.



Win Express (ex-*Pace*, ex-*Seapace*, ex-*Byamount*, ex-*South Light*). IMO 7616482. Bulk carrier. Length 170 m, 6,145 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Osaka (Japan) by Sanoyasu. Owned by Harmony Growing Ship Management Co (China). Detained in 2002 in Lisbon (Portugal). Sold for demolition in China for \$445/ton.



Win Star (ex-*Despina Junior*, ex-*Forum Power*, ex-*Reyna*, ex-*Blue Surf*, ex-*Ophelia*). IMO 7525528. Bulk carrier. Length 175 m, 7,879 t. St Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1976 in Marugame (Japan) by Imabari Zosen. Owned by Dalian Master Well Ship Management Co (China). Detained in 1999 in Antwerp (Belgium), in 2000 in Bremen (Germany) and in 2006 in Kwangyang (South Korea). Sold for demolition in China for \$455/ton.



World Trader (ex-*Eiyoh Maru*). IMO 7929293. Bulk carrier. Length 198 m, 10,254 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 at Aioi (Japan) by Ishikawajima-Harima. Owned by TMT Co Ltd (Taiwan). Detained in 2003 in Newcastle (United Kingdom), in 2004 and 2005 in Genoa (Italy) and in 2008 in San Francisco (United States). Sold for demolition in China.



Xin Feng (ex-*Min Noble*, ex-*Valdivia*). IMO 7929968. Bulk carrier. Length 225 m, 11,396 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Imari (Japan) by Namura SB. Owned by COSCO (China). Detained in 2000 in Brindisi (Italy), in 2001 in Esperance (Australia), in 2003 in Newcastle (Australia) and in 2004 in Vancouver (Canada). Sold for demolition in China for \$458/ton.



Xin Sheng (ex-*Lazeez*, ex-*Donald Duckling*, ex-*Oceanic Prelude*, ex-*Merchant Prelude*, ex-*Toyo Prosperity*, ex-*Young Shinko*). IMO 7913062. Bulk carrier. Length 223 m, 11,434 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Mihara (Japan) by Koyo DY Co. Proprietaire Xin Sheng Yang Co Ltd (Hong Kong, China). Detained in 2001 in Kotka (Finland), in 2005 in Geraldton (Australia), in 2006 in Incheon (South Korea) and in 2007 in Yantai (China). Sold for demolition in China.



Xin Yu (ex-*Anthi P*, ex-*Petrina*, ex-*Sea Music*, ex-*Angle Bay*, ex-*South Rainbow*). IMO 7621968. Bulk carrier. Length 225 m, 12,131 t. Panamanian flag. Classification society International Register of Shipping. Built in 1977 in Innoshima (Japan) by Hitachi. Owned by COSCO (China). Detained in 2002 in Lisbon (Portugal), in 2004 in Vostochny (Russia) and in 2008 in Incheon (South Korea). Sold for demolition in China for \$454/ton.



Xing Sheng Da (ex-*Royal Success*, ex-*Pinar Kaptanoglu*, ex-*Marine Gloria*, ex-*Nortrans Gloria*). IMO 8029624. Bulk carrier. Length 176 m, 7,708 t. Panamanian flag. Classification society Panama Shipping Register. Built in 1982 in Shiogama (Japan) by Tohoku SB Co. Owned by Hong Sheng Da Shipmanagement (Hong Kong, China). Detained in China in 2009 in Tianjin and Guangzhou and in 2010 in Xiamen and Fuzhou. Sold for demolition in China for \$440/ton.



Xinhan (ex-Nirmal Bhushan, ex-Zeynap Ana, ex-Neo Palmira, ex-Palmira, ex-Cavelier de la Salle). IMO 7531242. Bulk carrier. Length 188 m, 8,351 t. Unknown flag. Classification society Overseas Marine Certification Services. Built in 1977 in Iroshima (Japan) by Mitsubishi. Owned by Xing HongYang International Ship Management (China). Detained in 2002 in Southampton (United Kingdom), in 2006 in Taranto (Italy), in 2007 in Cagliari (Italy) and in 2010 in Haikou (China). Sold for demolition in China.



Young Li (ex-Anna M, ex-Molat). IMO 7601621. Bulk carrier. Length 188 m, 7,353 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Vanguard Shipping (China). Detained in 2000 in Newcastle (United Kingdom), in 2002 in Charleston (United States), in 2008 in Incheon (South Korea) and in 2011 in Caofeidian (China). Sold for demolition in China for \$455/ton.



Zheng Hang (ex-Panormos Trader, ex-Hyundai Trader, ex-Orient Trader). IMO 8105507. Bulk carrier. Length 224 m, 12,432 t. Kiribati flag. Classification society International Register of Shipping. Built in 1983 in Koje (South Korea) by Samsung. Owned by Fuzhou Minlun Shipping Co (China). Detained in 2010 in Kwangyang (South Korea) and in 2011 in Mundra (China). Sold for demolition in Bangladesh for \$512/ton.



Zhong Yue 1 (ex-Guang Shen, ex-Trias, ex-Predator, ex-Seaduty, ex-Reynolds). IMO 7330208. Bulk carrier. Length 190 m, 7,034 t. Cambodian flag. No classification society according to her last Port State Control. Built in 1973 in Tamise (Belgium) by Boelwerf. Owned by Qingdao Zhongren International Ship Management (China). Sold for demolition in China.



Ziemia Chelminska. IMO 8207769. Bulk carrier. Length 180 m, 6,622 t. Liberian flag. Classification society Det Norske Veritas. Built in 1984 in Avellaneda (Argentina) by Alianza. Owned by Polska Zegluga Morska (POLSTEAM) (Poland). Detained in 2009 in Monfalcone (Italy). Sold for demolition in India for \$507/ton.



Zorina (ex-Marigold, ex-Ocean Gold). IMO 8024387. Bulk carrier. Length 224 m, 11,590 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by Courage Marine Group (Taiwan). Sold for demolition in China for \$452/ton.

General cargo

Afamia Sun (ex-Al Kauthar D, ex-Georgios, ex-Cam Ilomba, ex-Gloria, ex-Karina, ex-Kassina, ex-Dorico). IMO 7412575. General cargo. Length 121 m, 2,344 t. Moldovan flag. Classification society International Register of



Shipping. Built in 1975 at Kochi (Japan) by Kochi Jyuko. Owned by Arados Shipping Co Srl (Roumanie). Detained in Novorossiysk (Russia) in 2007, 2008 and 2010. In January 2011, she was sold for demolition in India. Her status in the Equasis database is "broken up" since January 24 but the ship continues to sail and was deflagged from Saint Kitts & Nevis to Moldova, before being sold again for demolition in India.

July 2009 in Novorossiysk (Russia) © Oleg Sushkov

Alkarim M (ex-Shi Zui Shan, ex-Lindinger Quetzal). IMO 7400766. General cargo. Length 94 m, 1,713 t. North Korean flag. Classification society unknown. Built in 1976 in Husum (Germany) by Husumer Schiffswerft. Owned by ISM Group Ltd (Syria). Sold for demolition at unknown destination.



Amer F (ex-*Ilania Star*, ex-*Oualidia*). IMO 7711878. General cargo. Length 96 m, 1,948 t. Cambodian flag. Classification society Bureau Veritas. Built in 1978 in Neuenfelde (Germany) by JJ Sietas. Owned by FGM Ship Management Co Ltd (United Kingdom). Detained in 1998 in Southampton (United Kingdom) and Hamburg (Germany), in 2004 in Antwerp (Belgium) and in 2008 in Chalkis (Greece). Sold for demolition in Turkey for \$360/ton.



Anund (ex-*Eco Liz*, ex-*Odin*). IMO 7422037. General cargo. Length 80 m, 1,075 t. Cyprian flag. Classification society Germanischer Lloyd. Built in 1975 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by SIA Aquarius Shipmanagement Co (Latvia). Sold for demolition at an unknown destination.



Anund carrying wind turbine blades on the Kiel canal (Germany), July 2008 © **Aleksi Lindström**

Atlantic Leader (ex-*Wind Admiral*, ex-*Rachel*, ex-*Seaboard Texas*, ex-*Budapest*). IMO 8314627. General cargo. Length 174 m, 8,920 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Warnemünde (Germany) by Warnowwerft. Owned by Frontenac International SA (Ukraine). Detained in 2008 in Antwerp (Belgium) and Tianjin (China) and in 2011 in Chennai (China). Sold for demolition in India for \$547/ton.



Atlantic Project (ex-*Floresti*, ex-*PCC Lo Santos*, ex-*Managua*, ex-*Contigo*, ex-*Kolpino*). IMO 8811340. General cargo. Length 174 m, 8,920 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Lumar Subsidiary Co (Ukraine). Detained in 2007 in Hambourg (Germany) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India.



Atra I (ex-*Atra*, ex-*Clipper*, ex-*Flipper*, ex-*Martha*, ex-*Mircesti*). IMO 8802337. General cargo. Length 131 m, 3,359 t. Panamanian flag. Classification society RINA. Built in 1987 in Tulcea (Romania) by Tulcea SN. Detained in 2010 in Koper (Slovenia) and Nikolayev (Ukraine). Sold for demolition in India. \$526 /ton.



Bangmunnak (ex-*Niaga 47*, ex-*Monte Azul*). IMO 7419781. General cargo. Length 108 m, 2,219 t. Thai flag. No classification society according to her last Port State Control. Built in 1975 at Uwajima (Japan) by Miyoshi. Owned by Phulsawat Asia Line (Thailand). Detained in Vietnam in 2004 in Saigon and in 2007 in Vungtau. Sold for demolition in Bangladesh. \$505 /ton



Baraka (ex-*Cape Vincent*, ex-*Al Fath*, ex-*East Trader*, ex-*Agas*, ex-*Antofagasta*, ex-*Chertal*). IMO 6930635. General cargo. Length 160 m, 6,300 t. Cambodian flag. Classification society Polski Regestr Statkow. Built in 1970 in Tamise (Belgium) by Boelwerft. Owned by Romalex Marine (Egypt). Detained in 2006, 2007 and 2008 in Novorossiysk (Russia), in 2009 in Illichivsk (Ukraine) and in 2010 in Nikolayev (Ukraine) and again in Novorossiysk. Sold for an unknown destination of demolition.



BM Defender (ex-*Clipper Ipanema*, ex-*Concord Daisen*, ex-*Brave Spirit*, ex-*Eternal Fuji*). IMO 8017009. General cargo. Length 165 m. Deflagged from Bahamas to Panama for her last journey. Classification society RINA. Built in 1981 in Tadotsu (Japan) by Hashihama Zosen and completed in Numakuma by Tsuneishi. Owned by BM Shipping Group SpA (Italy). Sold for demolition in India. \$543/ton.



Caesar-1 (ex-*Nino S*, ex-*West Express*, ex-*Lupus*, ex-*Kronholm*, ex-*Weser*). IMO 7361659. General cargo. Length 93 m. North Korean flag. Classification society Korea Classification Society. Built in 1974 in Neuenfelde (Germany) by JJ Sietas. Detained in 2001 in Oslo (Norway), in 2004 in Plymouth (United Kingdom) and in 2006 in Porto Nogaro (Italy). Sold for demolition in Turkey.



Capt Mahdi (ex-*Jollas*, ex-*Bravaden*, ex-*Bernice*, ex-*Aung Mingala*, ex-*Tramarco Trader*, ex-*Resalla*, ex-*Salla*, ex-*Walki Paper*). IMO 7403706. General cargo. Length 159 m, 6,756 t. Togolese flag. Classification society Germanischer Lloyd. Built in 1979 in Gijon (Spain) by Juliana Gijonesa. Resold by her Finnish owner Rettig Group Ltd to the Syrian Sea Rose Maritime in June 2011. This enabled the ex Finnish Jollas to be discreetly beached for demolition in India under the Togolese flag. \$515/ton.



Capt Mahdi ex-*Jollas* departing Helsinki (Finland), January 2011 © Jukka Koskimies

Carlos Star (ex-*Rubin*, ex-*Marine Star*, ex-*Maria Francisca*, ex-*Beeco Asia*, ex-*Blas de Lezo*). IMO 7817361. General cargo. Length 121 m, 3,749 t. Panamanian flag. Classification society RINA. Built in 1981 in Gijon (Spain) by Duro Felguera. Owned by Carlo International Shipping Co (China). Sold for demolition in Bangladesh.



Chang Le Men (ex-*Ristakez*, ex-*Darya Rashmi*, ex-*Marine Confidence*, ex-*Marine Blue*, ex-*Farnham*, ex-*Indian Highsea Success*, ex-*Highsea Success*). IMO 8104656. General cargo. Length 147 m, 5,019 t. Saint Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by Nanjing Ocean Shipping Co Ltd – NASCO (China). Detained in 2001 in Portugal in Setubal and Leixoes. Sold for demolition in India. \$ 530/ton.



Christina (ex-*Iran Borhan*, ex-*Arya Gohar*). IMO 7360784. General cargo. Length 150 m, 4,897 t. Saint Kitts & Nevis flag. Classification society unknown. Built in 1975 in Bremerhaven (Germany) by Weser Seebeck. Owned by Pan Seas Shipping (United Arab Emirates). Sold for demolition in India.



Cobalt Transport (ex-*Theomitor*, ex-*Flecha*, ex-*Tamara*, ex-*Mare Italico*, ex-*Acedrelas*, ex-*Cedrela*). IMO 7378341. General cargo. Length 178 m, 7,597 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1974 in Saiki (Japan) by Usuki Iron Works. Owned by Cooper's Mechanical Oilfield Services Pte Ltd (Singapore). Detained in 2003 in Fangcheng (China) and in 2004 in Guangzhou (China). Sold for an unknown destination of demolition.



Diana Star (ex-Daly, ex-Marimar, ex-Fairnes, ex-Finnsnes). IMO 7632888. General cargo. Length 135 m, 4.600 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1978 at Shimizu (Japan) by NKK Corp. Owned by Global Management & TradingCo Ltd (Liban). Detained in 1998 in Port Hawkesbury (Canada), in 1999 in Pori (Finland), in 2005 in Lisbon (Portugal), in 2007 in Cagliari (Italy), in 2008 in Saint-Malo (France) and in 2010 in Larnaca (Cyprus). Sold for demolition in India. \$529/ton.



Dibena Express (ex-Kinabalu Sepuloh). IMO 7506754. General cargo. Length 116 m. Thai flag. No classification society according to her last Port State Control. Built in 1975 at Hakata (Japan) by Watanabe Zosen. Owned by Phulsawat Navy Co Ltd (Thailand). Sold for demolition in Bangladesh.



E Dignity (ex-Marathon, ex-Anchor Bay, ex-Sliema, ex-Kapital I, ex-Margaret John, ex-Anastasia II). IMO 7706562. General cargo. Length 116 m, 2,649 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1977 in Hakata (Japan) by Watanabe Zosen. Owned by Emre Gemicilik Denizcilik Ticaret Ltd (Turkey). Detained in 2000 in Bilbao (Spain) and Rouen (France), in 2005 in Longuldak (Turkey), in 2006 in Kerch (Ukraine) and in 2011 in Tuapse (Russia) and Trabzon (Turkey). Sold for demolition in Bangladesh. In November 2005, *E Dignity* is already considered bound for demolition. A broker bought her for \$326/ton and resold her 4 months later for \$340/ton for demolition in Bangladesh (Cf. Ship-breaking.com n°2). However, the ship goes on sailing on the Mediterranean sea, always in bad conditions and plagued by detentions. She is flying the Maltese flag up to 2010 before adopting Georgian nationality and then Tololese in 2011. After 6 years of reprieve, *E Dignity* just retired and was beached for demolition in Chittagong, Bangladesh.



E Dignity in Tuapse (Russia), March 2011

© Valeriy Balalaev

Eversafe (ex-Confidence, ex-Ace Confidence, ex-Ace Enterprise). IMO 7903378. General cargo. Length 168 m. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Onishi (Japan) by Kurushima. Owned by Ever Glory Maritime Co Ltd (China). Detained in 2002 in Kolding (Denmark), in 2003 in Lianyungang (China), in 2006 in Bandar Abbas (Iran), in 2008 in Tianjin (China) and in 2011 in Guangzhou and Taicang (China). Sold for demolition in China.



F.Goktug (ex-Huseyin Atasoy, ex-Mete Kardesler I). IMO 7802495. General cargo. Length 66 m. Turkish flag. Classification society Turk Loydu. Built in 1980 in Istanbul (Turkey) by Ucler Tersanesi. Owned by Cenker Denizcilikve Ticaret Ltd (Turkey). Detained in 2001 in Chalkis (Greece) and in 2002 in Ploce (Croatia). Sold for demolition in Turkey.



Falcon Eye III (ex-Ebn Al Waleed). IMO 8317540. General cargo. Length 133 m, 5.280 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Alexandria (Egypte) by Alexandria SY. Owned by Dubai Coast Shipping LLC (United Arab Emirates). Detained in 1999 and 2007 in Montreal (Canada) and in 2011 in Mumbai (India). Sold for demolition in India. \$475/ton.



Gabriel (ex-Warsa, ex-Nildiya, ex-Sea Humber, ex-Sea Hawk). IMO 7622065. General cargo. Length 69 m. Comoros flag. Classification society unknown. Built in 1977 at Tokushima (Japan) by Kanrei. Owned by Royal Melody Ltd (Greece). Detained in 2001 in Ghent (Belgium), in 2008 in Koper (Slovenia) and Valetta (Malta) and in 2010 twice in Larnaca (Cyprus). Sold for demolition in Turkey.



Gazze (ex-YUnis Sirin, ex-Ahmet Erdogan, ex-Hasan Koc, ex-Coklar III). IMO 7806192. General cargo. Length 84 m, 1,147 t. Sierra Leone flag. Classification society Turk Loydu. Built in 1981 in Balat (Turkey) by Gunsin. Owned by Ihh Insan Hak Vehurriyetleri (Turkey). Detained in 2000 in Setubal (Portugal), in 2001 in Sevilla (Spain) and again in Setubal, in 2002 in Rijeka (Croatia) and Eleusis (Greece) and in 2003 in Ravenna (Italy) and again in Eleusis. Sold for demolition in India.



GB Med (ex-Portuondo). IMO 7717834. General cargo. Length 95 m. Moldovan flag. Classification society unknown. Built in 1977 in Guernica (Spain) by Murueta. Owned by Interglobal Shipping 3001 Ltd (Israel). Detained in 2005 in Genoa and Naples (Italy), in 2006 in Porto Nogaro (Italy), in 2007 and 2009 in Limassol (Cyprus) and in 2009 in Larnaca (Cyprus). Sold for demolition in Turkey.



Golden Bay (ex-Zeeland, ex-City, ex-City of Manchester, ex-Laxfoss, ex-City of Hartlepool). IMO 7709980. General cargo. Length 104 m, 2.173 t. Panamanian flag. Classification society RINA. Built in 1979 in Appledore (United Kingdom) by Appledore SB. Owned by Ceren Denizcilik Sanayi (Turkey). Detained in 2007 in Nikolayev (Ukraine). Sold for demolition in Bangladesh.



Golden Huayang (ex-Thor Champion, ex-Cape Moreton, ex-California, ex-Nedlloyd Vitoria, ex-Red Sea Egalite, ex-CGM Roussillon, ex-Castor). IMO 8209640. General cargo. Length 169 m, 7,900 t. Sierra Leone flag. Classification society unknown. Built



in 1982 in Kiel (Germany) by Howaldtswerke-DW. Announced as sold for demolition in China in March 2011, the ex Thai *Thor Champion* was renamed *Golden Huayang* flying the Sierra Leone flag and went on sailing. Her new certificates are delivered by RINA. Owned by Jiangsu Huayi Ship Management Co Ltd (China). The ship is eventually beached in India on 28th September.

Thor Champion, southbound on the Bosphorus June 2009 © Wil Weijsters

Hafez (ex-Freital). IMO 7604283. General cargo. Length 122 m, 3,600 t. Syrian flag. Classification society Germanischer Lloyd. Built in 1977 in Rostock (Germany) by Neptun Schiffswerft. Owned by Sahyouni Trade & Transport Maritime (Syria). Detained in 2003 in Antwerp (Belgium) and Barletta (Italy), in 2007 in Ravenna (Italy) and in 2010 in Limassol (Cyprus). Sold for demolition in Pakistan.



Hong Prosperity (ex-National Pride, ex-Galleon Pride, ex-Galleon Emerald). IMO 7915254. General cargo. Length 173 m, 6,399 t. Saint Vincent & Grenadines flag. Classification society International Register of Shipping. Built in 1981 in Innoshima (Japan) by Hitachi Japan. Owned by Hongyuan Marine Co Ltd (China). Sold for demolition in India. \$520/ton.



Hong Succes (ex-National Dignity, ex-OBL Leader, ex-Galleon Dignity, ex-Galleon Agate). IMO 7912575. General cargo. Length 173 m, 6,397 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1981 in Setoda (Japan) by Naikai SB. Owned by Hongyuan Marine Co Ltd (China). Sold for demolition in India. \$520 /ton.

Jiang (ex-*Brigantium*, ex-*Noruega*). IMO 7393884. General cargo. Length 82 m. Comoros flag. Classification society unknown. Built in 1976 in Palma de Mallorca (Spain) by Astilleros de Mallorca. Owned by Global Management & Trading Co (Liban). Sold for demolition in Turkey.



Jona (ex-*Blue Stone*, ex-*Evangelos*, ex-*Fastov*, ex-*Gaviota*, ex-*Gaviota II*). IMO 7932692. General cargo. Length 122 m, 3,610 t. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1979 in Rostock (Germany) by Neptun Schiffswerft. Owned by Almarouf Shipping Co Ltd (Egypte). Detained in 2001 in Brake (Germany) and in 2002 in Vlaardingen (Netherlands). Sold for demolition in Turkey.



Jona off the Portuguese coast, June 2010
© Angel Luis Godar Moreira

KKG 1 (ex-*Ocean Wave I*, ex-*Hyundai Hawk*, ex-*Oasis*, ex-*Samarkand*). IMO 8620155. General cargo. Length 173 m, 8,920 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Warnemünde (Germany) by Warnowwerft. Owned by Shanghai CP International ShipManagement (China). Detained in 2007 in Houston (United States) and in 2011 in Chennai and Vishakhapatnam (India). Sold for demolition in India. \$510 /ton.



Ladybird (ex-*Nika*, ex-*Viola*, ex-*Vingaren*, ex-*Domar*, ex-*Hove*). IMO 7500786. General cargo. Length 81 m. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. Owned by Neva Deniz Tasimaciligi Sanayi ve Ticaret Ltd (Turkey). Detained in 2004 in Antwerp (Belgium) in 2005 in Kdzeregli (Turkey). Sold for demolition in Turkey.



Line (ex-*Swift*, ex-*Bell Swift*, ex-*Jan*, ex-*Arfell*). IMO 7508271. General cargo. Length 94 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. Owned by Rolf Wagle AS (Norway). Detained in 2000 in Antwerp (Belgium). Sold for demolition in Grenaa (Denmark) by Fornaes.



Line just before she sails underneath Brevik-bridge (Norway), November 2010 © Tomas Østberg- Jacobsen

Lucky Ocean (ex-*Ocean Pride*, ex-*Sun Bright*, ex-*Samsun Light*, ex-*Mercury*, ex-*Pacific Victory*). IMO 8004686. General cargo. Length 154 m, 5,437 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Uwajima (Japan) by Uwajima Zosensho. Owned by Fujian Yongjia Shipping Co Ltd (China). Detained in 2000 in Vladivostok (Russia). Sold for demolition in China. \$450 /ton.



Maksim (ex-Maksim Rylskiy). IMO 7740556. General cargo. Length 124 m. Moldovan flag. Classification society Shipping Register of Ukraine. Built in 1978 in Navashino (Russia) by Navashinskiy Oka. Owned by Donbass (Ukraine). Detained in 2002 in Genoa (Italy), in 2003 in A Coruña (Spain), in 2007 in Cagliari (Italy) and in 2008 in Taranto (Italy). Sold for demolition in Turkey.



Mitra Ocean (ex-Melia II, ex-Ghadames, ex-Jenny Porr). IMO 7619032. General cargo. Length 136 m, 5.295 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1977 in Fukuoka (Japan) by Fukuoka Zosen. Owned by PT Meratus Line (Indonesia). Sold for demolition in India. \$522 /ton.



Mona S (ex-Mona, ex-Lublin II). IMO 8302210. General cargo. Length 149 m, 6,791 t. Syrian flag. Classification society Germanischer Lloyd. Built in 1987 at Gdynia (Poland) by Komun Paryskiej Shipyards. Owned by Samin Shipping Co Ltd (Syria). Detained in 1998 in Lisbon (Portugal) and in 2008 in Odessa (Ukraine). Sold for demolition in India



Mwafak (ex-Destiny S, ex-Petras, ex-Wall, ex-Lilliet, ex-Akrogiali, ex-Juarez). IMO 7420039. General cargo. Length 154 m, 4,891 t. Tanzanian flag. Classification society Maritime Lloyd. Built in 1977 in Elsinore (Denmark) by Helsingor Vaerft. Owned by Seagate Marine Srl (Romania). Detained in 2000 in Liverpool (United Kingdom) and Saint Petersburg (Russia), in 2001 in Bilbao (Spain) and Antwerp (Belgium), in 2008 in Novorossiysk (Russia) and Nikolayev (Ukraine) and in 2009 in Theodosia (Ukraine). Sold for demolition in India. \$515 /ton.



Mwafak, berthed in Tartous (Syria), with her beautiful black livery to hide rust, September 2010 © Mahmoud / Shipspotting

Natasha (ex-Elisabeth M, ex-Elisabeth, ex-Med Flindiar, ex-Harting). IMO 8000197. General cargo. Length 91 m, 1,375 t. Dominican flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Wallsend (United Kingdom) by Clelands SB Co. Detained in 2003 in Castellon de la Plana (Spain) and in 2007 in Alicante (Spain). Sold for demolition in Pakistan.



Nimeh 1 (ex-Andrea M, ex-Andrea, ex-Andrealion, ex-Andrea Smits). IMO 7712028. General cargo. Length 84 m, 1,802 t. Panamanian flag. Classification society International Register of Shipping. Built in 1978 in Slikerveer (Netherlands) by Groot & Vliet. Owned by Silver Star Maritime Co (Syrie). Detained in 2000 in Genoa and Savone (Italy), in 2002 in Gaeta (Italy), in 2003 in Immingham (United Kingdom), in 2004 in Civitavecchia (Italy), in 2006 in Novorossiysk (Russia), in 2007 in Koper (Slovenia) and in 2010 in Cadiz (Spain). Sold for demolition in India.



Nord Gain (ex-Phoenix Glory, ex-Medi Tradition, ex-Ceycapital, ex-Safmarine Boma, ex-Maya, ex-St. Gerasimos I, ex-Merkur Lake). IMO 8213469. General cargo. Length 159 m, 6,050 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Rostock (Germany) by Neptun Schiffswerft. Owned by Farglory Shipmanagement Pte Ltd (Singapore). Detained in 2002 in Lisbon (Portugal), in 2006 in Koper (Slovenia) and Antwerp (Belgium), in 2008 in Tianjin (China) and in 2009 in Zhanjiang (China). Sold as is in Haldia (India) for demolition in Bangladesh. \$477/ton.



Norman Spirit (ex-Nord Spring, ex-Safmarine Lisbon, ex-Zapoteca, ex-Olmeca, ex-Jutha Rachavadee, ex-Merkur Delta). IMO 8310865. General cargo. Length 150 m, 6,090 t. Panamanian flag. Classification society RINA. Built in 1984 in Rostock (Germany) by Neptun VEB. Owned by Ocean Span Shipping Ltd (China). Detained in 1999 in New York (United States), in 2000 in Antwerp (Belgium), in 2005 in Houston (United States), in 2009 in Lianyungang (China) and in 2011 in Shanghai (China). Sold for demolition in Bangladesh. \$515 /ton.



Ocean Alpha (ex-Golden Pacific, ex-Southeast Asia, ex-Kabaena, ex-Quinta, ex-Alexandros, ex-Cedar Fortune, ex-Georgios L, ex-Great Ocean). IMO 7701122. Bulk carrier. Length 142 m, 4,228 t. Malaysian flag. Classification society International Register of Shipping. Built in 1977 in Kochi (Japan) by Kochi Jyuko. Owned by Kingbest Shipping Ltd (China). Detained in 2004 in Hong Kong and in 2009 in Singapore. Sold for demolition in Bangladesh.



Pioner Buryatii. IMO 7645328. General cargo. Length 130 m. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Hermes Co Ltd Sovgavan (Russia). Detained in 2008 in De-Kastri (Russia), and in 2011 in Korsakov (Russia) and Lianyungang (China). Sold for demolition in China.



Redwood (ex-Kent Forest, ex-Clipper Forest, ex-Atlanta Forest, ex-Atlanta, ex-Finnocceanis, ex-Walki). IMO 7403689. General cargo. Length 159 m, 6,801 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1978 in Gijon (Spain) by Juliana. Owned by Regal Agencies Corp (Greece). Detained in 2008 in Sorel (Canada). Sold for demolition in India. \$525/ton.



Regina Magdalena (ex-Regulus, ex-Carolin, ex-Noord, ex-Manchester Prince, ex-Njord, ex-City of Oporto). IMO 8105090. General cargo. Length 100 m. Norwegian flag (International register). Classification society Det Norske Veritas. Built in 1981 at Rendsburg (Germany) by Nobiskrug. Owned by Magdalena AS (Norway). Detained in 2010 in Uddevalla (Sweden). Sold for demolition in Estonia.



Riga Sailor (ex-Pyotr Smidovich). IMO 7415046. General cargo. Length 152 m, 5,526 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Gdansk (Poland) by Gdanska Lenina Shipyard. Owned by Riga Ship Management SIA (Latvia). Sold for demolition in India. \$505 /ton.



Royal (ex-Conquer, ex-General Villa, ex-Lanka Asitha, ex-Jebesen Timaru). IMO 8313025. General cargo. Length 174 m, 8,022 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1985 in Tsu (Japan) by Nippon Kokan. Owned by Valencia Management Co (Greece). Detained in 2003 in Cairns (Australia), in 2007 in San Francisco (United States) and Vancouver (Canada), in 2008 in Illichivsk (Ukraine) and in 2009 in Novorossiysk (Russia). Sold for demolition in Bangladesh.



Santa Suria II (ex-Sukawaran Naree, ex-Sukrawan Naree, ex-Mistra, ex-Jasmine Trader, ex-Silver Wind). IMO 7628291. General cargo. Length 145 m, 4,905 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1977 at Oshima (Japan) by Oshima SB. Owned by Samudera Sempurna (Malaysia). Detained in 2001 in Singapore and in 2011 in Cochin (India). Sold for demolition in Bangladesh.



Soomy (ex-Ahmed H, ex-Juto, ex-Start, ex-Thupall 1, ex-Tor Francia, ex-Francia). IMO 6812754. General cargo. Length 68 m, 800 t. North Korean flag. Classification society Maritime Bureau Of Shipping. Built in 1968 in Fosnavaag (Norway) by Voldnes. Owned by Muhannad A A (United Arab Emirates). Detained in 2002 in Bremen (Germany), in 2004 in Eleusis (Greece) and in 2006 in Pozzalo (Italy). Sold for demolition in Pakistan.



Stellenbosch (ex-*Vidal*, ex-*Rowanbank*, ex-*Vento*, ex-*Venture*, ex-S.A. *Venture*). IMO 7701639. General cargo. Length 173 m, 9,019 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1978 in Tsurumi (Japan) by Nippon Kokan. Owned by MACS – Maritime Carrier Shipping (Germany). Detained in 2008 in Rotterdam (Netherlands). Sold for demolition in India. \$516/ton.



Tarpon Clipper (ex-*Rickmers Doha*, ex-*Delmas Tamboti*, ex-*Magellan 1*, ex-*Kilimanjaro*, ex-*Himalaya Maru*). IMO 7813573. General cargo. Length 167 m, 8,139 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Aioi (Japan) by Ishikawajima-Harima. Owned by Tarpon Shipping Co (Greece). Detained in 2003 in Hong Kong and in 2010 in Mumbai (India). Sold for demolition in India. \$540/ton.



Turnin (ex-*Blue Pearl*, ex-*Pioner Arkhangelska*). IMO 7418452. General cargo. Length 130 m, 3,930 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Azia Shipping Holding Ltd (Cyprus). Detained in 2004 in Pohang (South Korea). Sold for demolition in China.



Tzoanna VII (ex-*Gemma*, ex-*Sophia V*, ex-*Sophia*, ex-*Maaïke*, ex-*Altar*, ex-*Wind Ocean*, ex-*Fredrik*, ex-*Roberto Ivens*, ex-*Gardenia*, ex-*Germa Dolphin*, ex-*Germa Team*). IMO 7702554. General cargo. Length 81 m. Greek flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Singapore by Far East Livingston. Owned by New Lines III Shipping Co (Greece). Detained in 2000 in Saint-Malo (France) and Antwerp (Belgium), in 2001 again in Saint-Malo, in 2002 in Gdansk (Poland), in 2003 in Lisbon (Portugal) and again in Gdansk, in 2004 in Calais (France) and Newhaven (United Kingdom), in 2006 in Birkenhead (United Kingdom) and in 2007 in San Antioco (Italy). Sold for demolition in Turkey.



The detention record holder *Tzoanna VII* in Valencia (Spain), August 2007.

© Guzzlebroo / Shipspotting

Union Carrie (ex-*Bao Fu Men*, ex-*Tatiana L*, ex-*Captain Stefanos*). IMO 7619434. General cargo. Length 147 m, 5,185 t. Kiribati flag. Classification society International Ship Classification. Built in 1978 in Saiki (Japan) by Usuki Iron Works. Owned by Tranglory Shipping Co Ltd (China). Detained in 2006 in Shanghai, in 2009 in Mumbai (India), in 2010 in Xiamen (China) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India. \$530/ton.



Union Glory (ex-*Strofades III*, ex-*Agat*, ex-*Isla Puna*, ex-*Chungking*, ex-*Beeco Africa*, ex-*Antonio De Gastaneta*, ex-*Isla Marchena*, ex-*Maria Antonia*). IMO 7817373. General cargo. Length 131 m, 3,750 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Gijon (Spain) by Duro Felguera. Owned by Yantai Union International Ship Management Co Ltd (China). Detained in 2010 in Tianjin (China) and in 2011 in Shenzhen (China). Sold for demolition in China. \$460/ton.



Vinga (ex-*Acamar*, ex-*I.W. Winck*, ex-*Wrath*, ex-*Jytte Bres*). IMO 7113167. General cargo. Length 65 m. Swedish flag. Classification society Bureau Veritas. Built in 1971 in Frederikshavn (Denmark) by Frederikshavns Vft. Owned by Vargon Shipping AB (Sweden). Sold for demolition in Denmark.



Weston (ex-Varjakka). IMO 7410814. General cargo. Length 159 m, 6,871 t. Gibraltar flag. Classification society RINA. Built in 1979 in Gijon (Spain) by Juliana Gijonesa. Owned by Regal Agencies Corp (Greece). Detained in 1999 in Quebec (Canada). Sold for demolition in India.



Yesil Rize 1. IMO 7505786. General cargo. Length 83 m. Turkish flag. Classification society Turk Loydu. Built in 1979 in Izmir (Turkey) by Degas Izmir. Owned by Rize Denizcilik (Turkey). Detained in 1998 in Sevillea and Cadiz (Spain) and Sète (France), in 2000 in Chioggia (Italy), in 2001 in La Spezia and Naples (Italy) and in 2007 in Torre Annunziata (Italy). Sold for demolition in Turkey.



Zhong Qiang II. IMO 7927532. General cargo. Length 162 m, 7,256 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Argentina by AFNE. Owned by Eastern Rain Ship Management (China). Detained in 2002 in New Orleans (United States), in 2003 in Antwerp (Belgium), in 2005 in Gdansk (Poland), in 2010 in Bandar Abbas (Iran) and in 2011 in Bandar Khomeini (Iran), Shanghai (China) and Kolkata (India). Sold for demolition in India. \$520/ton.



Zhong Yang Men (ex-Splendour, ex-Blue Splendour, ex-CMBT Splendour, ex-DSR Senator Ivory, ex-CMB Splendour, ex-Eatern Splendour, ex-Merry Viking). IMO 7620574. General cargo. Length 179 m, 7,689 t. Saint Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Shimonoseki (Japan) by Mitsubishi. Owned by Nanjing Ocean Shipping Co Ltd – NASCO (China). Detained in 1997 in Rotterdam (Netherlands). Sold for demolition in India. \$514/ton.



Cement carrier

Darumasun (ex-Chikuma Maru). IMO 7024196. Cement carrier. Length 131 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1970 in Setoda (Japan) by Setoda Zosen. Owned by TMT Co Ltd (Taiwan). Detained in 2002 in Kunsan (South Korea), in 2003 in Shanghai (China) and in 2004 again in Kunsan. Sold for an unknown destination of demolition.



Darumasun in Keelung, Taiwan, August 2009 © Ivan Meshkov



Floria. IMO 7429231. Cement carrier. Length 128 m, 2,940 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. Sold for demolition in India.



Limmat I (ex-Seabulk III, ex-Sun World, ex-Yoshu Maru N°10). IMO 7112967. Cement carrier. Length 121 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1971 in Kure (Japan) by Kanda Zosensho. Owned by Seabulk Shipping SA (Greece). Detained in 2002 in Naples (Italy). Sold for demolition at Mumbai (India).



Container ship

Bhatra Bhum (ex-*Benja Bhum*, ex-*Scandutch Orient*, ex-*Glory Ace*). IMO 7812438. Container ship. Length 118 m, 3,811 t. Deflagged from Indonesia to Tuvalu on her last journey. Classification society Biro Klasifikasi Indonesia. Built in 1979 at Shiogama (Japan) by Tohoku SB Co. Owned by Bintika Bangunusat (Indonesia). Sold for demolition in Bangladesh. On 16th October, 6 workers fell unconscious while working inside the vessel. 61 cylinders containing carbon dioxide were kept carelessly in a store-room. 4 of the workers died in hospital after inhaling the toxic gas.



The container ship *Bhatra Bhum* in Singapore, August 2009 © John Wilson

MSC Aurelie (ex-*OOCL Envoy*, ex-*China Container*). IMO 7708950. Container ship. Length 250 m, 16,854 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 at Kaohsiung (Taiwan) by China Shipbuilding Corp ; jumboized in 1982 and extended from 222 to 250 m. Owned by MSC – Mediterranean Shipping Company (Suisse). Detained twice in 2008 in Brisbane (Australia) and in 2011 in Mundra (India). Sold for demolition in India. \$540/ton.



MSC Fado (ex-*West Med II*, ex-*City of Dublin*, ex-*Zim Yokohama*, ex-*Indiapendence*, ex-*TFL Indiapendence*). IMO 7705398. Container ship. Length 179 m, 8,207 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Innoshima (Japan) by Hitachi ; jumboized in 1990 and extended from 157 to 179 m. Owned by CIEL management (Greece). Sold for demolition in India. \$515/ton.



MSC Tuscany (ex-*Mumbai*, ex-*Indamex Mumbai*, ex-*MSC Singapore*, ex-*Nedlloyd Java*, ex-*Asian Jade*). IMO 7718046. Container ship. Length 186 m, 9,227 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Aioi (Japan) by Ishikawajima-Harima. Owned by Costamare Shipping Co (Greece). Detained in 2010 in San Juan (Porto Rico). Sold for demolition in India. \$520/ton.



Scorpius (ex-*Elisa B*, ex-*Canmar Conquest*, ex-*Sea Pride*, ex-*CMB Mallet*, ex-*Continent*, ex-*Dart Continent*, ex-*Seapac Yorktown*, ex-*Seatrain Yorktown*). IMO 7718632. Porte conteneurs. Length 177 m, 8,635 t. Saint Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1979 in Imari (Japan) by Namura. Owned by Boluda Lines SA (Spain). Late July 2011, *Elisa B* abandoned her Spanish flag and was renamed *Scorpius* before being beached in Alang on 28th August. \$535/ton.



Sino North (ex-*MSC Borneo*, ex-*Mamitsa*, ex-*Ghana Star*, ex-*MSC Argentina*, ex-*MSC Nicole*, ex-*CGM Colbert*, ex-*Kaduna*, ex-*CGM La Perouse*, ex-*CMB Merzario*, ex-*Lyme Bay*, ex-*Red Sea Excellence*, ex-*Arkona*). IMO 8412388. Container ship. Length 180 m, 8,113 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Shanghai Vasteast International Shipping Management Co Ltd (China). Detained in 2004 in Singapore and in 2006 in Fremantle (Australia). Sold for demolition in Mumbai (India). \$540/ton.



Miscellaneous

Aegis (ex-*Grampian Fame*, ex-*Red Sea Trader*, ex-*Maersk Pacer*). IMO 7432082. Offshore supply vessel. Length 66 m. Greek flag. Classification society Det Norske Veritas. Built in 1976 in Waterhuizen (Netherlands) by Pattje. Owned by Environmental Marine Services (Greece). Sold for an unknown destination of demolition.



Vos Mull (ex-*Viking Mull*, ex-*Bue Mull*, ex-*Sceptre Tide*, ex-*Hornbeck Sceptre*, ex-*Seaboard*



Sceptre, ex-*Salgado*). IMO 7531618. Offshore supply vessel. Length 56 m. United Kingdom flag. Classification society American Bureau of Shipping. Built in 1981 in Rio de Janeiro (Brazil) by MacLaren. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Denmark.



Vos Mull in Flushing, Vlissingen (The Netherlands), May 2008 © **Frans Sanderse**

Cetus. IMO 6827967. Dredger. Length 78 m, 2,259 t. Cyprus flag. Classification society unknown. Built in 1968 in Alblasserdam (Netherlands) by Giessen-de Noord. Owned by Boskalis Baggermaatschappij (Netherlands). Sold for demolition in India.



Donald Redford. IMO 7924281. Dredger. Length 53 m, 552 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1981 at Glasgow (United Kingdom) by Ferguson Bros ; jumboized in 1990 and extended from 45 to 53 m. Owned by Northwood Fareham Ltd (United Kingdom). on 1st November 2003, *Donald Redford* which was en route to her dredging grounds collided with Hythe Pier in Southampton. Tests after the accident showed that the junior master in command of the team had consumed a substantial amount of alcohol (89 microgrammes of alcohol in 100millilitres of breath. The legal limit for driving on the road is 35), was possibly affected by the effects of a prescribed anti-depressant drug and had worked over time in the last 24 hours. Sold for demolition by Van Heygen in Ghent (Belgium).



Donald Redford in Portsmouth Harbour, May 2008 © **Des Upcraft**

Pacifique. IMO 7004263. Dredger. Length 132 m, 5,749 t. Indian flag. Classification society Indian Register of Shipping. Built in 1970 in Govan (United Kingdom) by Fairfield. Owned by International Seaport Dredging (India). Sold for demolition in India.



Car carrier

Pacific Spirit (ex-*Hual Trophy*, ex-*Hual Favorita*) . IMO 8600193. Car carrier. Length 200 m, 15,898 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in Okpo (South Korea) by Daewoo SB. Owned by Mitsui OSK Lines (Japan). Detained in 2003 in Nagoya (Japan). Sold for demolition in India.



Pacific Spirit in Hamburg, December 2010 © Klaus Kehrls

Yohjin (ex-*Nosac Yohjin*, ex-*Arafura Breeze*). IMO 8300468. Car carrier. Length 164 m, 9,579 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in Toyohashi (Japan) by Kanasashi Zosen . Owned by Stamco Ship Management Co Ltd (Greece). Sold for demolition in India. \$550/ton.



The END

Saddam's tank carrier



© Hannes Grobe/BHV

Al-Zahraa, port of registry Bassorah, Irak, was a transport carrier 110 meters long launched in 1983 (Cf sheet p 12). Her job consisted of transporting rolling military equipment like tanks and armored vehicles. She began her service during the Iran / Irak War (1980 – 1988). She was known for her powerful rear ramp, a crane for heavy loads and a helicopter platform. Her bridges were reinforced. The ship was equipped with two dorms capable of housing 250 men. This marine support of the Iraq War suffered heavy mechanical damage between Djeddah and Northern Europe. She had to stop for repairs in the German port of Bremerhaven. She arrived there July 14, 1990. The work had started at the beginning of August when the UN instituted an embargo on Iraq.

This international decision followed the invasion of Kuwait by Iraq. *Al-Zahraa* was therefore immobilized in the German port. Almost all civilian sailors returned to Baghdad by plane. One of them stayed on board to watch the ship. Since the summer of 1991, there have been 2 sailors who survey the ship and are relieved every 8 months.



© Die Vergessenen der Al-Zahraa – Knut Veden



© Die Vergessenen der Al-Zahraa – Knut Veden

Those who had the misfortune of guarding *Al-Zahraa* in the port of Bremerhaven in 2003 at the beginning of the invasion of their country by foreign armies stayed in exile on board for more than 2 years. They lived aboard the rusted ship in poverty and poor sanitation. If Iraq complied with wharfage and dock floating dock fees for an emergency refit in 1997, sailors did not benefit as much, even in winter. All over radio and TV, bombs battered Iraq, buildings exploded and families sunk into depression. Psychological and physical conditions border on inhumane despite the assistance of neighbors and the support of one of the suppliers in the port. After 21 years of decay, the new Iraqi government declined to spend 6€ million to put the ship back in navigational order. *Al-Zahraa* left the deserted dock at the Bremerhaven fishing port where it had been relegated in 2005 to make room for large sailing festival.

“Shame on the region” according to the population or “Silent witness of world history” for the captain of the port, *Al-Zahraa*, after a high-risk tow, is being demolished at Klaipeda, Lithuania. If *Al-Zahraa* had been able to talk, she would have shed some light on the relations shared by the international community with Iraq and explain its frequent stops between 1983 and 1990 in the Baltic Sea, Romania, Bulgaria, ex-Yugoslavia and Italy. She will hold her silence until the end. But, it's the end of “Saddam's tank carrier”, the pet name over time that accompanied *Al-Zahraa* (*La Rose*) and her Iraqi flag.



© Die Vergessenen der Al-Zahraa – Knut Veden

Sources

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