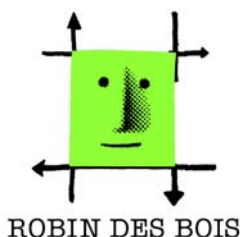


26



ROBIN DES BOIS

From October 22nd to December 31st 2011

Ship-breaking.com

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Ciao *Melquiades-Ville de Nantes*

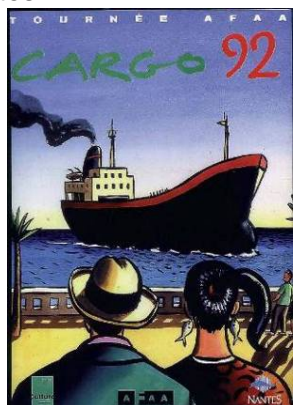


Gera, future *Melquiades-Ville de Nantes*, in 1986 in Southampton © Brian Fisher



On board *Melquiades-Ville de Nantes*, 1992 © Nantes.fr

The *Melquiades-Ville de Nantes* has just been demolished in Turkey. In 1991, the City of Nantes had bought this grain carrier from a Spanish ship-owner. She was then called *Gera*. The freighter was renamed *Melquiades-Ville de Nantes* and converted into a floating stage. *Melquiades*, the gypsy prophet, is a key character from the novel '*One Hundred Years of Solitude*' by Gabriel Garcia Marquez. The former grain vessel was used to stage performances from four companies: Philippe Decouflé, Philippe Genty, Mano Negra and Royal de Luxe. Her main hold was bisected by a 'street' inspired by the old city of Nantes.



Cargo 92 poster by Loustal



Montevideo 1992

© AFAA

During her glory years the *Melquiades-Ville de Nantes* hosted the Cargo 92 tour in South America before returning to the shadows of the Cheviré bridge downstream of Nantes, her mother city, and taking a trip to Cherbourg in October 1993.



October 2008, 26 years later, *Ana Maria* in Tartous (Syria) © **Mahmoud**



In 2011 at Aliaga ship-breaking yard © **Yvon Perchoc – Marine Marchande.net**

She was then resold for more conventional uses. She was renamed *Dimitra* in 1994, and *Ana Maria* in 2003. In the 3rd stage of her long career (38 years) she was detained several times in European and Black Sea ports due to numerous technical deficiencies before eventually ending up in Turkey. her Syrian owner sold her at \$308 a ton.

Nuclear scrapping

Pacific Sandpiper



November 7th 2011 © **Peter Wyntin**

The flagship of PNTL (Pacific Nuclear Transport Ltd) may have flown the British flag, but was symbolic of the faithful partnership between France and the United Kingdom on the one hand and Japan on the other and is to be scrapped at Ghent. She carried radioactive spent fuel between Japan and the ports of Cherbourg and Barrow in Furness returning to Japan with shipments of MOX (Mixed uranium and plutonium OXides) fuel to be used in Fukushima. See the press release dated 7 June 2011, "[A nuclear waste to be broken up in Belgium](#)."



In 2005 in Kobe (Japan) © **Kero / Marinetrtraffic**

The *Tellier* in Ghent

After much thought and pressure from seafarer trade unions and Robin des Bois, the Asian and Polish options have been ruled out. It is also in Ghent that *Gaz de France* (the French national gas company) has decided to dismantle the veteran LNG carrier *Tellier* (see [Ship-breaking.com bulletin # 24](#)). The company kept people guessing about the fate of the ship, which arrived in Le Havre in July 2011. From now on, she is only waiting for legal authorisation in the framework of the transboundary movements of hazardous waste.



Tellier at Le Havre, July 2011 © Robin des Bois

The brokers speculate up until the end.

The purchase of ships at the end of life by specialist brokers leads to renegotiation with scrapping yards and changes of destination at the last moment to places to where financial conditions are the most advantageous. In China, the average price is \$400-425 per ton while it is \$475-500 in India. The bulk carrier *Cape Providence* and the general cargo carrier *Umn Albnain*, en route to India, were actually beached in Gadani (Pakistan), whilst the *Jag Pari* and the *Kadmos* that ought to have been demolished in Bangladesh and China respectively arrived in Alang. As for the old Corsican vessel *Monte Stello* whose scrapping was announced to take place in China (see [Ship-breaking.com # 25](#) p 7-8). After being deflagged from New Zealand to Comoros (see Letters to the Editor – Simon) she has just left Jakarta bound for Bhavnagar and then Alang (India).



Kadmos, Alang, November 26th 2011 © Matthaios

Letters to the editor

From Patrick, France, received November 29th 2011

Hello

Could you help me to find out information and photos of the following ship. IMO 5097204, known as the *Aphrodite P*, ex *Alkyona Star* 1993, ex *Alkyona* 1990, ex *Georgios.P* 1988, ex *Edmond René* 1983, ex *Charles Prentout* 1955. Built in 1948 in Nantes (France) by Dubigeon. In 2000 she was registered by Lloyds in Bahrein as M.fishing stern trawler. Length 47m90, breadth 8m25. Thank you for your cooperation.

Robin des Bois's answer.

Unfortunately we do not have information about the present activities of *Aphrodite P*. Sources announced her as broken up but do not precise the date of demolition. We only found a few old photos of the ship when she was sailing as *Edmond-Rene* and registered F-1154 (i.e. between 1955 and 1983).

We appeal to all Ship-breaking.com's readers for information about her fate and eventually for photos or documents.



© Jonleif / Trawler Photos

from Dumitru, Moldova, received Decembre 1st 2011

Hello

I dare to request again your help. I would like to find out the former flag and owner of the vessels under Moldovan flag demolished in 2009-2011.

Unfortunately, I don't have access to any data base with vessels. I guess you have this information. Could you please help me? Attached you will find the list of the vessels under Moldovan flag demolished in 2009-2011. Could you please fill in the former flag of vessel (this is the most important for me) and, if possible, the former owner? Please let me know if you will be able to help me.

Thanks in advance!

Robin des Bois's answer.

Hello Dumitru

We are sending you back the list of vessels under Moldovan flag.

We added the former flag in blue, and the date of the change of flag. We also added the name and origin of the previous owner when we knew them.

We hope this will help you

From Egidio, Genoa, Italy, received December 8th 2011

Hallo,

just to thank you for your work and give you a couple of info. Your magazine # 24 reports the Jolly Arancione was sold for demolition. Actually this vessel is still sailing with Ignazio Messina & C. company.

In the port of Genova, two old ships are languishing and their fate is unknown at present, even if it is almost impossible they will sail again. The bigger one is the bulker Sentinel (flying Comores ISlabind flag) she is detained in the port since 2002/2003 because involved in illegal immigrant traffic. The second one is the tanker Theodoros which was stopped in 2007/2008.

Robin des Bois's answer.

Hello and thank you for your interest and attention.

We were informed that the *Jolly Arrancione* was sold for demolition from a broker. Actually you are right she is still sailing and I think our source got misled by one of the ship's former name *Ltc. Calvin P. Titus* (which was the name of a ship broken up in late 2010 – Cf [Ship-breaking.com #22](#), p 27-28).

We will correct the news about the *Jolly Arancione* in our next edition.

Would you have pictures of the two other ships laid up in the port of Genova, *Sentinel* and Theodoros ?

We are always happy to have precision and news so keep us informed!

From Simon, Timaru, New Zealand, received December 12th 2011

Bonjour.

Just reading your edition #25 concerning mv *MONTE STELLO* ex *Palanga*. Marinetraffic AIS is showing this vessel has just recently departed Wellington New Zealand in the last few hours showing destination Mumbai India now under the Comoros flag.

You might wish to update your records.

Voyage Related Info (Last Received)

Draught : 5.5 m

Destination: MUMBAI

ETA: 2012-01-21 00:00

Info Received : 2011-12-12 13:38 (0d, 20h 20min ago)

Recent Port Calls :

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
MONTE STELLO	Comoros	D6GY5	2011-12-12 13:38
MONTE STELLO	New Zealand	ZMA2018	2011-11-20 21:34

Robin des Bois's answer.

Thank you very much for your attention and reaction.

This is very interesting news and we will update the story of the *Monte Stello* in our next edition.

As a matter of fact the ship was said to be sold to a Chinese breaker for 355 \$ but there must have been a more interesting deal in India. We regret to see deflagging - like here from New Zealand to Comoros - is used everywhere to avoid national regulations.

We just had a similar case with French ferries reflagged to Belize before they were beached in Alang.

From Dominic, United Kingdom, received December 23th 2011

Bonjour

I am a lawyer who represents families affected by asbestos disease. I have a case where Bibby Line deny that asbestos was present on their ill fated ships MV *English Bridge* and MV *Canadian Bridge*. Both were built in the 1970's in the UK. I think this is nonsense and one of your publication #24 mentions ships built in the 70's being heavily contaminated with asbestos (The *Anna* and The *Tellier*).

I wonder if you might have further information that might be useful. The deceased seaman was a Somalian who settled in Liverpool after decades at sea.

Robin des Bois's answer.

Sir,
These two ships were built by two of the biggest British shipyard. The British shipbuilding industry was a major consumer of asbestos. White asbestos (or chrysotile) was still imported in 1993. Regulations were passed in 1983, 1985 and 1987 to improve the protection of workers. In France, the use of asbestos in the shipbuilding industry has continued at least until 1997, the exposure of workers in the shipyards was reduced from 1982 on. Therefore, it is likely that these two vessels could not be asbestos free.

Demolition on the job

The self-destruction of the **Rena**



October 12th



December 22nd



January 9th © Maritime New Zealand

On October 5th 2011, the container ship *Rena* impaled herself on the Astrolabe Reef (see the press release dated October 13th "[New Zealand, a forewarning of the Big One](#)"). Despite the pumping of tanks and cargo holds, the islands and beaches in the Bay of Plenty are polluted by the oil spill and the various stranded cargo from damaged containers which have come off to sea.. The indigenous fishing industry has been compromised.

For 3 months, rescue teams removed containers and lightened the ship prior to considering a possible towing. In vain. On January 8th 2012, the *Rena* broke up and continues to self-destruct. New batches of debris have drifted in the sea and the rinsing of her bilge caused a new oil slick.



January 10th © Maritime New Zealand



January 10th © LOC



January 16th © Maritime New Zealand

The record demolition of the **TK Bremen**

On December 16th, the general cargo carrier *TK Bremen*, eager to reach England left the port of Lorient hassle-free despite her poor state and the warnings about the Joachim storm. A few hours later, she ran aground on Kerminihy beach in Erdeven and hydrocarbons polluted the dune and the oyster farms of the Etel river.

The dismantling of the ship was promptly imposed. The local authorities opted for an extreme simplification of the dismantling rules. No prior inventory of pollutants was established and the regulatory framework on the scrapping yard was only made public on January 9th. Two days prior to this, works had begun; they were completed on January 25th. A few days before Christmas the maritime prefecture and State technical support planned a "huge" dismantling operation expected to last for "several months".



POLMAR TK-BREMEN

Autorisation d'Accès

Nom/Name : THE CRISMAR

Prénom/First Name : _____

Pays : France

Société : Robin des Bois

16/12/12



Few precautionary measures were taken to ensure minimal protection of both the environment and those workers who will later treat the mixed materials. Hydrocarbons were leaking, so the State departments had to intervene to calm the scrapping Dutchmen. Bilge pumping was improved. Revolutionary wave-rinsing techniques, to clear the polluted scrap, were implemented, inspired by the CEDRE "surf washing" initially used to "wash" polluted algae. Residual effluents are blotted by sand. Partitions, flooring, gaskets, wiring, paint containing asbestos, joinery, glues and sanitary equipment remained in place as well as the neon tubes and their mercury gases. On this type of vessel there are around one hundred of these.

Two days before the end of operations two representatives from *Robin des Bois* were invited on site. A sieving of the beach is underway to remove all visible waste. All dust and micro-pollutants were already dispersed. This will be followed by dune restoration along the site access route, which was expanded to 6m. Scrap mixed with crushed waste is stored in Plouigneau, near Morlaix (Finistère).



Photos Robin des Bois

The Canadian Miner

Stranded on Scatarie Island (Nova Scotia, Canada) since 20 September whilst setting off in tow for demolition in Turkey, the *Canadian Miner* is now waiting for spring. According to the federal government and its minister for transport, the ship does not pose a navigational hazard or risk of pollution to the environment. The controversy is going on between the Federal Government and the Province of Nova Scotia for the funding of the cutting and dismantling operations; the cost is estimated at \$24 million. The Federal Government turned a deaf ear, and the Ship-Source Oil Pollution Fund will not be used : no pollution has been observed to date. Initially, it was announced that Marine Recycling Corp, who are developing ship recycling activities in Port Colborne (Ontario), might be in charge of the demolition. Now, the regional government is negotiating the dismantling conditions with the American Bennington Group of New York and the Turkish Armada Offshore, two salvage companies contracted by Arvina Navigation, the last owner of the bulk carrier. **To be continued.**



Canadian Miner grounded in Scattarie Island © **Steve Wadden**

Ship-owners around the world, beware of Hellas !

The Greek tug *Hellas* IMO No 7419690, registered in Saint Vincent and the Grenadines was responsible for the grounding of the *Canadian Miner* in Canada. In January 2012 she almost did it again to the *Federal Miramichi* which was off Cherbourg with an engine failure. This chemical tanker was eventually towed thanks to the *Abeille Liberté*, which fortunately replaced the substandard Greek tug that had escaped the attention of safety inspectors in Rotterdam and Brest in October and December 2011.

Federal Miramichi in Cherbourg,
on January 11th 2012 © **Robin des Bois**



Gibraltar

In the serie of “demolition on the job” featured in this edition of Ship-breaking.com, we must assign a special distinction to the demolition of the *Mondo* (Cf. p 35): an afloat, almost submarine scrapping.



December 3rd 2011 © **Batilla**



December 10th © **Batilla**

A temptation for all ships that are laid up in ports, from Brest (France) to Genoa (Italy) and worldwide ?

Will this fate also be shared by the following candidates (unlimited list) ?

In Genoa © Egidio Ferrighi



Sentinel (ex-Fivi, ex-Mirfak, ex-Bened, ex-Lindewal, ex-Cairnleader). IMO 7405077. General cargo. Length 79 m. Comorian flag. Built in 1975 in Leer (Germany) by Jensen. Owned by the Greek Sea Lords Maritime Inc. Arrested and detained in Genoa since January 22nd 2004 for illegal immigrants traffic.



Theodoros (ex-Zoe, ex-Aragon). IMO 6807333. Wine tanker. Length 63 m. Panamanian flag. Built in 1967 in La Rochelle (France) by Ateliers et Chantiers de La Rochelle. Laid up in Genoa since August 2006.

In Brest © Robin des Bois



Matterhorn (ex-Arctic Wolf, ex-Otago Rex, ex-Tirreno Universal). IMO 8504478. Reefer. Length 115 m. Liberian flag. Built in 1985 in Japan. Detected on May 25th 2009 by a French customs spotter plane with a 22km long oil slick behind her, the ship was derouted to Brest by the Marine Nationale. The judicial authorities fixed a 300.000 € (415.000 \$) bond which was never paid. Nor was the 1million € fine.



Captain Tsarev (ex-Precious River, ex-Norasia Arabia, ex-Lanette, ex-Zim Kaohsiung, ex-Arctic). IMO 8128860. Container-ship. Length 154 m. Panamanian flag. Built in 1982 in Lübeck (Germany) by Orenstein & Koppel. Arrived in Brest in tow of *Abeille Bourbon* with an engine failure on November 23rd 2008 at the port of Commerce. The ship's insurer refused her to return to sea after a makeshift repair. She is still languishing in Brest.

See the press releases by Mor Glaz on the abandoned ships in Brest, [August 20th 2009](#) and [May 31st 2011](#) and those about the [Captain Tsarev](#) and the [Matterhorn](#) in the 2009 Archives section (see [Archives](#)). French language only.

Results from November to December 2011

173 ships left for demolition, i.e. 17 ships per week which marks a slowdown compared to the rest of the year. The total demolition will allow for almost **1,3 million tons** of metal to be recycled. **157** (91%) left for Asia ; **63** (36%) were built in Europe, **59** (34%) belonged to European owners.

Unit	Tonnage of scrap metal	Category
1 India 89 (52%)	1 India 700.000 t	1 general cargo, 49 (28%)
2 China, 29 (17%)	2 Pakistan 239.000 t t	2 bulk carrier 46, (27%)
3 Pakistan, 20 (12%),	3 China, 238.000	3 tanker 31 (18%).
4 Turkey, 18 (10%),	4 Turkey 47.000 t	
5 Denmark, 4 (2%)		
6 United States, 2		
7 Belgium, Gibraltar, Vietnam and Ecuador 1		

India absorbed the majority of ships to be broken up, all the more because no ship was allowed to be beached for demolition in Bangladesh since the lethal accidents of the late summer.

The situation is clearing up in the Bay of Bengal. The Ministry of Industry has defined and published the "Ship Breaking and Recycling Rules". These rules must ensure the protection of workers and the environment. They were validated in three steps. The Supreme Court ordered the government to amend the first copy of the rules issued in December but considered as insufficient regarding pollution and the safety of workers. The second version was approved by the Supreme Court early in January and then ultimately by the High Court. At the end of January, the flow of ships to demolish was picking up again.






The 51 "Ship Breaking and Recycling Rules" are framed in light of the National regulation and the IMO Hong Kong Convention on ship-breaking. A training institute for ship-breaking workers has to be set up with the help of Norwegian consultants.

After the bars, demolition

55 (32%) 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 still take priority: at least **95** (55%) were subject to prior detention in worldwide ports with a detention rate at more than 70 % for general cargo carrier, chemical tankers and bulkers. The detention rate is at 32 % for oil tankers. On the shelves of detention records in this edition of Ship-breaking are three general cargo carriers the *Arctic Clipper*, 12 detentions between 2000 and 2011, the *Mayank* 10 detentions between 2002 and 2011, the *Asteropa*, 9 detentions between 2000 et 2011 and one bulker, the *Alaska II*, 9 detentions. (cf.p 21, 31et 35).

Years and meters

The age of vessels leaving the ocean ranks between **13 years** for the tanker *Orion Trader* sold for demolition in India by her Japanese owner along with two VLCC (Very Large Crude Carrier) of its fleet and **70 years** for the submarine tender *Sperry*, US veteran of the Second World War to be broken up in Texas The average age is **30 years**. 71 ships have an inferior length of 150 meters, 66 measure between 150 and 199 meters et 68 more than 200 m. Big is not beautiful for young tankers : the four less aged ships to leave for demolition in November and December 2011 were VLCC. They were double hull.

	Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).
	Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.
	Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.
	Vessel and crew detained in a port for deficiencies.
	Single-hull tanker banned from transporting heavy fuel in European waters or ship banned from European harbours by the EU directive on Port State Control.

Ferry

Eastern Light (ex-*SeaFrance Renoir*, ex-*Cote d'Azur*). IMO 7920534. Ferry. Length 130 m, 7,391 t. Deflagged from France to Belize for her last journey. Classification society Bureau Veritas. Built in 1981 in Le Havre (France) by Ateliers et Chantiers du Havre. See the story of the ex-*Renoir* in Ship-breaking.com # 24 and the condition of her departure for demolition in Robin des Bois' [press releases](#). Owned by SeaFrance –SNCF (France). The ship was sold to a ghost company based in Panama in July 2011 and in the wake resold for demolition in India where she arrived on October 31st.



Express Limnos (ex-*Express Athina*, ex-*Panagia Tinou 2*, ex-*Moby Love*, ex-*Prins Philippe*). IMO 7305514. Ferry. Length 118 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1973 in Temse (Belgium) by Boelwerf. The ship started her career as the Belgian *Prins Philippe* for RTM - Régie des Transports Maritimes - on the Ostend / Dover line. Sold in 1986 to Navarma, she became the Italian *Moby Love* (Italy / Corsica line). Sold in 1993 to Ventouris Sea Line, she became the Greek *Panagia Tinou 2* (sailing from Piraeus to Cyclades). Sold in 1998 to Agapitos Express Ferries, renamed *Express Athena* (Piraeus /Greek Islands), she was then passed to Hellas Ferries in 1999, then in 2005 to Hellenic Seaways. In 2007, she was acquired by Saos Ferries and renamed *Express Limnos*, but was decommissioned in 2008. Sold for demolition in Turkey.



Prins Philippe arriving in Dover (United Kingdom),
September 1981 © Tony Garner



Berthed in Lavrio (Greece) June 2011
© S. Raptakis



Guniz (ex-*Stone*, ex-*Ston*, ex-*Partizanka*, ex-*Lastovo I*, ex-*Corsica Ferry*, ex-*Polhem*, ex-*Gilleleje*, ex-*Kraakero*). IMO 6411342. Ferry. Length 57 m, 1,000 t. Deflagged from Turkey to Moldova. Classification society Maritime Lloyd. Built in 1964 in Langesund (Norway) by Langesunds MV. From 1972 to 1976 she sailed on the Bastia / Livorno route for Corsica Ferries. Owned by Fergun Shipping Co Ltd (Turkey). Sold for demolition in Turkey. 337 \$ per ton.



Guniz at Aliaga ship-breaking yard © Yvon Perchoc

Lider Avrasya (ex-*Meltem G*, ex-*Holger*, ex-*Holger Stjern*, ex-*Ulidia*, ex-*Auto Trader*, ex-, ex-*Raga Queen*, ex-*Fjordveien*, ex-*Fjardvagen*, ex-*Stena Carrier*). IMO 7033202. Ferry. Length 106 m, 2,580 t. Georgian flag. Classification society Maritime Lloyd Georgia. Built in 1970 in Kristiansund (Norway) by Kristiansands MV. Owned by Asya Ro Ro Turizm Nakliyat (Turkey). Detained in 2010 in Sochi and Novorossiysk (Russia) and in 2011 twice in Novorossiysk again. Sold for demolition in Turkey.



Norcape (ex-*Tipperary*, ex-*Puma*). IMO 7716086. Ferry. Length 150 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Tamano (Japan) by Mitsui. Owned by P&O Ferries (United Kingdom). On November 27th, 2011, the ferry ran aground on her way into Troon (Scotland). One crewman was injured in an attempt to pull the ship from the sand. Eventually sold for demolition in Turkey. 350 \$ per ton.



Panagia Soumela (ex-*Lady of Mann*). IMO 7400259. Ferry. Length 104 m. Greek flag. Classification society Lloyd's Shipping Register. Built in 1976 in Troon (United Kingdom) by Ailsa SB. As the English *Lady of Mann* of Isle of Man Steam Packet Company, she mainly sailed from Douglas (Isle of Man) to Liverpool. From 1989 on, she was usually chartered to other companies and spent several summer seasons in the islands of the Azores. Sold in 2005 to Saos Ferries, Samothrace Island maritime company whose main line is Alexandroupolis – Samothrace (renamed *Panagia Soumela* flying the Greek flag grec). Detained in 2001 in Praia da Vitoria (Portugal). Sold for demolition in Turkey.



Salam (ex-*El Salam 89*, ex-*Al Qamar I*, ex-*Saint Clair*, ex-*Admiral Pacific*). IMO 7632383. Ro-Ro converted to passenger ship. Length 123 m, 3,717 t. Saint Kitts & Nevis flag. Classification society RINA. Built in 1978 in Tokyo (Japan) by Ishikawajima. In August 1990, as the *Saint Clair*, she is victim of a fire in the port of Marseille. She was towed, rebuilt and converted into ferry in Port-Said (Egypt). Sold today by her Egyptian owner El Salam Shipping & Trading to the Indian Prayati Shipping, the specialist in breathless ferries fated to demolition. Sold for demolition in Mumbai, India. See the chapter the END (p 42).

San Paolo (ex-*Saint Paulia*). IMO 7033939. Ferry. Length 118 m. Deflagged from Philippines to Belize for her last journey and name shortened to *Paolo*. Unknown classification society. Built in 1971 in Shimizu (Japan) by Nippon Kokan. Sold by her Filipino owner Negros Navigation to DTA Ship Trading LLC (United Arab Emirates) in June 2011. Resold for demolition in China by Jiangmen Yinhu Ship Breaking Co.



Seatrade (ex-*Stena Seatrader*, ex-*Svea Link*, ex-*Svealand AV Malmö*, ex-*Svealand*). IMO 7301491. Ferry. Length 182 m, 6,962 t. Deflagged from Cyprus to Comoros for her last journey. Classification society Polski Rejestr Stakow. Built in 1973 in Nakskov (Denmark) by Nakskov SV; jumboized in 1982 and lengthened from 148 to 182 m by Howaldtswerke Deutsche Werft in Hamburg. Mainly used as cargo carrier (trucks). Her activities have been the following : as the Swedish *Svealand* from 1973 to 1982 on the Sweden – German Democratic Republic route (Trelleborg-Sassnitz) ; as the Swedish *Svealand av Malmö* (1982-1987), and *Svea Link* (1987 – 1990) Sweden –



Germany route (Malmö-Travemünde) ; as the dutch *Stena Seatrader* (1990-2008), Netherlands/United Kingdom routes (Hoek van Holland – Harwich and then Killingholme) ; as the cypriot *Seatrade* (2008-2011), Greece/Italy route for Ventouris Ferries (Igoumenitsa-Patras). Sold for demolition in India, she left Igoumenitsa (Greece) and arrived in Alang renamed *Sea Project*.

Seatrade arriving at Igoumenitsa (Greece), August 2011
© Dimitrios P



Selcuk K (ex-Alexandros, ex-Ro/Ro Trader, ex-Trader, ex-sea Horse, ex-Espresso Piemonte). IMO 6912384. Ferry. Length 105 m, 2,292 t. Moldovan flag. Classification society Turk Loydu. Built in 1969 in Leghorn (Italy) by Luigi Orlando. Owned by Ufuk Denizcilik Turizm (Turkey). Detained in Russia in 2005 in Novorossiysk, in 2008 in Sochi and in 2010 and 2011 in Novorossiysk again. Sold for demolition in Turkey.



Western Light (ex-SeaFrance Cezanne, ex-Fiesta, ex-Channel Seaway, ex-Fantasia, ex-Trapezitza, ex-Soca, ex-Ariadne). IMO 7806099. Ferry. Length 163 m, 12,595 t. Deflagged from France to Belize for her last journey. Classification society Bureau Veritas. Built in 1980 in Malmo (Sweden) by Kockums MV. Sold by Seafrance - SNCF (France) to a Panamanian ghost company representing the German Condor Maritime Dienstleistung GmbH. Sold for demolition in India. See the details of the story of the ex-SeaFrance Cezanne in Ship-breaking.com # 24 and # 25 and in [Press releases](#) on the website.



November 26th 2011 (left)



Western Light (ex-SeaFrance Cezanne) in Alang

January 21st 2012

© Matthaios

Passenger ship

Adventure (ex-Island Adventure, ex-Royal Seas, ex-Ukraina, ex-Kazakhstan). IMO 7359486. Passenger ship. Length 156 m, 9,156 t. Deflagged from Panama to Tanzania before her last journey. Classification society Bureau Veritas. Built in 1976 in Turku (Finland) by Wartsila. The *Kazakhstan* was originally built as a ferry for services on the Black Sea for Black Sea Shipping Company, the Soviet Odessa based company. However, she was soon used for cruises and this evolution was confirmed when she was transformed in 1984 by Lloyd Werft in Bremerhaven. The Black Sea Shipping, now Ukrainian, renamed her *Ukraina* in 1994. She was later acquired by an American



company in 1998 becoming the *Island Adventure*, managed by Sea Escape for short cruises off Florida as a casino ship. This activity ended up in 2008 and the ship was decommissioned in the Bahamas. Owned by Exim Inc (United States). Sold for demolition in India where she was beached on November 13th.



The casino ship *Adventure*, Miami Beach, June 2007
© Seadevil / Shipspotting



The passenger ship *Ukraina*, Fort Lauderdale (Florida, United States), July 1997
© Wolfgang Kramer

US MARAD Reserve Fleet

Sperry. US Navy submarine tender. Length 160 m, 9,250 t. United States. Built in 1941 in Vallejo (California, United States) by Mare Island Navy Yard and launched 10 days after the Japanese attack on Pearl Harbour. Decommissioned and struck from the naval register in 1982 after 40 years of service. Since then laid up in the Suisun Bay Reserve Fleet. Owned by US MARAD (United States). After the cleaning of her hull in Mare Island, in the shipyard where she was built, the *Sperry* was towed via the Panama canal to ESCO Marine ship-breaking yard in Beaumont, Texas (United States). This is the 26th vessel of the Californian Reserve Fleet to leave for demolition; there are 31 left. They should be all be removed for disposal by September 30th, 2017



Sperry outbound to sea, exiting San Diego Bay off Point Loma (United States), April 1955 © David Buell



Reefer

Bosfor (ex-*Kapitan Kuzmin*, ex-*Ukrainskiy Komsomolets*). IMO 7828736. Reefer. Length 172 m, 8,084 t. Deflagged from Belize to Tuvalu for her last journey under the name "*Bosfo*". Classification society Russian Maritime Register of Shipping. Built in 1979 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in India.

Gibraltar (ex-*Proliv Vilkitskogo*). IMO 7642663. Reefer. Length 172 m, 8,064 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Baltiyskiy Briz Ltd (Ukraine). Sold for demolition in India. 490 \$ per ton.



The reefer *Gibraltar*, on Saint Petersburg roads (Russia), April 2006 © Trommel

Oreanda (ex-*Alvena*, ex-*Isabela Reefer*, ex-*Frio Marathon*, ex-*Oriental Harvest*, ex-*Orient Sea*, ex-*Orient Rex*). IMO 8512009. Reefer. Length 115 m, 3,268 t. Slovakian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Hachinohe (Japan) by Kitanihon. Owned by Seatraffic Ltd (Ukraine). Detained in 2002 in Talcahuano (Chile) and in 2003 in Vlissingen (Netherlands). Sold for demolition in Mumbai (India).



Sam (ex-*Barkat*, ex-*Amada*, ex-*Rene Reefer*, ex-*Minas del Frio*, ex-*Barrueta*). IMO 8008840. Reefer. Length 104 m, 2,587 t. Panamanian flag. Unknown classification society. Built in 1982 in Gijon (Spain) by Juliana Gijonesa. Owned by Samico General Trading LLC (United Arab Emirates). Detained in 1999 in Plymouth (United Kingdom), in 2002 in A Coruña (Spain) and in 2003 in Las Palmas (Spain). Sold for demolition in Mumbai (India).



Sam, in Jebel Ali, October 2010 (United Arab Emirates) © Viktor

Tambov (ex-*Guadalajara*). IMO 8225723. Reefer. Length 153 m, 7,263 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Wismar (Germany) by Mathias Thesen Werft. Owned by Murmantransflot (Russia). Detained in 2007 in Klaipeda (Lithuania). Sold for demolition in India. 487 \$ per ton.



Ro-Ro

Baltica (ex-*Transbaltica*, ex-*Ahlers Baltic*). IMO 8813154. Ro-Ro. Length 158 m, 6,458 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Lillbacka Powerco OY (Finland). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 452 \$ per ton.



Balticum (ex-*Tor Baltica*, ex-*Elk*). IMO 7528594. Ro-Ro. Length 164 m, 6,562 t. Latvian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Brax Shipholding Rederi AB (Latvia). Detained in 2005 in Fredericia (Denmark). Sold as is in Singapore for demolition in India. 470 \$ per ton.



Clare (ex-*Dana Baltica*, ex-*Vinzia E*, ex-*Norcrest*, ex-*Wesertal*, ex-*Meyer Express*). IMO 7214727. Ro-Ro. Length 115 m, 2,720 t. Norwegian flag (international register). Classification society Germanischer Lloyd. Built in 1972 in Bremerhaven (Germany) by Rickmers. Owned by Express Shipping A/S (Denmark). Sold for demolition to Fornæs ship-breaking yard in Grenaa (Denmark).



Wesertal, in Bremerhaven (Germany), April 1987 © Bob Scott

Italrora One (ex-Sardegna, ex-Ro Ro Italia, ex-Allemagna Express). IMO 7517595. Ro-Ro. Length 148 m, 6,322 t. Italian flag. Classification society RINA. Built in 1976 in Shimonoseki (Japan) by Hayashikane. Owned by Interconsult SAS (Italy). Seized by the court to pay creditors and immobilized in Toulon since October 2008. The Filipino and Romanian seafarers still on board were repatriated in March 2009 only. After the *Italrora Two*, of the same company (Cf. [Ship-breaking.com # 25](#)), it's *Italrora One*'s turn to leave for demolition in Turkey.



Jolly Corallo (ex-Bess, ex-CGM Rimbaud, ex-Elgaren). IMO 7705960. Ro-Ro. Length 217 m, 19,654 t. Italian flag. Classification society Bureau Veritas. Built in 1979 in Nagasaki (Japan) by Mitsubishi. Owned by Ignazio Messina & C SpA (Italy). Sold as is in Genoa (Italy) for demolition in India. 460 \$ per ton.



Anchored in Naples (Italy), her homeport, in October 2011. A few weeks later she will be deflagged to Comoros, and her name shortened to « Cora » before heading towards Alang. © Daniel Vasut

Jolly Zafiro (ex-Porgy, ex-CGM Racine, ex-Racine, ex-Merzario Asia, ex-Kolsnaren). IMO 7705958. Ro-Ro. Length 217 m, 19,728 t. Italian flag. Classification society Bureau Veritas. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by Ignazio Messina & C SpA (Italy). Sold as is in Genoa (Italy) for demolition in India. 460 \$ per ton.

Marden (ex-Safina, ex-Ariadni, ex-Lian Sha, ex-Stephan J, ex-EWL Curacao). IMO 8128937. Ro-Ro. Length 100 m, 2,346 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1982 in Emden (Germany) by Cassens Schiffswerft. Owned by Feniks Denizcilik Ltd (Turkey). Detained in 2006 in Gioia Tauro (Italy), in 2007 in Marsaxlokk (Malta) and in 2011 in Koper (Slovenia) and Mariupol (Ukraine). Sold for demolition in India. 482 \$ per ton.



R Shipper (ex-Crowley Shipper, ex-Stena Shipper, ex-Volga Highway, ex-Nestor, ex-African Gateway, ex-Nestor I). IMO 7909621. Ro-Ro. Length 169 m, 5,783 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1979 in Papenburg (Germany) by Jos.L.Meyer. Owned by Roswell Navigation (Greece). Sold for demolition in India.



Tanker

Andros C (ex-Andros, ex-Reliance, ex-Torino, ex-Taurus, ex-Taurus Horten). IMO 8215986. Tanker. Length 207 m, 11,221 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Horten (Norway) by Horten Verft. Registered by Blue Pearl Shipping in the US Virgin Islands, but the ship manager Caroil Transport Marine Ltd has its headquarters in La Habana (Cuba), and is actually representing a Cyprus based firm. The ship was Norwegian as *Taurus Horten* (1984-1985), *Taurus* (1985-1986) and *Torino* (1986-1987), then Singaporean as *Reliance* (1987-2004) owned by the Belgium based Transpetrol. She became the *Andros* flying the Saint Vincent & Grenadines flag in 2004 for the Greek Polembros, and then the *Andros C*. under Panamanian flag in 2008 for Caroil. Sold as is in Cuba for an unknown destination of demolition. 333 \$ per ton.



Arabian Vega (ex-Masalli, ex-Vemachem VII, ex-Coron Island, ex-Stainless Warrior, ex-Marguerite). IMO 8323020. Tanker. Length 103 m, 1,888 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Saiki (Japan) by Honda. Owned by Mare Shipmanagement SA (Greece). Detained in 2001 in Algeciras (Spain) and in 2003 in Thessaloniki (Greece). Sold for demolition in Pakistan.



Atlantic Liberty. IMO 9106156. Tanker. Length 330 m, 41,027 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship built in 1995 in Ariake (Japan) by Hitachi Zosen. Owned by MOL – Mitsui Osk Lines (Japan). The *Atlantic Liberty*, 16 years of age, is one the youngest ship to leave for demolition at the end 2011 along with two other VLCC of the Japanese shipowner MOL (Cf. below *Ohminesan* and *Orion Trader*). This early demolition is due to the falling demand and oversupply for this type of tanker which push their earnings down. Shipowners prefer to sell them. The sale of *Atlantic Liberty* for demolition in India has brought in more than 20 million \$ i.e. 490 \$ per ton.



Atlantic Liberty at sea, June 2005 © **Marinetraffic**



On Alang beach, January 2011 © **Matthaios**

Black Jade (ex-Bitumen Ningbo, ex-Taizan). IMO 8312423. General cargo carrier jumboized and converted into bitumen tanker in 1996. Length 96 m, 2,265 t. South Korean flag. Classification society Korean Register of Shipping. Single hull ship built in 1983 in Hakata (Japan) by Kinoura. Owned by National Bitumen Corp (South Korea). Sold for demolition in China. 385 \$ per ton.

Black Pearl (ex-Bitumen Tianjin, ex-China Seaways, ex-Nippon Maru, ex-Pansy, ex-Argo n°3, ex-Aki Maru). IMO 8204092. General cargo carrier jumboized and converted into bitumen tanker in 1997. Length 99 m, 2,262 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Kochi (Japan) by Kochi (Eiho). Owned by National Bitumen Corp (South Korea). Sold for demolition in China. 380 \$ per ton.

BW Stadt (ex-Berge Stadt). IMO 9005170. Tanker VLCC. Length 332 m, 41,079 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Oppama (Japan) by Sumitomo. Owned by BW Group (Norway). Detained in 2010 in Ningbo (China). Sold as is in Labuan (Malaysian) for demolition in Bangladesh, she actually was deflagged to Comoros and is now heading towards Gadani (Pakistan). 480 \$ per ton including 700 t of bunkers.



Coastal Venus (ex-Tohyuh Maru). IMO 9006710. Tanker. Length 242 m, 14,307 t. Deflagged from Panama to Sierra Leone before her last journey. Classification society Nippon Kaiji Kyokai. Built in 1991 in Imari (Japan) by Namura. Owned by Heng Tong Fuels & Shipping (Singapore). Sold for demolition in Pakistan. 490 \$ per ton.

Flores Sea (ex-Genmar Trust, ex-SCF Trust, ex-SKS Trust, ex-Scanobo Trust). IMO 8920220. Tanker. Length 243 m, 16,603 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Detained in 2005 in Ponta Delgada (Portugal). Sold for demolition in Pakistan.



Front Beta (ex-*Endless*, ex-*Sun Voyager*, ex-*Sun Voyager*, ex-*James N Sullivan*). IMO 9009358. Tanker. Length 259 m, 23,563 t. Marshall Islands flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Rio de Janeiro (Brazil) by Ishibras. Owned by Frontline Ltd (Norway). Sold for demolition in Pakistan. 505 \$ per ton.



Front Beta berthed in St. Croix, US Virgin Islands, May 2011 © **Marinetraffic**

Front Delta (ex-*Limitless*, ex-*Capella Voyager*, ex-*George Schultz*). IMO 9012616. Tanker. Length 259 m, 23,054 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Rio de Janeiro (Brazil) by Ishibras. Owned by Frontline Ltd (Norway). Sold for demolition in Pakistan. 520 \$ per ton.



Laksmiati (ex-*Astro Pegasus*). IMO 7394450. Tanker. Length 237 m, 18,828 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1975 in Marugame (Japan) by Imabari Zosen. Used as floating storage unit. Owned by Trada Maritime (Indonesia). Detained in 2003 in Singapore. Sold as is in Indonesia for demolition in Pakistan. 455 \$ per ton



Minotaur (ex-*Giannutri*, ex-*Star Bergen*, ex-*Texaco Bergen*). IMO 7383360. Tanker. Length 169 m, 8,791 t. Barbados flag. Classification society RINA. Single hull ship built in 1977 in Horten (Norway) by Horten Vaerft. Owned by Salmar Shipping Ltd (Greece). Single hull tanker banned from transporting heavy fuel in European waters since January 2005. Detained in 2010 in Rizhao (China). Sold for demolition in India. 505 \$ per ton.



Minotaur on the Yangtze River, August 2008.
© **Bengt-Rune Inberg**

Ohminesan. IMO 9124720. Tanker VLCC. Length 333 m, 38,949 t. Deflagged from Japan to Marshall Islands for her last journey. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1996 in Ariake (Japan) by Hitachi Zosen. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Regardless of her sale for demolition to a « green » ship-breaking yard, the ship was deflagged and beached incognito as « *Minesa* ». 470 \$ per ton.

Orion Trader. IMO 9156266. Tanker VLCC. Length 333 m, 42,137 t. Deflagged from Japan to Marshall Islands for her last journey. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1998 in Ariake (Japan) by Hitachi Zosen. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Like *Ohminesan* of the same owner, and regardless of her sale to a « green » ship-breaking yard, the ship was carefully deflagged and renamed, arriving in Alang (India) as « *Rion* ». 470 \$ per ton.

Sebarok Spirit. IMO 9041370. Tanker. Length 247 m, 15,912 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Marugame (Japan) by Imabari. Owned by Icon Capital Corp (United States). Sold as is in Singapore for demolition in India. 481 \$ per ton with an additional payment for 400 t of bunkers.



Sebarok Spirit, passing the opera house in Sydney (Australia), June 2011 © Clyde Dickens

Titas (ex-*Rio Titan*, ex-*Pontoon 400-6*, ex-*Federal 400-6*). IMO 7533537. Barge engined and converted into water tanker in 1989. Length 122 m, 4,306 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Ulsan (South Korea) by Hyundai. Owned by International Shipping Partners (United States). Sold as is in Nassau (Bahamas) for demolition in the United States. 235 \$ per ton.

White Sea (ex-*Genmar Trader*, ex-*SCF Trader*, ex-*SKS Trader*, ex-*Scanobo Trader*). IMO 8920206. Tanker. Length 243 m, 16,436 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Detained in 2003 in St Croix (US Virgin Islands). Sold for demolition in India.



Gas tanker.

Transgas 1 (ex-*Norgas Victory*, ex-*Oslo Victory*, ex-*Gaz Victory*, ex-*Marksman*, ex-*Skaugas*, ex-*Havlyn*). IMO 8017061. Gas tanker. Length 128 m, 5,465 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Drammen (Norway) by Drammen Slip & Verkste. Owned by Nautilus Marine SA (Greece). Renamed « *Pangaion* » and sold for demolition in India.



Transgas 1 anchored off Cristobal (Panama)
© Captain Peter / Shipspotting

Chemical tanker

Derya D (ex-*Amaran*, ex-*Reinbek*). IMO 8128779. Chemical tanker. Length 92 m, 1,466 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Busum (Germany) by Buesumer. Owned by Densa Tanker Isletmeciligi Ltd Sti (Turkey). Detained in 2007 in Koper (Slovenia). Sold for demolition in Turkey. 670 \$ per ton including more than 200 t of stainless steel.



Gastrader 3 (ex-*Tina Jakobsen*, ex-*Multitank Antares*, ex-*Blue Bird*, ex-*Bird Island*, ex-*Chemtrans Antares*). IMO 7924372. Chemical tanker. Length 93 m, 1,545 t. Bulgarian flag. Classification society Germanischer Lloyd. Built in 1980 in Rendsburg (Germany) by Krogerwerft. Sold for demolition in Turkey.



Jamal Massry (ex-*Melis*, ex-*Chemist Lutetia*). IMO 7361465. Chemical tanker. Length 103 m. Gambian flag. Unknown classification society. Single hull ship built in 1974 in Lübeck (Germany) by Orenstein & Koppel. Sold for demolition in Turkey.



Lady Chiara (ex-*Evadia*, ex-*Cielo di Barents*, ex-*Maersk Barents*, ex-*Edzard*, ex-*Robert Maersk*). IMO 8406327. Chemical tanker. Length 170 m, 7,790 t. Liberian flag. Classification society Det Norske Veritas. Built in 1986 in Lindo (Denmark) by Odense Staalskibs. Owned by Bernhard Schulte (Germany). Sold for demolition in India.



Lady Chiara, San Nicolas North Road- Rio Parana (Argentina), July 2011 © **Maxi Alonso**

Liquid Crystal (ex-*Eastern Garland*, ex-*Oriental Garland*, ex-*Southern Garland*). IMO 8905177. Chemical tanker also used as molasses carrier. Length 107 m, 2,810 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Hakata (Japan) by Hakata Zosen. Owned by Elmira Tankers (Greece). Detained in 2002 and 2005 in Port Headland (Australia), in 2006 in Kwinana (Australia) and in 2011 in Kunsan (South Korea). Sold for demolition in India. 505 \$ per ton.



Mamry (ex-*Tatry*, ex-*Pigeonex-Jacopo*, ex-*Dutch Master*). IMO 7365954. Chemical tanker. Length 80 m. Polish flag. Classification society Polski Rejestr Statkow. Built in 1975 in Groningen (Netherlands) by Nieuwe Noord Nederland. Owned by Rem Services (Poland). Detained in 2001 in Barcelona (Spain), in 2002 in Gdynia (Poland) and Hamburg (Germany), in 2003 in Las Palmas (Spain) and in 2004 in Rotterdam (Netherlands). Sold for demolition in Turkey.



Mamry in IJmuiden (Netherlands), October 2008 © **Rob Renes**

Norlake (ex-*Kenwood Park*, ex-*Stolt Resolute*, ex-*Stolt Maria Pando*, ex-*Ana Maria de Pando*, ex-*A. Maria de Pando*). IMO 7931868. Chemical tanker. Length 173 m, 10,785 t. Panamanian flag. Classification society RINA. Built in 1982 in Sestao (Spain) by AESA. Owned by Norna Shipping Corp (Egypt). Detained in 1997 in Rotterdam (Netherlands), in 2010 in Bremen (Germany) and in 2011 in Hamburg (Germany). Sold as is in Suez (Egypt) for demolition in India. 405 \$ per ton.



Sun Bridge (ex-SC Singapore, ex-Chembulk Singapore, ex-Lodestar Ace). IMO 8903325. Chemical tanker. Length 132 m, 3,891 t. Panamanian flag. Classification society Korean Register of Shipping. Navire double fond Built in 1989 in Onishi (Japan) by Shin Kurushima.. Detained in 1998 in Montreal (Canada). Sold by her Korean owner to Hanjin Overseas Tanker Pte Ltd (Singapore) before final sale for demolition in India. 726 \$ per ton including 350 t of stainless steel.



Theresa Pegasus (ex-Monte Luna, ex-Moon Sapphire, ex-Troms Producer, ex-Owl Producer, ex-Fort Producer, ex-Producer, ex-Atlas Producer). IMO 7923562. Chemical tanker. Length 174 m, 10,923 t. Kiribati flag. Classification society International Ship



Classification. Built in 1982 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1998 in Rotterdam (Netherlands), in 2007 in Singapore, in 2008 in Barcelona (Spain) and in 2009 in Kandla (India). Sold for demolition in India.

Theresa Pegasus arriving at Kandla (India), June 2008
© Knut Helge Schistad

Tirumalai. IMO 8512413. Chemical tanker. Length 175 m, 8,831 t. Indian flag. Classification society Det Norske Veritas. Built in 1991 in Seastao (Spain) by AESA. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in India.



World Bridge (ex-SC Fortitude, ex-Chembulk Fortitude, ex-Lodestar King) IMO 8903337. Chemical tanker. Length 132 m, 3,892 t. Panamanian flag. Classification society Korean Register of Shipping. Double bottom ship built in 1989 in Onishi (Japan) by Shin Kurushima. Sold by her Korean owner to Hanjin Overseas Tanker Pte Ltd (Singapore) before final sale for demolition in India. Detained in 2002 in Hong Kong (China) and in 2007 in Bushire (Iran). Sold for demolition in India including 350 t of stainless steel.



Combined carrier – OBO (Ore/Bulk/Oil Carrier)

Bonnie Smithwick (ex-Siboeva). IMO 9050084. Combined carrier. Length 247 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1993 in Copenhagen (Denmark) by B&W Skibsværft. Owned by B + H Equimar (Singapore). Detained in 2009 in Hong Kong (China). Sold for an unknown destination of demolition.



Bonnie Smithwick leaving Montoir (France),
September 2010 © Gilbert Cailler



Irish Sea (ex-Genmar Challenger, ex-SCF Challenger, ex-SKS Challenger, ex-Scanobo Challenger). IMO 8920191. Combined carrier. Length 243 m, 16,901 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Ofer Brothers Group (Israel). Sold for demolition in Pakistan.

Bulk carrier

Alaska II (ex-*Van Dyck*, ex-*Eliki*, ex-*Pacbaron*). IMO 7374644. Bulk carrier. Length 171 m, 6,908 t. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in Osaka (Japan) by Namura Shipbuilding. Owned by Gulf of Aden Shipping (United Arab Emirates). Detained in 2004 in Chennai (India) and twice in Hong Kong (China), in 2005 in Hong Kong again, in 2006 in Nikolayev (Ukraine), in 2007 in Bandar Abbas (Iran), in 2008 in Kunsan (South Korea), and in 2009 and 2010 in Bandar Abbas again. Bronze medallist on the podium of multiple detentions. Sold for demolition in India. 478 \$ per ton.



Alexis (ex-*Bold Champion*, ex-*Linda K*, ex-*Ocean Crony*). IMO 8107593. Bulk carrier. Length 183 m, 6,277 t. Bahamian flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Tomasos Bros (Greece). Detained in 2005 in Naples (Italy). Sold for demolition in China. 425 \$ per ton.



The bulk carrier *Alexis* alongside at Rio de Janeiro (Brazil), January 2011 © Christopher Doyle



Alina (ex-*Marazli*, ex-*Kapitan Fomin*, ex-*Gunver Cord*). IMO 7525683. Bulk carrier. Length 179 m, 7,624 t. Ukrainian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Chiba (Japan) by Mitsui. Owned by Transship Ltd (Ukraine). Detained in 2004 in Venice (Italy). Sold for demolition in Pakistan. 478 \$ per ton.



Apostolos D (ex-*Stamatis*, ex-*George*, ex-*Asteriks*, ex-*Chateaugay*). IMO 8214683. Bulk carrier. Length 244 m, 12,944 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by DND Management (Greece). Detained in 2008 in Shenzhen (China), in 2009 in Portland (Oregon, United States) and Tangshan (China) and in 2011 in Zhenjiang (China). Sold for demolition in China. 438 \$ per ton.



Arwex (ex-*Kapitonas Simkus*, ex-*Kapitonas Chromcov*, ex-*Kapitan Khromtsov*). IMO 7642534. Bulk carrier. Length 146 m, 5,615 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Kherson (Ukraine) by Khersonskiy Sz. Owned by Leon Trading Ltd (Ukraine). Sold for demolition in India. 492 \$ per ton including an important amount of non ferrous metals.



The *Arwex* in Šibenik (Croatia), December 2007 © M. Kronja



In Alang, January 2012 © Matthaios

Bravery (ex-*Jag Radha*, ex-*Marylaki*, ex-*Prosperus*). IMO 8110100. Bulk carrier. Length 193 m, 8,363 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Courage Maritime Technical Service Corp (Taiwan). Sold for demolition in China. 400 \$ per ton.



Clary (ex-*Lake Hume*). IMO 7623124. Bulk carrier. Length 148 m, 5,930 t. Saint Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Hiroshima (Japan) by Mitsubishi. Owned by First Hourse General Trading LLC (United Arab Emirates). Detained in 2008 in Monfalcone (Italy). sold for an unknown destination of demolition.



Da Tong (ex-*Sanmar Pride*, ex-*Nomadic Mermaid*, ex-*AD Astra*, ex-*Shetland*). IMO 7525695. Bulk carrier. Length 179 m, 7,878 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Chiba (Japan) by Mitsui. Owned by Da Tong Shipping (China). Detained in 2007 in Ningbo (China). Sold for demolition in China. 400 \$ per ton.



Deviglory I (ex-*Adelaida*, ex-*Olivette*, ex-*Tammamy H*, ex-*Primrose Islands*, ex-*Sea Primrose*, ex-*Carrianna Primrose*). IMO 8108705. Bulk carrier. Length 181 m, 5,860 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Oasis Maritime Services LLC (United Arab Emirates). Detained in 2004 in Shenzhen (China), in 2005 in Kunsan (South Korea), in 2009 in Bandar Abbas (Iran) and in 2010 in Tanjung Perak (Indonesia) and Paradip (India). Sold for demolition in India. 469 \$ per ton.



June 2010, *Deviglory I* was loading up in Chittagong (Bangladesh) ; in November 2011 she was beached for demolition in Alang (India) © Ivan Meshkov

Ekram M (ex-*Tolmi*, ex-*Luckyman*, ex-*Mount Etna*, ex-*O Sole Mio*). IMO 7916105. Bulk carrier. Length 177 m, 6,546 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1980 in Maizuru (Japan) by Hitachi Zosen. Owned by Malah Maritime Services (Syria). Sold for demolition in India.



George Lyras. IMO 8120753. Bulk carrier. Length 193 m, 8,261 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Deptford (United Kingdom) by Sunderland SB. Owned by Paralos Maritime Corp (Greece). Detained in 2003 in Rotterdam (Netherlands). Sold for demolition in Pakistan. 475 \$ per ton.



Glory (ex-*Win Glory*, ex-*Samutra*, ex-*Legionario*). IMO 8112938. Bulk carrier. Length 199 m, 8,965 t. Deflagged from Panama to Saint Kitts & Nevis for her last journey. Classification society Panama Maritime Documentation Services. Built in 1985 in Sestao (Spain) by AESA. Detained in 2003 in Cartagena (Spain), in 2004 in Newcastle (Australia), in 2007 in Gdansk (Poland), in 2009 in Vlissingen (Netherlands) and in 2010 in San Antonio (Chile). Sold for demolition in Pakistan



Golden Sun (ex-*Sarla*, ex-*Sericata*). IMO 8500240. Bulk carrier. Length 245 m, 17,250 t. Panamanian flag. Classification society RINA. Built in 1986 in Ulsan (South Korea) by Hyundai HI. Owned by Jiangsu Huaxi Ship Management (China). Sold for demolition in China. 430 \$ per ton.

Good Light (ex-ICL *Parthibhan*, ex-*Gemini*, ex-*Equator Eminence*, ex-*Sanko Maple*). IMO 7616494. Bulk carrier. Length 198 m, 10,862 t. Indian flag. Classification society Indian Register of Shipping. Built in 1979 in Mizushima (Japan) by Sanoyasu. Owned by Good Earth Maritime Ltd (India). Detained in 2003 in Newcastle (Australia) and in 2004 in Rotterdam (Netherlands) and Port Cartier (Canada). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan. 490 \$ per ton.



Good Luck (ex-*British Steel*). IMO 8208000. Bulk carrier. Length 287 m, 25,108 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Belfast (United Kingdom) by Harland & Wolff. Owned by Transmed Shipping Co (Greece). Sold for demolition in India where she arrived on December 12th. The ship then changed course and was finally beached in Pakistan. 450 \$ per ton.



Storm in Eastern China Sea, December 2010
© VAV / Shipspotting



Grand Midas (ex-*Dellagrazia*, ex-*parakopi*, ex-*Dongnama Pohang*, ex-*Hyundai N°6*, ex-*Asia Yukho*). IMO 7720685. Bulk carrier. Length 151 m, 5,258 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Ocean Grow International Shipmanagement (China). Detained in 2002 in Quebec (Canada), in 2008 in Xiamen (China) and in 2009 in Fuzhou (China). Sold for demolition in China. 385 \$ per ton.



Green Line (ex-*Athlos*, ex-*Nin*). IMO 7705506. Bulk carrier. Length 164 m, 5,500 t. Panamanian flag. Classification society Bureau Veritas. Built in 1978 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Allami Shipping (United Arab Emirates). Detained in 1998 in Cardiff (United Kingdom) and in 2000 in Dublin (Ireland). Sold for demolition in Pakistan.



Harita Ferro (ex-*Hebei Diamond*, ex-*Ming Wisdom*). IMO 8025800. Bulk carrier. Length 230 m, 12,215 t. Sierra Leone flag. Classification society China Classification Society. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Century Shipping (Singapore). Sold for demolition in India. 450 \$ per ton including 200 t of bunkers.

Harmony Falcon (ex-*Minoan Flame*, ex-*Bunga Kesidang*). IMO 8005264. Bulk carrier. Length 225 m, 11,204 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1982 in Imari (Japan) by Namura Shipbuilding. Owned by Falcon Shipping Co (Vietnam). Detained in 2002 in Dampier (Australia) and in 2005 in Albany (Australia). Sold for demolition in China. 425 \$ per ton.



Heng Shun Men (ex-*Polar Star*, ex-*Polaris S*, ex-*Hyundai N°14*, ex-*Asia N°14*). IMO 7917147. Bulk carrier. Length 158 m, 5,754 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by JOSCO Yuansheng Shipping Management (China). Detained in 2002 in Gdynia (Poland), in 2009 in Bandar Khomeini (Iran) and in 2011 in Vishakhapatnam (India). Sold for demolition in Pakistan.



Ilse (ex-*Kardamyla*, ex-*Co-Op Express II*). IMO 8115291. Bulk carrier. Length 210 m, 10,690 t. Greek flag. Classification society Det Norske Veritas. Built in 1982 in Maizuru (Japan) by Hitachi. Owned by World Management Inc (Greece). Sold for demolition in India. 505 \$ per ton including 700 t of bunkers.



Ilse in Elbehaven (Germany), July 2009 © R Khan

Kai Hong (ex-*Go Pride*, ex-*Panormos Pride*, ex-*Aspidoforos*, ex-*Charity*, ex-*Nortrans Enterprise*). IMO 8018015. Bulk carrier. Length 176 m, 7,725 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Shiogama (Japan) by Tohoku Shipbuilding. Owned by Kaili Shipping Ltd (China). Detained in 1998 in Loviisa (Finland), in 2006 in Tilbury (United Kingdom) and Nantes (France) and in 2010 in Zhangjiagang (China). Sold for demolition in China. 405 \$ per ton.



Kalitihi Sea (ex-*Boris Livanov*). IMO 8511574. Bulk carrier. Length 185 m, 7,940 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Varna Shipping & Trading (Bulgaria). Detained in 2009 in Tianjin (China). Sold and towed for demolition in India. 450 \$ per ton.



Lady Nariman (ex-*Androusa*, ex-*Proussa*, ex-*Phoenix*). IMO 7913268. Bulk carrier. Length 154 m, 4,825 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1979 in Usuki (Japan) by Minami-Nippon. Owned by Brilliant Marine SA (Syria). Detained in 2003 in Vasto (Italy), in 2006 in Kdz.Eregli (Turkey), in 2007 in Sète (France), Ravenna (Italy) and Novorossiysk (Russia) and in 2008 in Novorossiysk again. Sold for demolition in Mumbai (India).



Lovely Falcon (ex-*Flag Splendour*, ex-*CIC Splendour*, ex-*Atlantic Splendour*, ex-*Pacific Brilliance*, ex-*Pacific Pride*). IMO 7930357. Bulk carrier. Length 228 m, 12,230 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Numakuma (Japan) by Tsuneishi. Owned by Falcon Shipping (Vietnam). Detained in 2002 in Barcelona (Spain) and in 2010 in Taean (South Korea). Sold for demolition in China. 425 \$ per ton.



Manar (ex-*Mai*, ex-*Mai S*, ex-*Nordheim*). IMO 7501807. Bulk carrier. Length 118 m, 3,035 t. Tanzanian flag. Classification society Germanischer Lloyd. Built in 1976 in Hakata (Japan) by Watanabe Zosen. Owned by Reem Maritime Ltd (Lebanon). Detained in 2001, 2002 and 2005 in Antwerp (Belgium), in 2010 in Novorossiysk (Russia) and in 2011 in Kandla (India). Sold for demolition in India.



Manhattan Princess (ex-*Chios Luck*, ex-*Western Friend*, ex-*Stove Friend*). IMO 8029715. Bulk carrier. Length 193 m, 10,290 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Roymar Ship Management Inc (United States). Detained in 2000 in Geelong (Australia), in 2002 in Vancouver (Canada) and in 2007 in Incheon (South Korea). Sold for demolition in India. 485 \$ per ton.



Manhattan Princess in Casablanca (Morocco), April 2005
© German Iluhin

Melina I (ex-*Ossa*, ex-*Desert Falcon*). IMO 7916636. Bulk carrier. Length 170 m, 7,343 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1980 in Oshima (Japan) by Oshima SB. Owned by United International (Greece). Detained in 2007 in Silvertown (United Kingdom) and Tuticorin (India), in 2008 in Tangshan (China) and in 2010 in Novorossiysk (Russia). Sold for demolition in India.



Mi Rae (ex-*Bright Future*, ex-*Diana Z*, ex-*Achilles*, ex-*Subicevac*, ex-*Boka*, ex-*Desdemona*). IMO 7700063. Bulk carrier. Length 183 m, 7,200 t. North Korean flag. Classification society Korea Classification Society. Built in 1978 in Hebburn (United Kingdom) by Swan Hunter. Owned by Mirae Shipping Co Ltd (North Korea). Detained in 2009 in Vishakhapatnam (India). Sold for demolition in India.



Mig Concord (ex-*Berdyansk*, ex-*Baltic Skou*). IMO 7533135. Bulk carrier. Length 178 m, 6,925 t. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1977 in Tsurumi (Japan) by Nippon Kokan. Owned by CFD Shipping Ltd (Ukraine). Detained in 2000 in Montreal (Canada) and in 2005 in Aviles (Spain). Sold for demolition in India.



Ocean Friend. IMO 8002779. Bulk carrier. Length 224 m, 11,686 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by STX Marine Service Co Ltd (South Korea). Sold for demolition in Pakistan. 512 \$ per ton including 300 t of bunkers.

Ocean Host. IMO 8024399. Bulk carrier. Length 224 m, 11,681 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by STX Marine Service Co Ltd (South Korea). Sold for demolition in Pakistan. 512 \$ per ton including 300 t of bunkers.

Paragon (ex-*Ethnos*). IMO 7639927. Bulk carrier. Length 181 m, 6,804 t. Cyprus flag. Classification society Lloyds Register of Shipping. Built in 1977 in Hakodate (Japan) by Hakodate Dock. Owned by Narval Shipping Corp (Greece). Sold for demolition in India. 482 \$ per ton.



Raks (ex-*Rays*, ex-*Orahovac*, ex-*Belle Etoile*, ex-*Sophia M*, ex-*Sophia II*). IMO 7419391. Bulk carrier. Length 181m, 6,460 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1977 in Muroran (Japan) by Hakodate Dock. Owned by Saqr Logistics (United Arab Emirates). Detained in 2003 Wilmington (North Carolina, United States). Sold for demolition in Mumbai (India).



Rosy Falcon (ex-*Cigdem S*, ex-*Ovit*, ex-*Alexander's Power*, ex-*Adelina*, ex-*Yamamine Maru*, ex-*Gemini*). IMO 7621126. Bulk carrier. Length 172 m, 6,494 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Onomichi (Japan) by Onomichi Dock. Owned by Falcon Shipping Co (Vietnam). Detained in 2006 in Novorossiisk (Russia), in 2007 in Xiamen (China), in 2009 in Posiet (Russia) and in 2010 in Quanzhou (China) and Vishakhapatnam (India). Sold for demolition in India.



S Venus. IMO 8323111. Bulk carrier. Length 190 m, 8,912 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by STX Pan Ocean Co Ltd (South Korea). Sold for demolition in India. 520 \$ per ton including 1.150 t of bunkers.

Sami Canbaz (ex-*H Necat Sagbas*, ex-*Maya B*, ex-*Bulk Emerald*, ex-*Hong Qi 205*). IMO 8828939. Bulk carrier. Length 163 m, 6,216 t. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Shanghai (China) by Jiangnan. Owned by Canbaz Denizcilik (Turkey). Detained in 2000 in Barcelona (Spain), in 2003 in Thessaloniki (Greece) and in 2008 in Nantong (China). Sold for demolition in Mumbai (India). 482 \$ per ton.



Sealink (ex-*Tinos*, ex-*Christina M*, ex-*Ever Advantage*, ex-*South Venture*, ex-*Pacific Progress*). IMO 7033939. Bulk carrier. Length 224 m, 11,770 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Hengfa Shipping Inc (China). Detained in China in 2010 in Rizhao and in 2011 in Qingdao. Sold for demolition in China. 440 \$ per ton.



Shinzan Maru. IMO 8600612. Bulk carrier mineralier. Length 320 m, 26,850 t. Deflagged from Japan to Marshall Islands for her last sailing months. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sasebo (Japan) by Sasebo HI. Owned by MOL - Mitsui Osk Lines (Japan). Sold for demolition in China. 380 \$ per ton.

Silvana (ex-*Bonita Light*, ex-*Varva*, ex-*Kapitan Penkov*, ex-*Sea Rose*, ex-*Carrianna Rose*). IMO 7932587. Bulk carrier. Length 186 m, 8,023 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1981 in Usuki (Japan) by Minami-Nippon. Owned by Way-east Shipping Agency (Taiwan). Sold for demolition in China. 395 \$ per ton.



Early 90's, the *Kapitan Penkov* with a full load of big dia pipes from Japan. © Nikolay / Shipspotting

Silver Arrow (ex-*Ermis*, ex-*Zen-Noh Maru No.1*). IMO 8307002. Bulk carrier. Length 225 m, 11,408 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Aioi (Japan) by Ishikawajima-harima. Owned by Strand Management SA (Greece). Detained in 2003 in Hay Point (Australia). Sold for demolition in China. 425 \$ per ton.



Success Power (ex-*Sonata*, ex-*Sanmar Sonata*, ex-*Worl Castle*, ex-*World Cosmos*). IMO 8004521. Bulk carrier. Length 177 m, 11,369 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Toyohashi (Japan) by Kanasashi Zosen. Owned by Moral Power International Shipping Ltd (China). Detained in 2003 in Augusta (Italy) and in 2007 in Bandar Khomeini (Iran). Sold for demolition in India. 480 \$ per ton.



Tabassum (ex-*Tabak*, ex-*Iran Amanat*, ex-*Manila Pride*). IMO 8112990. Bulk carrier. Length 198 m, 7,835 t. Deflagged from Iran to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1983 in Sevilla (Spain) by AESA. Owned by Iran Shipping Lines (Iran). Detained in 2001 in Port Giles (Australia). Sold for demolition in India. 475 \$ per ton.



Xin Yuan Chao (ex-*Eliet*, ex-*Jullietta*, ex-*Stefania*, ex-*Bergen Queen*, ex-*Querida*, ex-*Sita Elise*, ex-*Wayfarer*, ex-*Therean Sailor*). IMO 8102749. Bulk carrier. Length 198 m, 7,810 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Sevilla (Spain) by AESA. Owned by Changning Shipping Co (China). Detained in 2002 in N. Charleston (South Carolina, United States), in 2003 in Hong Kong (China), in 2006 in Hull (United Kingdom), in 2010 in Ningbo (China) and in 2011 in Pyeongtaek (South Korea) and Kandla (India). Sold for demolition in Pakistan. 495 \$ per ton including 250 t of bunkers.



Zhong Cheng (ex-*Sea Emperor*, ex-*Agiodektini*, ex-*CS Ocean*, ex-*Sunny Ocean*). IMO 7603485. Bulk carrier. Length 152 m, 4,932 t. Panamanian flag. Classification society International Register of Shipping. Built in 1977 in Usuki (Japan) by Minami Nippon. Owned by Fuzhou Minlun Shipping Co (China). Detained in 2005 in Sète (France) and Mumbai (India), in 2006 in Cochin (India) and Ulsan (South Korea) and in 2007 in Singapore. Sold for demolition in China. 412 \$ per ton.



Ziemia Suwalska. IMO 8207757. Bulk carrier. Length 180 m, 6,622 t. Deflagged from Poland to Liberia. Classification society Polski Rejestr Statkow. Built in 1984 in Avellaneda (Argentina) by Alianza. Owned by Polsteam (Poland). Detained in 1998 in Ijmuiden (Netherlands), in 1999 in Bremen (Germany), in 2000 in Thessaloniki (Greece) and in Bremen again. Sold for demolition in India. 473 \$ per ton.



Ziemia Suwalska in Hamburg (Germany), April 2011 © Hein / Shipspotting

Container ship

Buxmaster (ex-*Delmas Ango*, ex-*Wal Ulanga*, ex-*Cotonou Star*, ex-*Wec Rotterdam*, ex-*CMB Melody*, ex-*Red Sea Endurance*, ex-*Ville de Pluton*). IMO 8513807. Container ship. Length 163 m, 6,837 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB - Niederelbe Schifffahrtsgesellschaft mbH & Co (Germany). Detained in 2009 in Durban (South Africa). Sold for demolition in India. 508 \$ per ton.



ESM Traveller (ex-*Martraveller*, ex-*Kota Merdesa*, ex-*CSAV Ranquil*, ex-*Argonia*, ex-*Altonia*, ex-*Europa Express*, ex-*Contship Germany*, ex-*Royal Eagle*, ex-*Red Sea Enterprise*, ex-*Ville du Sahara*). IMO 8324608. Container ship. Length 151 m, 5,533 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1984 in Lübeck-Siems (Germany) by Flender. Owned by Esmeralda Schifffahrts-Verwaltungs GmbH (Germany). Detained in 2003 in Manilla (Philippines) and in 2004 in Ningbo (China). Sold for demolition in India. 508 \$ per ton including bunkers for the journey.



FAS Provence (ex-Siam Bay, ex-Ville de Dubai, ex-Britta Thien, ex-AEL Europe). IMO 8508436. General cargo carrier converted into container ship with a capacity of 582 TEU among which 60 refrigerated containers. In service on the Europe-Africa lines, she also carries second-hand cars. Length 130 m. Bahamian flag. Classification society Bureau Veritas. Built in 1986 in Bremerhaven (Germany) by Rickmers. Owned by CMA CGM (France), ship manager Midocean IOM (Isle of Man). Sold for demolition in Turkey. On January 12th, the vessel with no crew onboard and towed by the tugs *West* and *Izmir Bull* from Dakar to a Turkish ship-breaking yard encountered gale force winds in the Mediterranean. She listed over, taking in water until she sunk 80 miles south of Delimara Point (Malta). She is now resting under 300 meters of water.



Abidjan May-June 2011 © Roland Grard



December 2009 © Marinetraffic

Grand Vision (ex-CMA CGM Sapphire, ex-Choyang Giant). IMO 9005247. Container ship. Length 240 m, 12,929 t. Liberian flag. Classification society Det Norske Veritas. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by Goldenport Shipmanagement (Greece). Sold for demolition in India. 500 \$ per ton.



Ital Garland (ex-LT Garland, ex-Cosco Sao Paulo, ex-Ever Garland). IMO 8511782. Container ship. Length 270 m, 18,197 t. Italian flag. Classification society RINA. Built in 1988 in Onomichi (Japan) by Onomichi Dockyard. Owned by Italia Marittima SpA (Italy). Sold for demolition in China. 440 \$ per ton including 500 t of bunkers.



Ital Glamour (ex-LT Glamour, ex-Cosco Cape Town, ex-Ever Glamour). IMO 8511770. Container ship. Length 270 m, 18,197 t. Italian flag. Classification society RINA. Built in 1987 in Onomichi (Japan) by Onomichi Dockyard. Owned by Italia Marittima SpA (Italy). Sold for demolition in China. 440 \$ per ton including 500 t of bunkers.



Kitano. IMO 8914001. Container ship. Length 288 m, 18,500 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Mihara (Japan) by Koyo Docks. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2000 in Hamburg (Germany) and in 2004 in Shanghai (China). Sold for demolition in China. 378 \$ per ton.



KMA III (ex-Denham, ex-CTE Tenerife, ex-La Trinity, ex-Pagai) IMO 7913189. Container ship. Length 121 m, 3,658 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in Yokkaichi (Japan) by Mie. Owned by Bay Point Marine Service Co Ltd (Burma). Sold for an unknown destination of demolition.

Kota Abadi (ex-MSC Santiago, ex-CSAV Ranco, ex-City Of Glasgow, ex-Nedlloyd Himalaya, ex-CMB Merkur, ex-Merkur Sea, ex-Dutch Senator, ex-Ville d'Uranus). IMO 8310906. Container ship. Length 167 m, 7,817 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1984 in Vegesack (Germany) by Bremer Vulkan. Owned by Pacific International Lines (Singapore). Detained in 2004 in Valparaiso (Chile). Sold as is in Singapore for demolition in India. 470 \$ per ton including 1.000 t of bunkers.



MSC Damla (ex-Sea-Land Defender). IMO 7820966. Container ship. Length 257 m, 17,028 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1980 in Tamano (Japan) by Mitsui; jumboized in 1985 and lengthened from 227 to 257 m. Owned by MSC - Mediterranean Shipping Co (Switzerland). Sold for demolition in India.



MSC Magali (ex-Amber I, ex-APL Amber, ex-NOL amber, ex-Neptune Amber). IMO 7819357. Container ship. Length 231 m, 17,703 t. Panamanian flag. Classification society RINA. Built in 1980 in Kure (Japan) by Ishikawajima-Harima. Owned by MSC - Mediterranean Shipping Co (Switzerland). Sold for demolition in India.



MSC Mahima (ex-SCI Mahima, ex-Zim Chicago, ex-Zim Venezia II, ex-Alma A, ex- Houston, ex-Houston Express, ex-Sea Premier, ex-CGM Paris, ex-Maersk Paris, ex-Maersk Tacoma, ex-C.R. Paris). IMO 8308707. Container ship. Length 243 m, 16,322 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Ofer Ships Holding (Israel). Sold for demolition in India. 517 \$ per ton. A premium price for a container ship, including full set of spares, two 32 t aluminium alloy propellers and a spare tailshaft.



SCI Mahima arriving in Felixtowe (United Kingdom), January 2007 © John Jones

Saipan Leader (ex-Nuptse, ex-Eagle Sea, ex-Vesna, ex-Contship Asia, ex-Katjana). IMO 8123157. Container ship. Length 147 m, 5,258 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1982 in Lübeck-Siems (Germany) by Flender. Owned by Hub Shipping SDN (Malaysia). Detained in 2001 in Singapore. Sold for demolition in India.



Saipan Mariner (ex-Seafreight Spirit, ex-Maike, ex-FMG Caribe, ex-Dragon, ex-CCNI Austral, ex-Ville du Ponant, ex-Marjon). IMO 8128901. Container ship. Length 106 m, 2,801 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1982 in Neuenfelde (Germany) by JJ Sietas. Detained in 2002 in Hong Kong. Owned by Hub Shipping SDN (Malaysia). Sold for demolition in India.



Seaways Valour (ex-Contaz Ankara, ex-Peru Star, ex-Alaska, ex-Karawa, ex-Nordsky). IMO 8801345. Container ship. Length 157 m, 6,648 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Wismar (Germany) by Mathias-Thesen. Owned by Seaways Shipping Ltd (India). Detained in 2007 in Antwerp (Belgium). Sold for demolition in India.



YM Europe (ex-Ming Europe). IMO 8807741. Container ship. Length 276 m, 18,628 t. Taiwanese flag. Classification society Bureau Veritas. Built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Colombo (Sri Lanka) for demolition in India. 481 \$ per ton.

Cement carrier

Red Sea Spirit (ex-*Opal Naree*, ex-*Slora*, ex-*Slora Excel*, ex-*Katy V*, ex-*Yanoshima Maru*, ex-*Tenkei Maru*). IMO 7718888. Cement carrier. Length 146 m, 4,978 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1977 in Numakuma (Japan) by Tsuneishi ; converted in 1999 into cement carrier by Gemak shipyard in Tuzla (Turkey). Owned by CTI Group (Jordan). Sold for demolition in India. 463 \$ per ton.



Red Sea Spirit in Singapore, March 2009 © **Marinetraffic**

General cargo

Anderma. IMO 8119144. General cargo. Length 177 m, 10,816 t. Russian flag. Classification society Russian Register of Shipping. Built in 1983 in Turku (Finland) by Wartsila. Owned by FESCO (Russia). Sold for demolition in India. 472 \$ per ton.



American Tern (ex-*Kariba*, ex-*Kota Agung*, ex-*Likes Flyer*, ex-*Torm Africa*, ex-*Serenity*). IMO 8908088. General cargo. Length 159 m, 7,340 t. United States flag. Classification society Det Norske Veritas. Built in 1990 in Rostock (Germany) by Neptun Schiffswerft. Owned by Osprey



Ship Management Inc (United States). Sold for demolition in India, renamed « *Amtern* » and beached in Alang as « *Tern* ». 502 \$ per ton.



American Tern while dockside at NOB Norfolk (United States) in September 2010, with US Navy *Anzio* at the same pier © **Marc Piché**

An Tao Jiang (ex-*Stinnes Bora*, ex-*Bora*, ex-*Magdalena Wesch*). IMO 7904877. General cargo. Length 142 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Kiel (Germany) by Howaldtswerke-DW. Owned by COSCOL (China). Sold for demolition in Xinhui (China) by Jiangmen Yinhu ship-breaking yard.



An Wu Jiang (ex-*Stinnes Mistral*, ex-*Mistral*, ex-*Bretagne*, ex-*Jonny Wesch*). IMO 7904865. General cargo. Length 142 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Kiel (Germany) by Howaldtswerke. Owned by COSCOL (China). Detained in 2011 in Kakinada (India). Sold for demolition in Xinhui (China) by Jiangmen Yinhu ship-breaking yard.



Ana Maria (ex-*Dimitra*, ex-*Melquiades-Ville de Nantes*, ex-*Gera*, ex-*Gaviota*). IMO 7311678. General cargo. Length 94 m, 1,028 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1973 in Gijon (Spain) by Gijonesa. Owned by ISM Group Ltd (Syria). Detained in 1997 in Szczecin (Poland), in 2000 in Cartagena



(Spain), in 2004 in Novorossiysk (Russia), in 2005 in Varna (Bulgaria), in 2008 in Nikolayev (Ukraine) and in 2009 in Novorossiysk again. Sold for demolition in Turkey. 338 \$ per ton.

Arctic Clipper (ex-*Ekaterini*, ex-*Feroi*, ex-*Stadiongracht*, ex-*Seliba*). IMO 7714208. General cargo. Length 80 m, 1,860 t. Panamanian flag. Classification society Intermaritime Certification Services. Built in 1978 in Shimizu (Japan) by Miho. Detained in 2000 in Marina di Carrara (Italy), in 2001 in Cadiz (Spain), in 2002 in Santander and Almeria (Spain), Thessaloniki (Greece), Calais (France) and Novorossiysk (Russia), in 2003 in Lisbon (Portugal), in 2004 in Bari (Italy), Itea (Greece) and Constanta (Romania) and in 2011 in the Netherland Antilles. She is the gold medallist and record-holder for detention in this edition of Ship-breaking.com. Sold for demolition in Guayaquil (Ecuador) by Aceria Nacional del Ecuador (ANDEC SA).



Arctic Clipper, in the Panama Canal, November 2005
© Foggy / Shipspotting

Areti I (ex-*Areti*, ex-*Istranka*). IMO 7710771. General cargo. Length 153 m, 6,060 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 in Pula (Croatia) by Uljanik. Owned by Good Faith Shipping Co SA (Greece). Detained in 2000 in Antwerp (Belgium) and in 2006 in Lisbon (Portugal). Sold for demolition in India. 480 \$ per ton.



Asteropa (ex-*Marvita*, ex-*Mariana*, ex-*Stemo*, ex-*Markes*, ex-*Stella Arctic*, ex-*Vik*, ex-*Alkes*, ex-*Miniland*, ex-*Mustola*). IMO 7902623. General cargo. Length 83 m, 1,250 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Uusikaupunki (Finland) by Rauma-Repola Oy. Owned by Uniship Ltd (Latvia). Detained in 2000 in Aberdeen (United Kingdom), in 2001 in Bilbao (Spain) and Saint-Malo (France), in 2002 in Antwerp (Belgium), in 2005 in Saint-Malo again, in 2007 in Nantes (France), in 2010 in Dordrecht (Netherlands) and in 2011 in Rotterdam (Netherlands) and Arkhangelsk (Russia). Bronze medallist on the podium of multiple detentions. Sold for demolition in Ghent (Belgium) by Van Heygen Recycling.



Stella Arctic in the Baltic Sea, March 1996
© Rolf Skiold



Markes in April 1999 on the Kiel Canal
© Andreas Spörri



Asteropa in Decembre 2011 at Van Heygen Recycling in Ghent (Belgium) © **Shipspotting**

Black Sea Trader (ex-*Sea Rider*, ex-*H Prince*, ex-*Nathaly*, ex-*Nathalie*, ex-*Baalbeck*, ex-*Calypso*, ex-*Peter Metz*, ex-*M.C.Cedar*, ex-*Joanna Borchard*, ex-*Genius* , ex-*Emcol Courier*, ex-*Zim Canberra*, ex-*Peter Oltmann*). IMO 7824625. General cargo. Length 126 m, 2,928 t. Liberian flag. Classification society International Register of Shipping. Built in 1979 in Neuenfelde (Germany) by JJ Sietas. Owned by JSC Terminal (Ukraine). Detained in 2004 in Bari (Italy). Record-holder for renamings with 14 identities ! Sold for demolition in Turkey. 310 \$ per ton.



Sea Rider, anchored in Koper (Slovenia), January 2010
© **Mara**

Chuang Ye (ex-*Lung Men*, ex-*Mostween*, ex-*Hyacinth Trader*, ex-*Bavaria Star*, ex-*Sainte Suzanne*, ex-*SCT Vincent*). IMO 7621889. General cargo. Length 147 m, 5,593 t. Saint Vincent & Grenadines flag. Classification society China Classification Society. Built in 1977 in Tadotsu (Japan) by Hashihama Zosen. Owned by Zhong Shan Shipping Co Ltd (China). Detained in 2010 in Vishakhapatnam (India). Sold for demolition in China.



Dong Binh (ex-*Thai Binh*). IMO 7611573. General cargo. Length 144 m, 3,766 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Dong Do Marine Development JSC (Vietnam). Detained in 2011 in Tanjung Perak (Indonesia). Sold for demolition in Vietnam. 400 \$ per ton.



Dong Binh, in May 2010 in Sriracha (Thailand). © **Geir Vignes**



Dream (ex-Sunrise, ex-Sana J, ex-Xiang Ling, ex-Yayasan Dua). IMO 7915436. General cargo. Length 113 m, 2,508 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1980 in Akitsu (Japan) by Taihei Kogyo KK. Owned by CB Marine Ltd (United Kingdom). Detained in 2001 in Tokyo (Japan), in 2004 in Hong Kong (China), in 2006 in Bandar Khomeini (Iran) and in 2008 in Varna (Bulgaria). Sold for demolition in Mumbai (India).



Flora S (ex-Ghikas). IMO 7718187. General cargo. Length 145 m, 4,416 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Karlog Shipping Co (Greece). Detained in 2002 in La Spezia (Italy) and Castellon de la Plana (Spain). Sold for demolition in India where she will join two of her sisterships, *Myra* and *Michalis K* (Cf. p 35-36).



Forest Hill (ex-Forest Ranger, ex-Ferncroft). IMO 8102543. General cargo. Length 130 m. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1982 in Marstrand (Germany) by FEAB-Marstrandverken. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 2002 in Pascagoula (Mississippi, United States). Sold for demolition in India.



Fu Shun (ex-Rubies, ex-Emerald, ex-Proa, ex-Providence, ex-Yusei Maru). IMO 7530602. General cargo. 154 m, 4,853 t. Saint Vincent & Grenadines flag. Unknown classification society. Built in 1977 in Onomichi (Japan) by Onomichi Dock. Owned by Fujian Province Zhangzhou Shipping Co (China). Detained in 2003 in Osaka (Japan) and in 2006 in Fuzhou (China). Sold for demolition in China. 410 \$ per ton.



Fu Tong (ex-Merco Mahara, ex-Khartoum). IMO 7726615. General cargo. Length 153 m, 5,798 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1980 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Moral Power International Shipping Ltd (China). Detained in 2003 in Bandar Khomeini (Iran) in 2010 in Nanjing. Sold for demolition in India. 500 \$ per ton.



General Trader (ex-General Blazhevich, ex-Regina, ex-Traun). IMO 8123884. General cargo. Length 122 m, 3,605 t. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1981 in Rostock (Germany) by Neptun Schiffswerft. Owned by CFD Shipping Ltd (Ukraine). Detained in 2001 in Antwerp (Belgium) and Las Palmas (Spain), in 2004 in Rouen (France), in 2005 in Antwerp again and in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



General Blazhevich, in Gibraltar, August 2009 © Angel Luis Godar Moreira

Gulf Eagle (ex-Aqua Trader, ex-Glory, ex-Global Star, ex-Lincoln K, ex-Alsod, ex-Pozega). IMO 7514593. General cargo. Length 143 m, 4,001 t. Saint Kitts & Nevis flag. Unknown classification society. Built in 1977 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Al Sail Shipping LLC (United Arab Emirates). Sold for demolition in Mumbai (India).



Ha Giang (ex-Tra Khuc, ex-Santa Elena). IMO 7370442. General cargo. Length 135 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1974 in Kawajiri (Japan) by Kanda Zosensho. Owned by Vinaship (Vietnam). Sold for an unknown destination of demolition.



Hilal Alemarat I (ex-Al Yarmouk). IMO 7817464. General cargo. Length 124 m, 3,075 t. Comorian flag. Classification society Union Marine Classification Society. Built in 1979 in Szczecin (Poland) by A.Warskiego Szczecinska. Sold and beached for demolition in India on November 15th.



Hilal Alemarat I, Ex-Al-Yarmouk, anchored off Lattakia (Syria) © Shipspotting



Hong Luck (ex-National Honor, ex-Galleon Honor, ex-Galleon Diamond). IMO 7915242. General cargo. Length 163 m, 6,395 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1980 in Innoshima (Japan) by Hitachi Zosen. Owned by the Chinese Government. Detained in 2003 in Antwerp (Belgium) and in 2011 in Vishakhapatnam (India). Sold for demolition in India. 475 \$ per ton.



Jin Yuan Men (ex-Pattaya Navee, ex-MC Jade, ex-Vincenzia). IMO 7609207. General cargo. Length 168 m, 7,187 t. Saint Vincent & Grenadines flag. Classification society Lloyd Register of Shipping. Built in 1978 in Shimonoseki (Japan) by Mitsubishi. Owned by NASCO (China). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 475 \$ per ton.



King Pioneer (ex-Rickmers Chennai, ex-Leon, ex-Nacional Vitoria, ex-Sonora, ex-Gina Luisa). IMO 7806570. General cargo. Length 178 m, 9,522 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1979 in Innoshima (Japan) by Hitachi Zosen. Owned by Nanjing King Ship Management Co (China). Detained in 1998 in Rotterdam (Netherlands) and in 2005 in Mumbai (India). Sold for demolition in India.

Koca Reis (ex-Nazmi C, ex-Asim Imanoglu, ex-Medgidia). IMO 9043108. General cargo. Length 131 m. Turkish flag. Classification society Turk Loydu. Built in 1992 in Tulcea (Romania) by Tulcea SN. Owned by Emsan Denizcilik (Turkey). Detained in 1998 in Moerdijk (Netherlands), in 1999 in Cardiff (United Kingdom) and Thessaloniki (Greece), in 2001 in Lisbon and Setubal (Portugal) and Sète (France), in 2003 in La Spezia (Italy) and in 2004 in Eleusis (Greece). In March 2011 a fire broke out in the engine room off the Algerian coast and was brought to control three hours later ; the crew was unharmed. The ship was towed to Annaba (Algeria), then back to Tuzla (Turkey) and eventually sold for demolition to a local ship-breaking yard.



Lady Aziza (ex-Fatme, ex-Nautica, ex-Nautila). IMO 6405305. General cargo. Length 75 m. Moldovan flag. Unknown classification society. Built in 1963 in Neuenfelde (Germany) by JJ Sietas. Owned by Phoenicia Maritime Co (Syria). Detained in 2002 in Amsterdam (Netherlands), in 2007 in Chioggia (Italy) and in 2008 in Ploce (Croatia). Sold for demolition in Turkey. 330 \$ per ton.



Mayank (ex-*Kramatorsk*, ex-*Kristine*, ex-*Goodwood*, ex-*Wellwood*). IMO 8031122. General cargo. Length 122 m, 3,548 t. Georgian flag. Classification society Ukraine Shipping Register. Built in 1980 in Rostock (Germany) by Neptun Schiffswerft. Detained in 2002 in Lake Charles (Louisiana, United States), in 2003 in Rotterdam (Netherlands) and Kalundborg (Denmark), in 2004 in Las Palmas (Spain), in 2005 in Constanta (Romania), in 2006 in Bremen (Germany), in 2007 in Rouen (France), in 2009 in Bremen again, in 2010 in Zoushan (China) and in 2011 in Odessa (Ukraine). Silver medallist on the podium of multiple detentions. Sold for demolition in Mumbai (India).



Kramatorsk in Bremen, July 2009 © **Klaus Masuch**

Meropa (ex-*Vivit*, ex-*Konga*, ex-*Kapten Konga*, ex-*Yuriy Klementyev*). IMO 8016665. General cargo. Length 82 m, 1,360 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1981



in Uusikaupunki (Finland) by Rauma Repola. Owned by SIA ARG Shipping (Latvia). Detained in 2006 in Nantes (France), in 2009 in La Spezia (Italy), in 2010 in Klaipeda (Lithuania) and Bayonne (France) and in 2011 in Nantes again and in Theodosia (Ukraine). Sold for demolition in Turkey.

Meropa, on passage to Howdendyke (United Kingdom) from Gdynia (Poland), March 2010 © **Eddie Walker**

Michalis K (ex-*Theodor*, ex-*Anthos*). IMO 7804390. General cargo. Length 145 m, 4,182 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1979 in Kure (Japan) by Ishikawajima-Harima. Owned by Libra Shipping SA (Greece). Sold for demolition in India.



Mondo (ex-*Salita*, ex-*Salina*, ex-*Inishark*, ex-*Darell*). IMO 8022614. General cargo. Length 84 m, 1,000 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Foxhol (Netherlands) by Bijlholt ; jumboized in 1986 and lengthened from 75 in 84 m. Owned by Kotero (Croatia). She came to Gibraltar in October 2010 loaded with gravel from Malta and was found unseaworthy from an underwater inspection. She had been languishing for more than a year at the South Mole, was excluded from the Russian Maritime Register of Shipping in April 2011, and eventually scrapped afloat at Coaling Island (Gibraltar).



October 2010 © **Batilla**



Multan. IMO 7822093. General cargo. Length 153 m, 5,522 t. Pakistani flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Tamano (Japan) by Mitsui. Pakistan National Shipping Corp (Pakistan). Detained in 2002 in Antwerp (Belgium) and in 2005 in Genoa (Italy). Sold for demolition in Pakistan.490 \$ per ton.



Myra (ex-Millenium Majestic, ex-Clipper Majestic, ex-Majesticex-Milos Island). IMO 7718175. General cargo. Length 145 m, 4,400 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1979 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Cleopatra Shipping (Greece). Sold for demolition in India. 465 \$ per ton.



Myra in Bassens (France) waiting to start loading, August 2011 © Pascal Riteau

Nawal II (ex-Ismail Prince, ex-Zamet, ex-Benedict). IMO 7521467. General cargo. Length 116 m, 2,583 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1979 in Rio de Janeiro (Brazil) by EMAQ. Owned by Hillaa Shipping Corp (United Arab Emirates). Detained in 2002 in Leixoes (Portugal), in 2004 in Cagliari (Italy) and in 2008 in Kavala (Greece) and Novorossiysk (Russia). Sold for demolition in Mumbai (India).



Noble Success (ex-Intercrest, ex-Yang Ling, ex-Redemption, ex-Star Orient, ex-Sirorat Naree, ex-Maya n°5, ex-Ho Ming n°5). IMO 8214865. General cargo. Length 119 m, 2,877 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Kingbest Shipping Ltd (Hong Kong, China). Detained in 2001 in Hong Kong (China) and in 2010 in Lumut (Malaysia). Sold for demolition in India.



Norwich (ex-Norwich Castle, ex-SV Pavel, ex-Star Drivanger, ex-Star Hong Kong). IMO 7620603. General cargo. Length 183 m, 11,502 t. Deflagged from Panama to Bahamas for her last journey. Classification society RINA. Built in 1978 in Tamano (Japan) by Mitsui. Owned by SMT - Ship Management & Transport (Cyprus). Detained in 200 in Long Beach (California, United States) and in 2010 in Vishakhapatnam (India). Sold for demolition in India.508 \$ per ton.



Norwich Castle on the North sea canal in Ijmuiden (Netherlands), on her way to Amsterdam, October 2010 © Willem Oldenburg

Pioner Severodvinska. IMO 7518240. General cargo. Length 130 m, 3,914 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). Sold for demolition in Mumbai (India).

Porsoy. IMO 7521936. General cargo. Length 70 m. Saint Vincent & Grenadines flag. Classification society Polski Register Statkow. Built in 1977 in Fevag (Norway) by Fosen MV. Owned by Norsken Invest AS (Norway). Detained in 1999 in Aalesund (Norway), in 2003 in Tromso (Norway), in 2006 twice in Grimsby (United Kingdom), in 2008 in Klaipeda (Lithuania) and in 2011 in Sortland (Norway). Sold for demolition in Grenaa (Denmark).



Porsoy berthed at Hornafjörður (Iceland) December 2010 © Sverrir Adalsteinsson

Ruhunupura (ex-*Ville de Colombo*, ex-*Medipas Sea*, ex-*Convoy Runner*, ex-*Contship Beta*, ex-*Leerort*). IMO 8120959. General cargo. Length 126 m, 3,140 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Bremerhaven (Germany) by Rickmers. Detained in 2007 in Mumbai (India) and in 2011 in Vishakhapatnam (India). Sold for demolition in India. 470 \$ per ton.

Sinar (ex-*Nile*, ex-*Aswan*, ex-*Atlantic Majesty*, ex-*Shinkai Maru*). IMO 7718395. General cargo. Length 150 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1978 in Uwajima (Japan) by Uwajima Zosensho. Owned by Unison Marine Corp (Taiwan). Detained in 2001 in Tianjin (China), in 2005 in Singapore and in 2007 in Zhenjiang (China). Sold for demolition in China.

Sinbad (ex-*Kemira*). IMO 7907635. General cargo. Length 113 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1981 in Ulsteinvik (Norway) by Leven Mek Verksted AS. Owned by OW Bunker & Trading AS (Denmark). Sold for demolition in Turkey.

Tabernacle Star (ex-*New Reach*, ex-*Ken Gale*, ex-*Handy Gaule*, ex-*Seahawk*). IMO 7908720. General cargo. Length 151 m, 5,048 t. Pavillon Sri Lanka. Classification society Nippon Kaiji Kyokai. Built in 1979 in Kochi (Japan) by Kochi Jyuko. Owned by Tokyo Cement Co Lanka Ltd (Sri Lanka). Detained in 2010 in Probunder (India). Sold for demolition in Mumbai (India).

Tinto (ex-*Frakto*). IMO 7608710. General cargo. Length 75 m. Swedish flag. Classification society Det Norske Veritas. Built in 1977 in Trondheim (Norway) by Orens MV. Owned by Vargon Shipping AB (Sweden). Detained in 2007 in Copenhagen (Denmark). Sold for demolition in Denmark.

Tugur (ex-*Fjord Pearl*, ex-*Pioner Onegi*). IMO 7524354. General cargo. Length 130 m, 3,941 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Azia Shipping Holding Ltd (Cyprus). Detained in 2011 in Taicang (China). Sold for demolition in Mumbai (India).

Vidi (ex-Swe Trader, ex-Rauk, ex-Klinte, ex-Larus, ex-Bergvik, ex-Actuaria, ex-City of Dublin). IMO 6824745. General cargo. Length 74 m, 780 t. Swedish flag. Classification society Bureau Veritas. Built in 1968 in Neuenfelde (Germany) by JJ Sietas. Owned by Vargon Shipping AB (Sweden). Detained in 2000 in Kiel (Germany) and in 2008 in Ostend (Belgium). Sold for demolition in Denmark. 1200 Danish kroner i.e. 216 \$ per ton.



Vidi, arriving at Liepaja (Latvia), December 2009 © **Bengt-Rune Inberg**

Waadhee Star (ex-Yoko Maru). IMO 8405268. General cargo. Length 66 m, 379 t. Maldives flag. Unknown classification society. Built in 1984 in Namikata (Japan) by Namikata Zosensho. Owned by Waadhee Shipping & Trading Co (Maldives). Sold for demolition in Mumbai (India).



Waadhee Venus (ex-Mino Maru n°3). IMO 8324098. General cargo. Length 66 m, 359 t. Maldives flag. Unknown classification society. Constructed 1983 in Namikata (Japan) by Namikata Zosensho. Owned by Waadhee Shipping & Trading Co (Maldives). Sold for demolition in Mumbai (India).



Wang Jae San. IMO 7738670. General cargo. Length 122 m, 3,646 t. North Korean flag. Classification society Korea Classification Society. Built in 1974 in Huichon (North Korea) by Chongjin SY. Owned by Taedonggang Sonbak Co Ltd (North Korea). Detained in 2003 in Vostochny (Russia) and in 2005 in Lianyungang (China). Sold for demolition in China. 355 \$ per ton



Xiang Jiang. IMO 7529196. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1978 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by COSCO (China). Sold for demolition in China.



Xuan De Men (ex-Joana Bonita, ex-Atlantic Maru). IMO 7813597. General cargo. Length 166 m, 8,111 t. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Tsurumi (Japan) by Nippon Kokan. Owned by Hongyuan Shipping Co Ltd (China). Detained in 2001 in Singapore and in 2008 in Shanghai (China). Sold for demolition in China.



Zodiac (ex-Ice Princess, ex-Bataafgracht). IMO 8014370. General cargo. Length 80 m, 1,999 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Shimizu (Japan) by Miho. Owned by Crocus Invest (Estonia). Detained in 2002 in Pyongtack (South Korea), in 2003 in Vladivostok (Russia) and in 2007 twice in Antwerp (Belgium). Sold for an unknown destination of demolition.



Arriving at Split (Croatia), November 2010 © **Sinisa Aljinovic**

Miscellaneous

Dredger

Freeway (ex-*Wiesbaden*, ex-*Van Hattum en Blankenvoort 20*). IMO 6911859. Dredger. Length 105 m. Mexican flag. Unknown classification society. Built in 1969 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by DRAGAMEX SA (Mexico). Sold for demolition by Van Heygen Recycling in Ghent (Belgium).



Freeway, April 2009 in Pajaritos, Coatzacoalcos, (Mexico) © **Tord Avsnes Sæle**



October 2011, Ghent (Belgium) © **Peter Wyntin**

Tug

Dominant (ex-*Michelle D*, ex-*Temar I*). IMO 7381843. Tug. Length 42 m, 649 t. Deflagged from Panama to Comoros for her last journey. Unknown classification society. Built in 1974 in Hendrik-Ido-Ambacht (Netherlands) by Jonker & Stans. Proprietaire Mideast Shipping & Trading Ltd (United Arab Emirates). Detained in 2010 in Durban (South Africa). Sold for demolition in Pakistan.



In Abidjan, June 2007 © **Roland Grard / Marine-marchande.net**



Cattle carrier

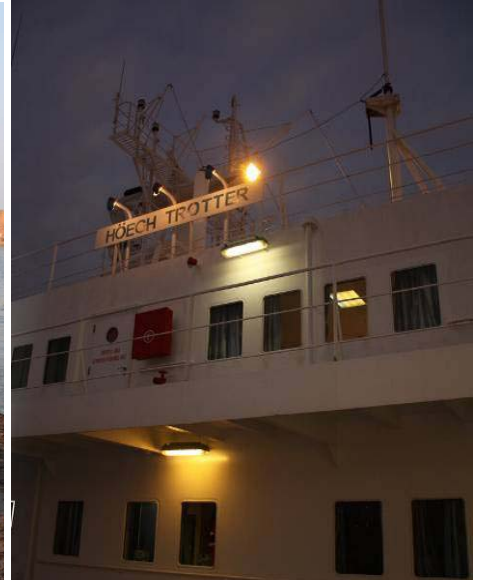
Hereford Express (ex-*Dealco 1*, ex-*Cosmo Star*, ex-*Rimba Star*, ex-*Pacific Star*). IMO 8202202. Cattle carrier. Length 97 m, 2,536 t. Filipino flag. Classification society Bureau Veritas. Built in 1982 in Kochi (Japan) by Kochi Jyuko. Owned by VROON BV (Netherlands). Sold for demolition in India. 468 \$ per ton.



Hereford Express, departing Port Headland (Australia), May 2008 © **Tropic Maritime**

Car carrier

Hoegh Trotter (ex-Hual Trotter). IMO 8116910. Car carrier. Length 180 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1983 in Toyohashi (Japan) by Kanasashi Zosen. Owned by Hoegh Fleet Services AS (Norway). Sold for demolition in China by Jiangmen Zhongxin Shipbreaking & Steel Co in South China, a 100% « green » facility according to the Norwegian buyer and consultant Grieg Green AS. 400 \$ per ton.



December 4th 2011, the arrival of *Hoegh Trotter* at Jiangmen Zhongxin Shipbreaking & Steel Co.



Photos by NHST Events / Jon Chaplin – all rights reserved

1020 ships for scrap in 2011, a new record

Unit	Tonnage of scrap metal	Category
1 India 458 (45%)	1 India 3,5 million t (43%)	1 bulk carrier: 334 (33%)
2 Bangladesh 145 (14%)	2 Bangladesh 1,6 million t (19%)	2 general cargo: 234 (23%)
3 China, 142 (14%)	3 China, 1,4 million t (17%)	3 tankers : 209 (20%)
4 Pakistan, 108 (11%),	4 Pakistan 1 million t (13%)	4 reefers : 50 (5%)
5 Turkey, 72 (7%),	5 Turkey 206.000 t (3%)	5 container ship : 48 (5%)
6 United States, 19 (2%)	6 United States 131.000 (1%)	

For the third consecutive year, cleaning continues in the shipping world as over one thousand ships are disposed of. With **1020** units going for scrap, **2011** beats the 2009 record (1,006 ships). The demolition market grew by **7%** compared to the previous year in terms of the number of ships and by **27%** by volume of recycled metal. The size of the scrapped vessels is significantly greater with 268 ships over 200m against 168 in 2010. 24 vessels over 300m in length were sent for scrap among which two thirds of tankers and particularly double hulled VLCCs (Very Large Crude Carriers) some as young as 13 to 16 years of age.

Among the vessels scrapped in 2011, 385 (38%) measure less than 150m , 367 (36%) between 150 and 199m , and 268 (26%) over 200m . The ages range from 9 years for the general cargo carrier *S Gabriel*, damaged off the Azores, to 70 for the veteran *Sperry*, a US Navy submarine tender.. The average age is almost stable at **30**.

The evolution radically differs depending on the category of vessels observed. Bulk carriers are three times more likely than in 2010 to be scrapped and at 33% represent the number one category of vessels scrapped ahead of general cargo carriers (23%). The tankers altogether only represent 20% of scrapped vessels and container ships 5%, a decrease in units of -35% for each of these families.

India remains number 1 in volume and units to be demolished, for the 4th consecutive year. Bangladesh retains 2nd place despite the ban on the import of ships to be demolished for half of the year. The ranking is identical to 2010 (except for TURKEY where the number of vessels received in their yards fell). The United States, in full pussy-footing mode, are locally dismantling old hulls from their Reserve Fleet, but sends the bulk of merchant vessels to Asia. All the more easy as it is no longer the Environmental Protection Agency (EPA) who are in charge of controlling the export of hazardous materials (TSCA - The Toxic Substances Control Act), but the Maritime Administration who tend to release the fugitive vessels to the detriment of local yards. Europe is getting nowhere, with the exception of Belgium and Denmark who are consolidating their positions.

The total tonnage of metal scrapped in 2011 exceeded the **8 million** mark.

365 (**36%**) were under a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA) and 38% were built in those countries. 586 (**57%**) have been detained in previous years with their crews in ports worldwide, in Europe but also in Russia and Asia for non-compliance with international safety regulations. 981 ships (**96%**) were demolished in Asia.

The purchase prices moderately fluctuated in 2011. After an upward trend before the summer, prices returned to levels comparable to the end of last year, of about \$475 to 500 per ton in the Indian subcontinent; \$400-430 in China and \$330 in Turkey. The prices offered by some European and American sites are rarely disclosed, but the prices were announced as over \$200 per ton in Denmark and the United States. The most expensive ship, *Sun Bridge*, was bought by India at \$726 per ton, a price blown out of the water by the *Canadian Miner* which will be cut and dismantled *in situ* at a cost of \$24 million after her catastrophic towing and grounding- i.e. more than \$2,000 per ton, excluding the cost of environmental damage...

The END

From *Saint-Clair* to *Salam* : the end of a mutant



The French roll-on/roll-off *Saint Clair*, which almost disappeared in 1990 has been lastly delivered to Indian demolishers in Mumbai after a delay of twenty-one years. Built in 1978 at the Tokyo Ishikawajima Ship and Chemical Plant Company yard, she began her career as the Norwegian *Admiral Pacific* initially on a link between Marseilles, the Red Sea and India, and from 1980, between Miami and South America via Panama.

Admiral Pacific © sweie / Ship Nostalgia



Fighting the fire on the ferry *Saint-Clair* in Marseille, August 4th 1990.
© Yvon Perchoc

Acquired in 1982 by *Société Nationale Maritime Corse-Méditerranée* (SNCM) and becoming the French *Saint. Clair*, she was chartered to the Sudcargos group including SNCM, Daher and Naval Caennaise, and operated between Marseilles and the Red Sea or North Africa. On 4 August 1990, when departing Marseilles en route to Tunis with a cargo of cars, trucks and refrigerated trailers, a fire broke out in the car deck and quickly took on such a scale that it took three days to extinguish.



The wreck of the *Saint-Clair* © Yvon Perchoc

One would have thought the vessel was doomed, but her engines were spared, and the wreck was purchased by Egyptian ship-owner El Salam Shipping & Trading. Temporarily renamed *Al Qamar I*, the vessel was towed to Port Said in November 1990 where the Canal Naval Construction shipyard transformed her into a ferry through the installation of four additional decks between the front deck and the rear engine so she could carry around 1400 passengers.



November 1999 : the jumboized *El Salam 89* in Suez © Yvon Perchoc

In 2007, she became a simple roll-on/roll-off after the removal of her passenger accommodation. It may be recalled that the previous year was marked by the dramatic Red Sea ferry disaster involving the *Al Salam Boccaccio 98*, a vessel belonging to the same group, where almost 1,000 perished. The former *St. Clair* made her last short trip as *Salam* under the flag of St Kitts & Nevis.

The former *Saint Clair* was ready for service in 1992 under the name of *El Salam 89*, and began her shuttle service between Suez and Jeddah, mainly carrying Egyptians working in Saudi Arabia.



El Salam 89, April 2006 © Marcin



Suez, June 2007 © Federico Bolognini



In Jeddah (Saudi Arabia), June 2009 © Marc Ottini

Sources

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