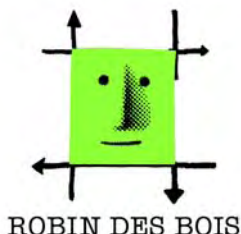


# # 27

from January 1 to April 15, 2012



## Ship-breaking.com

**An 83 year old veteran leaves for ship-breaking.** The Great Lakes bulker *Maumee* left for demolition at the Canadian ship-breaking yard at Port Colborne (see p 61).



At Port Huron(United States), November 2010 © Fred Miller

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**A sea lion loses a place of refuge.** The *Akademik Vavilov* has left for demolition in India (see the Reefer section on p 46).



San Antonio Este, (Chile), January 2009 © Marinetraffic

## Demolition on the job (continued)

### South Pacific



The Astrolabe reef – April 4, 2012 © Maritime New Zealand

The wreck of the *Rena*, run aground on a New Zealand reef October 5, 2011, suffered new injuries during the recent storms and new waves of waste, oil and containers have been spilled. Around 250 containers remain prisoner on the wreck. Clean-up efforts for waste on the beach continue. To make an example, two employees of the company entrusted with the dismantling of the wreck were fired for having drunk, without moderation, bottles of Sauvignon that had escaped from their container.

**Atlantic North-West.** The wreck of the *Canadian Miner*, ran aground September 20 on Scatarie Island (Nova Scotia, Canada), has degraded during the winter. Two specialized companies, one American, the other Turkish, must hand in their plan for dismantlement to federal and provincial authorities. The inventory of onboard or integrated hazardous materials is not known even though the ship left the Canadian Great Lakes in tow to be demolished in Turkey. Fishermen fear that the on-site demolition of the *Canadian Miner* would be harmful to the lobster fishing season, extending from May to July.



Scatarie Island - April 10, 2012  
© Natural Resources Departement

### North-East.

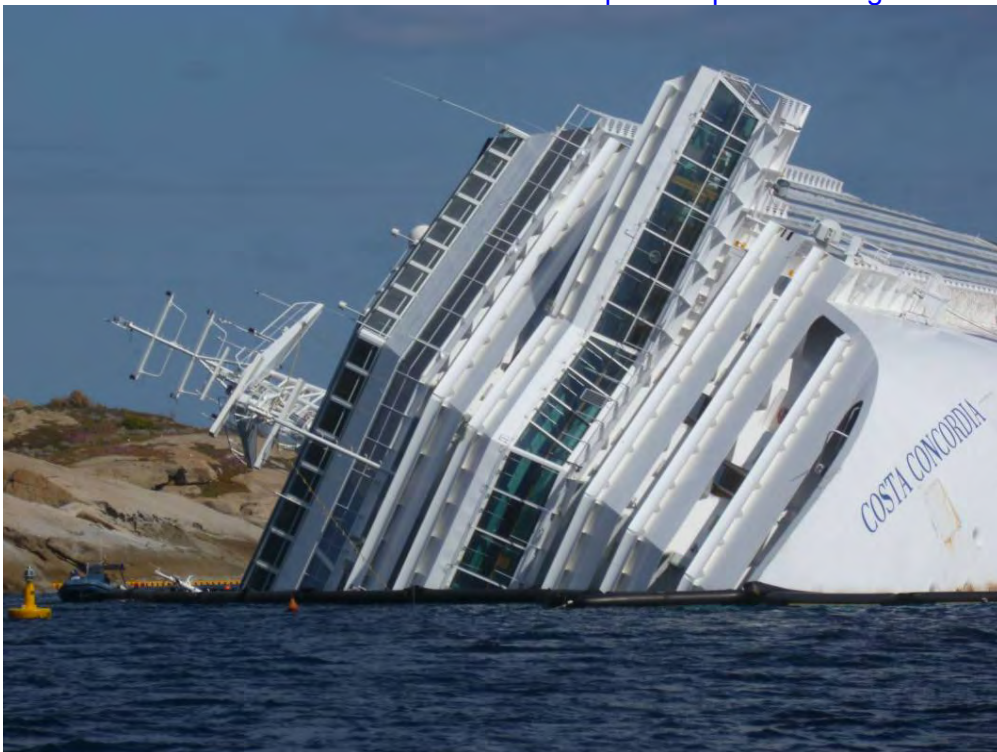
Pushed by the storm, the cargo ship under the Antigua-and Barbuda flag *Carrier* ran aground on concrete blocks bordering Colwyn Bay in Northern Wales. The seven Polish sailors are safe, the German ship owner declaring the ship a total loss. PGC Demolition, a company based near Manchester, is contracted to pump the marine gas oil and bilge water, then demolish the ship *in situ*, if all goes well. The ship will be boned in 10 weeks.



Llandulas, Wales, April 2012 - DR

### Mediterranean

The *Costa Concordia* should, after a year of work, be refloated and towed. But to what port? It is unknown which. Towards Genoa, or Livorno, or Palermo, or another Mediterranean port or even directly above underwater pits where she will be sunk? Italy has a long tradition of sinking commercial ships. Will they continue? Another unknown factor is the state of the starboard side: Is she waterproof, cracked, twisted, broken, or open to waters of the Mediterranean? She is submerged and impossible to examine for security reasons. In other words, in the event of a long refloating operation, will the *Costa Concordia* be really transportable? In this instance, the Italian government will validate the option held back by Costa Crociere SpA and its parent company Carnival Corporation. [See the report from Robin des Bois "From the Titanic to the Costa Concordia"](#) and the photo report from Giglio Island.



April 14, 2012 © C. Nithart – Robin des Bois

## The European Union surrenders

The European Union continues to show interest for the conditions of ship-breaking. After the "Green Paper on Better Ship Dismantling" from the European Commission in 2007, the European Parliament resolution on "the European strategy for better ship dismantling" in 2009 and a series of meetings between all parties interested about the end of a ship's life, the Commission just proposed new regulation on ship demolition, to be discussed at the next Parliament and European Council meetings. In the first place, meetings will be about "requiring member-States to ratify the Hong Kong convention for the Safe and Environmentally Sound Recycling of Ships". Signed in 2009, the convention has not at this time been ratified by any of the IMO members and will be archaic when it goes into effect.

During this long wait, the transitional European regulation must secure the interim. The European Union put their ambition on hold. Yesterday it envisioned the anticipated application of the Hong Kong convention or even an enlargement of its constraints; today, it is just about to designate the dismantling sites fulfilling the convention requirements and take into account the measures of demolition preparation such as the inventory of hazardous materials and the recycling plan. Even though the actual European regulation forbids *a minima*, but without success, export to a non-OCDE country, the opportunity to dismantle in a distant facility provided that it be included in the European list is considered a satisfying issue to the penury of European sites...But is it the penury of sites in Europe that oblige European ship owners to export, or the exportation that holds back the emergence of such an industry in Europe?

Only the ships flying the flag of a member-State of the European Union are concerned by the regulation. The notion once put before the Commission of "Ships with strong links to Europe" has been whisked away. The carrying out of this regulation showed itself useless. Close to 40% of ships that left to be demolished belonged to a European ship owner, but only 13% sail under European colors. A disuasive measure is targeted at shipowners who send their ships to sites not agreed upon. Article 23 of the regulation project previews sanctions of which the amount is not defined : 'Where a ship is sold and, within less than six months after the selling, is sent for recycling in a facility which is not included in the European list, the penalties shall be: a) jointly imposed to the last and penultimate owner if the ship is still flying the flag of an European Member State; b) only imposed to the penultimate owner if a ship is not flying anymore the flag of an European Member State.'

This tortuous article 23 applied to the world's oceans will be easily bypassed by dropping anchor for more than 6 months in a remote bay, by sales to ephemeral ghost companies, and transfers under specialized flags like Tuvalu, Mongolia, Comoros, Saint Kitts and Nevis, Togo, Moldavia...

## The Senegal Project

The Spanish Group Ferrometal has the ambition to open a ship demolition site in northern Senegal, south of Saint Louis in the rural community of Leona, in proximity to Louga. Ferrometal specializes in international trading of ferrous and nonferrous metals. The project is ambitious. It plans the digging on an access channel 20 meters deep and 1.5 kilometers long, protected by two cement block dikes, an 800 meter long initial dismantlement quay on the water, and a dry dock for final demolition.

This global port project dedicated to the demolition of ships would be built *ex nihilo*. That is, nothing in the present case being around 300 meters of beach, a wooden backshore and 315 hectares of natural land. According to the Senegalese press, the project was approved by the rural community of Leona and by the regional council. Mrs. Cornelia Man, director of Ferrometal, met with the highest government authorities of Senegal on this subject. At the same time, Chinese interests want to build a factory to extract waste and by-products from demolition with the reservation that the terrain must be allocated to them in order to stock non-recyclable waste. Ferrometal often cites as natural deposits for the port-site the maritime cemeteries at Nouadhibou and the west African coast, without expanding upon the technical or nautical means to move the wrecks, of which the quasi-totality are no longer navigable.

Ferrometal's management presented the project to Robin des Bois. It responds to a need on the west coast of Africa and at the same time asks questions about the protection of the natural and marine environment, the disruption of traditional activities, and the training of workers. The preliminary risk could be that while waiting for this complex, long, and expensive facility to be completed, a new ship cemetery will set in on the beaches of Leona or around it.

## The Robin des Bois Mailbox

### From Simon, Quebec City, Canada, received March 7, 2012

I came across you when I was looking for information on the sinking of the *Canadian Miner*. I really liked your site. But I found at least one error of which I wanted to make you aware. So here it is. In your latest edition of "ship-breaking.com", you wrote about the tugboat *Hellas* which had had problems after towing a ship, the *Federal Miramichi* (IMO 9315549), and you say that it is a chemical tanker. In fact, it is a general cargo ship.

I looked at other ships with their IMO numbers that had left to be demolished in Europe and Asia (Turkey in general) and I did not find them. You talked about the *Sauniere* (IMO 7028489), left for dismantling June 3, 2011, but you did not mention other ships that left in almost the same time frame. The *Halifax* (IMO 5120075), constructed in 1969 left for dismantling May 25, 2011, in Turkey July 2011 (photo found on shipspotting.com) and the *Algontario* (IMO 5301980) constructed in 1960, in West Germany, sent for demolition June 27 2011. On an environmental level, the *Halifax* is the most dangerous of the three. It's a steam ship, and therefore concerning asbestos, she must be something. I don't know if she was cleaned up before being sent to Aliaga, Turkey.

The Canadian great lakes fleet still possesses 3 steam ships, all built in the 1960s, possibly insulated with asbestos. Last year, I was a mechanics officer on board one of the steam ships. The company conducted air tests and I saw the results of the test, and the air contained little asbestos. For the moment.

Two other ships (probably, and this is only hearsay, they were fastened in a strange place...) are being broken up in a site, at Port Colborne, in Ontario, on Lake Erie, owned by the same company that will demolish the *Canadian Miner*. The *James Norris* (IMO 5169124), built in 1952 (steam ship, the last to function with alternative equipment...) and the *Maumee* (IMO 5057709), built in 1929 (this one beats the record for longevity) but given a new motor in 1964. The demolition is done on the water's edge, without too much protection for the environment.

You should take a look at Canada, the great lakes fleet is old (an average of close to 40 years) and they are beginning to update the fleet since the federal government abandoned the customs tax of 25% on new ships built abroad. Since then, many new ships are being ordered. CSL has 5 new ships of the *Trillium* class and Algoma Cental Corporation has 6 ships of the *Equinox* class. The old ships will go to be dismantled, as we have seen for some years now, in Turkey.

I do not know if you have heard this story. The *Kathryn Spirit* (IMO 6717069), built in 1967 in Sweden, was to be scrapped by a company that knew nothing about the trade. They wanted to deconstruct it, on the water, on a bank close to the St. Laurent sea route, at Beauharnois. Some citizens and the mayor were panic-stricken, and now, no other news. I don't know what happened, I don't know if the ship is deconstructed or where it is. On the environmental side, there is so much laxity on the part of the provincial and federal government on this subject.

### **Response from Robin des bois**

Hello Simon, you are right in that the *Federal Miramichi* is not a chemical tanker; according to Germanischer Lloyd she is a general cargo carrier and we erroneously classed her as a chemical tanker because after her immobilization at Cherbourg she was carrying urea, a nitrogenous chemical. We will make a correction in bulletin n° 27.

We really appreciate your information on the great lakes fleet in Canada and on its renewal. We were aware of the demolition of the *Maumee* who was on our list, but not of the *James Norris*. We also benefitted from your information about the departures of the *Halifax* and the *Algontario*. We noticed that old Canadian ships left for breaking in Turkey (*Algoisle*, *Agawa Canyon* in 2010, *Sauniere*, *Canadian Miner* in 2011) and your precision concerning taxes on Imported ships explains these demolitions.

Our inventories are as complete as possible, but there can be some gaps concerning the sales to Turkey or China (often made public after the fact or not at all...).

We do not know the practics of Port Colborne (We heard talk about the demolition of old American octogenarian bulk carriers on the Great Lakes some years ago. It presented itself as the first site in the world to be certified as ISO 14001... but we have not had the occasion to study it. We imagine that the demolition is done afloat and not in dry dock. We don't know if the final cutting is done on a slipway like in Belgium or Denmark (and in certain Turkish sites) and what is the method of confining pollutants, particularly drainage water and asbestos) and especially its putting into practice. Generally, we are more supportive to sites in proximity rather than exporting the danger across the oceans. In case of exportation, it seems to us imperative to furnish to the demolisher with an inventory of dangerous materials on board, or proceeding to a preliminary extraction without testing the integrity of the hull or to repatriate the dangerous waste that cannot be treated/stocked in the demolisher's country (typically PCBs or asbestos, or radioactive sources...)

As for the *Kathryn Spirit* we have heard talk of this controversy on the demolition by "Groupe Saint-Pierre". Please do not hesitate to send us news from Canada.

**From Tuomas, Vuosaari Harbour - Helsinki, Finland, received March 6, 2012**

Hello

Thank you for your detailed reports on the ship demolition market. While reading the most recent one (#26), I spotted a mistake. According to the report ro-ro vessel *BALTICA* (IMO 8813154) was sold for demolition in India "as is in Fujairah". This information is incorrect as she is currently moored at Vuosaari harbour in Helsinki, Finland - in fact, I can see her red hull from my office window.

**Response from Robin des Bois**

Thank you for your interest and this information.

In our latest bulletin, we announced the RoRo *Baltica* IMO 8813154 was to be broken up from various information sources such as brokers and the European database Equasis. In this database, the sale and status of the *Baltica* was updated on 11 November 2011, from "in service" to "to be broken up".

There are sometimes mistakes even in the official database like Equasis (I remember a car carrier which was supposed to be broken up but of which a contact in New Zealand pointed out she was still carrying cars from Korea to New Zealand).

I suppose this is also the case with *Baltica*, unless the delivery is delayed for some reason. There might have been confusion with the *Balticum* (ex-*Tor Baltica*) or the *Clare* (ex-*Dana Baltica*)?

Anyway, I will be grateful if you could take a picture of the ship from your office window while she is moored in Helsinki and send it to me!



*Baltica* at Helsinki, March 12, 2012 © Tuomas

PS : The Equasis database has corrected the ship's status in its latest update: it is now "in service".

**From Egidio, Genoa, Italy. Received January 19, 2012**

After reading about your intentions of preparing an item above some cases of abandoned ships, I realized there is a third vessel with a possibly sad future here in Genoa. I am talking of the cruise ship *Pacific* that has been seized since November 2008 because of the debt claimed from the yard that was refurbishing her. On board there are only three people but it is unlucky she can resume her career.

**From Egidio, Genoa, Italy. Received March 6, 2012**

The cruise vessel *Pacific* (ex-*Pacific Princess*), IMO 7018563, has been sold to the Turkish company CEMSAN, which is active in shipbreaking for € 2,5 millions . The vessel is actually berthed in Genoa and is suppose to leave the port in the next weeks.

The *Pacific* arrived at Genoa in November 2008 to be refurbished at the local Officine San Giorgio yards. As soon as the huge quantity of asbestos present in the ship was revealed the refurbishment costs proved to be too expensive for the shipowner, so the works were stopped and the ship was seized after the yard did not received the amount dues. The asbetos is still on the ship, of course.

After three auctions the ships has been sold directly to Turkish interests.

**Response from Robin des Bois**

Thank you for the news about the ex-*Pacific Princess* which is also developed in this bulletin. (See The END p 72-73)

## A Tsunami of Scrapping in Asia. Results from January to April, 2012.

The overcapacity of the fleet and the penury of cargo to transport are leading hundreds of ships towards Asian demolition sites. In these conditions, "green recycling" is forgotten. They sell to whomever has the best offer and it is often he who is disregarding the protection of workers and the environment. Mediterranean Shipping Company (MSC) sold, in the last four months of the year, 15 medium size container ships, representing around 180,000 tons of metal. At \$500 per ton, that quickly fills up the piggy bank. Some of these container ships were constructed in 1992, in 1990, even in 1989. They are far from reaching the average age of container ships sent for ship-breaking in 2011 or 2010, which is 29 years. For the ship owners, it is more profitable to demolish the ship than to operate it.

**417** ships went to be broken up in the beginning of 2012, making a rhythm of 28 ships per week. In 2011, the steady rhythm was only about 20 ships per week. That means a tsunami of ships to be demolished rushed into the Asian sites. The accumulated demolition permitted the recycling of over **3.5 million tons** of metal. Of **417** ships to demolish, **410** (98%) went to Asia; **149** (36%) were constructed in Europe, **181** (43%) belonged to European ship owners.

### By unit

1 India, **194** (47%)  
2 Bangladesh, **59** (14%)  
3 Turkey, **55** (13%),  
4 China, **53** (13%),  
5 Denmark, **4** (1%)  
6 Pakistan, **38** (9%)  
7 Canada, **2**  
8 Belgium, **1**

### By tonnage of metal recycled

1 India, 1.660.000 t (47%)  
2 Bangladesh 585.000 t (16%)  
3 Pakistan, 519.000 t (14%)  
4 China, 516.000 t (14%)  
5 Turkey, 172.000 t (5%)

### By category

1 : bulk carrier, 148 (35%)  
2 : general cargo, 106, (25%)  
3 : tankers 66 (16%).

It is always in India where the majority of ships arrive, as much in number as in volume although Bangladesh is back on the market at the second place. The new government policy in Bangladesh as regards the demolition of ships will not turn the local practises upside down if only that the ships must from now on wait a week to obtain their official certificate and their authorization to be beached for demolition. The return of Bangladesh has not begun price wars and overbidding. On the contrary, the abundance of ships to be broken up has lowered the tariffs of the Indian subcontinent under the \$500 per ton bar. But the habitual gap between the subcontinent and China is reducing. China, where the demand for metal is very high, offers to buy at around \$425 per ton.





Japan has landed in India. A Japanese delegation, among which were MOL, NYK, Mitsubishi, and Kawasaki, met the Gujarat Chief Minister with the goal of converting Alang yards into an international-level yard, safe and eco-friendly as per guidelines of the IMO and future international regulations. The Japanese will be disposed to invest \$22.5 million in this conversion project of Indian sites. Let us remember that MOL sent in these last months a series of large tankers for demolition in India, insisting on conditions of dismantlement respectful of the environment.

### After detention, ship-breaking awaits

**88** (21%) of the ships going to be broken up are not controlled by a classification society belonging to IACS (International Association of Classification Societies) or are without classification. The substandard ships are therefore a priority: at least **268** (63%) were detained in worldwide ports with a rate of detention more than 75% for general cargo carriers, reefers and bulk carriers, and 66% for container ships. The rate of detention is 21 % for oil tankers. On the podium of detentions in this issue of Ship-breaking.com are four general cargo carriers, the *Four Seasons*, **11** detentions between 2003 and 2012, the *Chronis*, the *Selen* and the *Orient III* and a gas tanker, the *Patchawaradee-8*, 10 detentions each. (cf.p 19, 25, 29, 34, 37).

### Years and meters

The age of ships sent away ranges between **15 years** for the container ship *ACX Hibiscus*, victim of a collision at Singapore, and **83 years** for the Great Lakes bulker *Maumee*, demolished in Canada. The average age is **29 years**. 127 ships have a length less than 150 m, 155 measure between 150 and 199 m and 135 more than 200 m. 11 ships measure more than 300 m among which the *Oriental Nicety* ex-*Exxon Valdez* and her sistership the *S/R Long Beach*. The largest ship to be broken up was the single hull VLCC tanker *Antiparos*, with a length of **333 m**.

	Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).
	Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.
	Ship controlled by a classification society which does not belong to the International Association of Classification Societies (IACS), or ship not controlled.
	Ship and crew detained in a port for deficiencies.

## Tanker

### *Exxon Valdez*

The oil terminal of Alyeska said in 1987 that a massive oil spill could only come about at worst once every 241 years. The statistics were formal, but they had forgotten to say that the disaster will happen at the beginning of operations. In 1998, Exxon Shipping Company reduced the crews aboard tankers that operated the shuttle between Alaska and California, with the approval of the Coast Guard. They went from 20 to 16 sailors thanks to the task flexibility criteria.

During the night of March 22, 1989, Joseph Hazelwood arrives at *Valdez*. It is the relief of the crew of the *Exxon Valdez*, which is being loaded up. The next day, he spends the afternoon at the Pipeline Club with the chief mechanic. Beer and vodka are drunk at a steady rhythm, according to inquirers.

At 9:00 pm on March 23, 1989, the *Exxon Valdez* cast off for Long Beach.

At 11:25 pm, the commandant Hazelwood calls land and signals that he wants to leave the sound by the access channel. He identifies the ship as the *Exxon Baton Rouge*, his former ship, and corrects himself. The Vessel Traffic Center gives the green light. Now it is a matter of catching up on the 30 minutes lost leaving the terminal.

Hazelwood retires, leaving the direction of operations to two officers, of which neither has a pilotage license. One of the two is in training.

At midnight, the *Exxon Valdez* leaves the access channel and does not veer to the right as all well-known mapped out, written, oral, and routine procedures say to do. Nobody on land notices the fatal error.

At 12:08 am, the *Exxon Valdez* strikes, and is stranded in a reef.

From 12:35 to 1:41 am the commandant tries to free the ship. Subsequent testimony says to the contrary that he tried and succeeded in fixing it definitively in the reef, guaranteeing a minimum of stability.

3 hours later, the Coast Guard arrives on the scene. The sea smells of oil. Mr. Hazelwood is smoking on the bridge and is immediately asked to put out his cigarette. The Coast Guard is there, but no aid. Yet the terminal had promised that, at the latest 3 hours after the beginning of such an event, 4500 meters of antipollution booms and 2 hydrocarbon skimming ships would be deployed to the scene. The first victims of thousands would be the sea otters, seals, sea lions, humpback whales and then 2500 Aleutian Indian fishers and fish amateurs, oil-encumbered and intoxicated fish, and other ones gone to other places, death breathing down their necks.

7 years after the drama, the commandant Hazelwood was acquitted of the main charges of which was navigating under the influence of alcohol and condemned to 1000 hours of community service and a fine of \$50,000 to the State of Alaska for 'gross negligence'.

After the lightening of her residual cargo, towing and repairs, the *Exxon Valdez* carried on in other places and under other names her sulfurous career. In July 1990, she leaves the dry dock of San Diego, California, reenters service under the name *Exxon Mediterranean*, to be loaded with oil in the Persian



Gulf and frequents European ports. American regulation and the Oil Pollution Act of 1990 prevents Exxon from reentering the ship in its North American fleet for traffic towards Alaska. In the beginning of the 90s, the petroleum society transfers its shipping activities to its newly created subsidiary, Sea River Maritime, Inc. and gives it the *Exxon Mediterranean*, which becomes the *Seariver Mediterranean*, then the *S/R Mediterranean*. We can find the tanker at Lisbon (Portugal), at Le Havre (France) or at Southampton (United Kingdom). She keeps her United States flag until 2005. After January 1, 2005, the European regulations adopted after the *Erika* (1999) and *Prestige* (2002) oil spills banned single hull ships from transporting heavy fuel in European waters. The *S/R Mediterranean* becomes the *Mediterranean*, adopts the Marshall Islands flag of convenience and leaves Europe.

In 2007, Sea River Maritime resells the ship to the Chinese COSCO. The *Exxon Valdez* is converted into a dry bulk carrier at Guangzhou (China) and is relaunched in December 2008 under the name of *Dong Fang Ocean* and the flag of Panama. In April 2011, still the property of COSCO, she is renamed *Oriental Nicety* but remains Panamanian. In December 2011, she leaves Dalian (China) for Singapore and is resold to Best Oasis Ltd., a Hong Kong based subsidiary of the Indian Priya Blue Industries, itself famous for having demolished the *Blue Lady* (ex-Norway, ex-France) in 2006. The destiny of the former *Exxon Valdez* is sealed, and she becomes the *Oriental N* flying the Sierra Leone flag for her last voyage, towards India.



Pollution around the *Exxon Valdez*, April 9, 1989 © John Gaps III / AP



Lightening of the *Exxon Valdez* (left) by the *Exxon Baton Rouge* © Time



*Exxon Valdez* in tow, April 15, 1989 © Rob Stapleton / AP



Under repair at San Diego © Aukevisser.nl



*Exxon Mediterranean*, at Trieste (Italy), 1991  
© Arki Wagner



*SR Mediterranean*, Singapore, 2002  
© Russel Priest



*Dong Fang Ocean*, at Mangaratiba (Brazil) September 2009  
© Cesar T Neves

*Akarita* (ex-Navion Akarita, ex-Nordic Akarita, ex-Stena Akarita). IMO 9000948. Tanker. Length 244 m, 17,081 t. Bahamian flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Numakuma (Japan) by Tsuneishi. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in India.



*Amberjack* (ex-Northsea Anvil, ex-Zaphon). IMO 8900086. Tanker. Length 229 m, 17,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Prime Marine Management (Greece). Sold for demolition in Pakistan. US \$ 500 per ton.



*L'Amberjack* in L'Europoort de Rotterdam, July 2007 © Eero Isotalo

*Andoas* (ex-Lorenza, ex-Toanui, ex-Australian Spirit). IMO 8509442. Tanker. Length 182 m, 9,210 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Double sided ship built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Naviera Transoceanica SA (Peru). Sold as is in Peru for demolition in Bangladesh. US \$ 327 per ton.

*Antiparos (ex-Sumidagawa)*. IMO 9041588. Tanker. Length 333 m, 34,294 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1992 in Sakaide (Japan) by Kawasaki. Owned by Aeolos Management SA (Greece). Sold for demolition in Pakistan. US \$ 501 per ton.



*Atlantic Prosperity*. IMO 9106168. Tanker. Length 330 m, 40,378 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship built in 1995 in Ariake (Japan) by Hitachi. Owned by MOL – Mitsui Osk Lines (Japan). Sold for demolition in India.

*Beaufort Sea (ex-Genmar Hector, ex-SC Horizon, ex-SKS Horizon, ex-Scanobo Horizon)*. IMO 9002245. Tanker OBO. Length 242 m. Singapore 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). Sold for demolition in India.

*Brillante Virtuoso (ex-Stainless, ex-Nandu, ex-St Romauld)*. IMO 9014822. Tanker. Length 274 m, 20,502 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1992 in Koje (South Korea) by Samsung. Sold for demolition in Pakistan.

*Brilliant Jewel (ex-Takachiho)*. IMO 8718392. Tanker FSO. Length 324 m, 41,000 t. Liberian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1989 in Kure (Japan) by Ishikawajima-Harima. Owned by Tanker Pacific Management (Singapore). Sold for demolition in Pakistan. US \$ 505 per ton.

*Calm Sea (ex-Genmar Spirit, ex-SCF Spirit, ex-SKS Spirit, ex-Scanobo Spirit)*. IMO 8920232. Tanker OBO. Length 243 m, 16,558 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). Sold for demolition in India. US \$ 495 per ton.



*Calm Sea*, in Valletta (Malta), May 2005 © Lawrence Dalli

*CE Ulsan (ex-Ulsan Spirit)*. IMO 8806527. Tanker. Length 244 m, 18,311 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Marine Trust Ltd (Greece). Sold as is in Singapore for demolition in Bangladesh. US \$ 480 per ton including 350 t of bunkers.



*Endeavor (ex-Cove Endeavour, ex-Sansinena II)*. IMO 7109013. Tanker converted into a floating storage in 1997. Length 247 m, 15,330 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1971 in Sparrows Point (United States) by Bethlehem Steel ; converted into a floating storage in 1997. Owned by Prosafe Production Services (Singapore). Sold as is in Sri Lanka for demolition in India. US \$ 467 per ton.

*Front Alfa* (ex-*Stormless*, ex-*Minerva Symphonie*, ex-*Polysymphony*). IMO 8914752. Tanker. Length 269 m, 21,529 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1993 in Chiba (Japan) by Mitsui. Owned by V Ships Norway (Norway). Sold for demolition in Pakistan. US \$ 490 per ton.



*Front Alfa* in Le Havre (France), July 2009 © Karl Golhen

*Glen Meye*. IMO 9012240. Tanker. Length 272 m, 21,371 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Sasebo (Japan) by Sasebo HI. Owned by Mitsui OSK Lines - MOL (Japan). Sold for demolition in India.

*Goldwing* (ex-*Softail*, ex-*Stopless*, ex-*Kamlesh*, ex-*Tromso Trader*). IMO 9000560. Tanker. Length 274 m, 20,514 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Alison Management Corp (Greece). Sold for demolition in Bangladesh. US \$ 510 per ton.



*Hardt* (ex-*Eckardt*, ex-*Larisa*, ex-*Petra Mar*, ex-*Mar Victoria*, ex-*Bailen*). IMO 7387017. Bitumen tanker. Length 120 m, 2,677 t. Equatorial Guinean flag. Classification society Hellenic Register of Shipping. Built in 1975 in Gijon (Spain) by Cantabrico y Riera. Owned by J Marine Logistics (Nigeria). Sold for demolition in India.



*Ionian Sea* (ex-*Genmar Pericles*, ex-*SC Breeze*, ex-*SKS Breeze*, ex-*Scanobo Breeze*). IMO 8920244. Tanker. Length 243 m, 16,661 t. Singapore 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). Sold for demolition in Pakistan. US \$ 495 per ton.

*Isabel Barreto*. IMO 8008589. Tanker utilisé comme stockage flottant. Length 171 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1986 in Callao (Peru) by SIMA. Owned by Petrolera Transoceanica SA (Peru). Sold as is in Peru for an unknown but Asian destination of demolition and renamed *Isabell* flying the Tuvaluan flag.



*Isabel Barreto*, in dry dock, SIMA Peru S.A., Callao (Peru)  
© SIMA-Peru

*Kamari I* (ex-*Kamari*, ex-*Genmar Gulf*, ex-*Crudegulf*, ex-*Landsort*). IMO 8919154. Tanker. Length 274 m, 20,300 t. Panamanian flag. Unknown classification society. Built in 1991 in Okpo (South Korea) by Daewoo. Sold for demolition in India. US \$ 498 per ton.



*Lina* (ex-*Ballina*, ex-*Nivososa*). IMO 8300602. Tanker. Length 265 m, 20,468 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by SBM Production Contractors Inc (Switzerland). Sold for demolition in India.



*Low Rider (ex-Flawless, ex-Tromso Confidence)*. IMO 9000508. Tanker. Length 274 m, 20,187 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Alison Management Corp (Greece). Detained in 2008 in Klaipeda (Lithuania). Sold for demolition in Bangladesh. US \$ 510 per ton.



July 2008 © Klaus Fruehauf

*Mistra Bay (ex-Irishgate)*. IMO 8009430. Tanker. Length 93 m. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Naruto (Japan) by Kanrei. Owned by Virtu (Malta). Sold for demolition in Turkey.



*Navajo (ex-Navajo Spirit, ex-Alphatank II, ex-Alphatank, ex-Navajo Spirit)*. IMO 8613803. Tanker. Length 247 m, 19,797 t. Deflagged from Bahamas to Tuvalu for her last journey. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1990 in Rijeka (Croatia) by 3 Maj. Detained in 2007 in Dampier (Australia). Sold for demolition in India. US \$ 497 per ton.



*Nita (ex-Juanita, ex-Lisita)*. IMO 8520331. Tanker. Length 260 m, 22,690 t. Togolese flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Okpo (South Korea) by Daewoo. Owned by Tomini Ship Management (Pakistan). Sold for demolition in Pakistan. US \$ 498 per ton.

*Ocean Sapphire (ex-Front Emperor, ex-Sea Emperor)*. IMO 8906987. Tanker. Length 274 m, 20,604 t. Deflagged from Singapore to Tuvalu for her last journey. Classification society Det Norske Veritas. Single hull ship built in 1992 in Cadiz (Spain) by AESA. Owned by Ocean Tankers (Singapore). Detained in 2001 in Algeciras (Spain). Sold for demolition in Bangladesh.



*Oriental Nicety (ex-Dong Fang Ocean, ex-Mediterranean, ex-Seariver Mediterranean, ex-S/R Mediterranean, ex-Exxon Mediterranean, ex-Exxon Valdez)*. IMO 8414520. Single hull tanker converted into an ore carrier in 2007. Length 301 m, 34,399 t. Deflagged from Panama to Sierra Leone for her last journey. Classification society American Bureau of Shipping. Built in 1986 in San Diego (United States) by NASSCO. Owned by COSCO (China). Sold as is in Singapore for demolition in India. US \$ 465 per ton including 340 t of bunkers. See more on the *ex-Exxon Valdez* in the introduction of the « Tanker » section p 8.

*Otilia (ex-Tarnsund)*. IMO 8813697. Tanker. Length 113 m. Deflagged from Denmark to Panama for her last journey. Classification society Germanischer Lloyd. Built in 1989 in Aukra (Norway) by Aukra Industries. Owned by Wrist Group (Denmark). Sold for an unknown destination of demolition.



*Overseas Rebecca (ex-Rebecca)*. IMO 9043031. Tanker. Length 245 m, 17,045 t. Marshall

Islands flag. Classification society American Bureau of Shipping. Double hull ship built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Tanker Management Ltd (United Kingdom). Sold as is in Singapore for demolition in India. US \$ 485 per ton including 350 t of bunkers.



Anchored at Guanabara Bay/Rio de Janeiro (Brazil), August 2008 © Edson de Lima Lucas

*Peace Star (ex-Sandy, ex-Arvor)*. IMO 7104611. Tanker. Length 107 m, 1,166 t. North Korean flag. Unknown classification society. Built in 1971 in La Spezia (Italy) by INMA. Detained in 2006 and 2007 in Bushire (Iran). Sold for demolition in Pakistan.

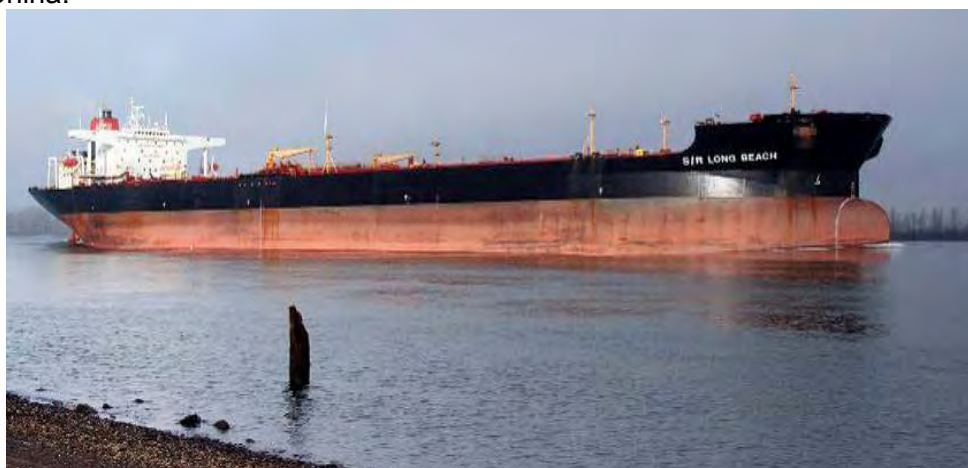


*Ping An Hai (ex-Xin Ning)*. IMO 8414893. Bitumen tanker. Length 107 m. Deflagged from Hong Kong to China Hong Kong for her last journey. Classification society China Classification Society. Built in 1986 in Shanghai (China) by Zhonghua. Owned by China Shipping Haisheng Co Ltd (China). Sold for demolition in China.

*Rock 2 (ex-Way Heng, ex-SBS 1, ex-Everest, ex-Shoei Maru)*. IMO 7652955. Barge. Length 50 m, 2,308 t. Unknown flag. Unknown classification society. Built in 1968 in Imabari (Japan) by Asakawa Zosen. Sold for demolition in Pakistan.



*S/R Long Beach (ex-Exxon Long Beach)*. IMO 8414532. Tanker. Length 301 m. Deflagged from United States to Tuvalu for her last journey. Classification society American Bureau of Shipping. Single hull ship built in 1987 in San Diego (United States) by NASSCO. Owned by Seariver Maritime Inc (United States). This sistership of the *Exxon Valdez* has remained American until the last minute but one. Laid up since September 2009, in February 2012, she was deflagged to Tuvalu, shortened to "*Beach*" and sold for demolition in China.



*S/R Long Beach* on Columbia River, Oregon (United States), January 2009 © Phil Gilston

*Samiria (ex-Lama, ex-Mosor Challenger)*. IMO 8302533. Tanker. Length 176 m, 8,951 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1987 in Trogir (Croatia) by Lozovina-Mosor. Owned by Naviera Transoceanica SA (Peru). Sold as is in Peru for an unknown destination of demolition. US \$ 327 per ton.

*Sea Wave (ex-Priceless, ex-Shravan, ex-Tromso Spirit)*. IMO 9000546. Tanker. Length 274 m, 20,179 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Alison Management Corp (Greece). Detained in 2007 in Ningbo (China). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. US \$ 475 per ton including 150 t of bunkers.



*Seacat (ex-Genmar Sun, ex-Stavanger Sun, ex-Glefi III, ex-Atlantic Amity)*. IMO 8307131. Tanker. Length 244 m, 14,412 t. Marshall Islands flag. Classification society Det Norske Veritas. Double sided ship built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Rubicon Offshore International Pte Ltd (Singapore). Sold as is in Malaysia for demolition in India. US \$ 441 per ton.

*Seacrest (ex-Audacious, ex-Timeless, ex-Tromso Fidelity)*. IMO 9000522. Tanker. Length 274 m, 20,179 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Alison Management Corp (Greece). Sold as is in Singapore for demolition in Pakistan. US \$ 475 per ton including 400 t of bunkers.



*Sunlight Jewel (ex-Front Tarim, ex-Tarim)*. IMO 9041095. Tanker. Length 328 m, 40,990 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Ariake (Japan) by Hitachi Zosen. Owned by Ofer Brothers Group (Israel). Sold for demolition in Pakistan. US \$ 505 per ton.

*Taurus (ex-Anand Sea, ex-Chang Yun)*. IMO 7917915. Tanker utilisé comme stockage flottant. Length 317 m, 35,377 t. Malaysian flag. Classification society American Bureau of Shipping. Single hull ship built in 1981 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Sigma Maritime Synergy (Malaysia). Sold as is in Malaysia for demolition in Pakistan. US \$ 443 per ton.

*Titan Neptune (ex-World Prince)*. IMO 8618205. Tanker used as a floating storage since 2009. Length 322 m, 34,186 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1988 in Ulsan (South Korea) by Hyundai. Owned by Titan Ocean (Singapore). Sold as is in Malaysia for demolition in Pakistan. US \$ 451 per ton.



*Titan Neptune*, Singapore Strait, July 2008  
© Ivan Meshkov

*Tridonawati (ex-Tromso Trust)*. IMO 9000534. Tanker. Length 274 m, 20,502 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by PT Berlian Laju Tanker (Indonesia). Detained in 2003 in Novorossiysk (Russia). Sold for demolition in Pakistan. US \$ 508 per ton.



*Trirasa (ex-Tromso Reliance)*. IMO 9000510. Tanker. Length 274 m, 20,502 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Pakistan. US \$ 508 per ton.

*Trust (ex-Trust Spirit, ex-Jag Larjish, ex-Stellata)*. IMO 8322038. Tanker. Length 244 m, 17,311 t. Comorian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by BW Marine Cyprus Ltd (Cyprus). Sold for demolition in Pakistan.



*Vigour* (ex-*Heidmar Vigour*, ex-*Faneromeni*, ex-*Jumbo Trader*, ex-*JPC Lira*, ex-*Ovidiu*). IMO 8513649. Tanker. Length 228 m, 23,602 t. Liberian flag. Classification society Det Norske Veritas. Built in 1995 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Polembros Shipping Ltd (Greece). Detained in 2003 in Tarragone (Spain). Sold for demolition in Pakistan. US \$ 512 per ton.



*Vigour* in Piraeus, May 2008 © Aleks Lindström

*Yu* (ex-*Yu, Tsao II*). IMO 8617122. Tanker. Length 247 m, 18,497 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1988 in Keelung (Taiwan) by China Shipbuilding Corporation. Owned by CPC Corp Taiwan (Taiwan). Detained in 2001 in Dampier (Australia). Sold for demolition in Pakistan.



*Zeinat 3* (ex-*Skiropoula*). IMO 9053127. Tanker. Length 243 m, 16,248 t. Egyptian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Kerch (Ukraine) by Zalliv. Owned by Chandris Inc (Greece). Sold for demolition in India. US \$ 518 per ton.

#### Chemical tanker

*Ama 3* (ex-*Mic 1*, ex-*Candra Dewi*, ex-*Hisatoku Maru*). IMO 8103597. Chemical tanker. Length 84 m, 1,365 t. Thai flag. No classification society according to the last Port State Control. Built in 1981 in Nagasaki (Japan) by Hayashikane. Owned by Ama Marine Co Ltd (Thailand). Detained in 2008 in Saigon (Vietnam). Sold for demolition in Bangladesh.



*Anggraini* (ex-*Spica*, ex-*Virgo*). IMO 9018696. Chemical tanker. Length 179 m, 10,826 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1995 in Kherson (Ukraine) by Khersonskiy Sz. Owned by PT Berlian Laju Tanker (Indonesia). Detained in 2004 in Montreal (Canada) and in 2010 in Rotterdam (Netherlands). Sold for demolition in Bangladesh. US \$ 517 per ton.



*Bow Prosper* (ex-*Prosperventure L*). IMO 8420476. Chemical tanker. Length 177 m, 12,199 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Management AS (Norway). Sold for demolition in India. US \$ 525 per ton.



*Bruce Park* (ex-*Jipro Star*). IMO 9043732. Chemical tanker. Length 132 m, 3,868 t. Deflagged from United Kingdom to Indonesia. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1992 in Akitsu (Japan) by Shin Kurushima. The ship was sold by Ofer Brothers Group (Israel) to the Indonesian Waruna Nusasentana, deflagged, renamed « *Medelin Master* » and eventually resold for demolition in India in February 2012. US \$ 603 per ton including stainless steel tanks.



*Bruce Park*, passing New Waterway at Rozenburg in Rotterdam (Netherlands), September 2009 © Henk Jungerius



*Gemini (ex-Jose Glory, ex-Formosa Three)*. IMO 8412352. Chemical tanker. Length 175 m, 9,346 t. Singapore flag. Classification society American Bureau of Shipping. Double bottom ship built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Glory Ship Management Pte Ltd (Singapore). Sold for demolition in India. US \$ 495 per ton.

*Global Star (ex-Gorgonilla, ex-Bow Gorgonilla)*. IMO 8800767. Chemical tanker. Length 112 m, 2,601 t. Mongolian flag. Classification society Det Norske Veritas. Built in 1989 in Hashihama (Japan) by Shin Kurushima. Owned by Silver Knot Shipping Ltd (Ukraine). Detained in 2010 in Brunsbuttel (Germany) and in 2011 in Portland (United Kingdom). Sold for demolition in India.



*Northern Bell*. IMO 8701662. Chemical tanker. Length 228 m, 16,283 t. Norwegian flag (international register). Classification society Det Norske Veritas. Double hull ship built in 1990 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Thome Ship Management Pte Ltd (Singapore). Sold for demolition in India. US \$ 488 per ton including 200 t of bunkers.



The chemical tanker *Northern Bell* in New York (United States), November 2006 © Tom Turner

*Rima (ex-Sabarimala)*. IMO 8520226. Chemical tanker. Length 175 m, 9,004 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Sestao (Spain) by AESA. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in India.



*Saehan Baystar (ex-Golden Frontier)*. IMO 8516653. Chemical tanker. Length 116 m, 3,042 t. South Korean flag. Classification society Korean Register of Shipping. Double bottom ship. Built in 1985 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Saehan Marine Service Co Ltd (South Korea). Detained in 2000 in Geelong (Australia) and in 2004 in Port Adelaide (Australia). Sold for demolition in India. US \$ 702 per ton including 291 t of stainless steel and 189 t of bunkers.



*Smooth Hound (ex-Northsea Dowel, ex-Burwain Torm, ex-Zaria)*. IMO 8715522. Chemical tanker. Length 229 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Prime Marine Management (Greece). Sold for demolition in Pakistan. US \$ 505 per ton.



*St James Park (ex-Lodestar Spirit)*. IMO 9072836. Chemical tanker. Length 132 m, 3,869 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Double bottom ship built in 1993 in Akitsu (Japan) by Shin Kurushima. Owned by Zodiac Maritime Agencies (United Kingdom). Sold for demolition in India. US \$ 602 per ton including stainless steel tanks.



*Steadfast (ex-Skolten, ex-Yukikaze)*. IMO 8217221. Chemical tanker. Length 149 m, 5,536 t. Sierra Leone flag. Classification society Biro Klasifikasi Indonesia. Double bottom ship built in 1983 in Uwajima (Japan) by Uwajima Zosen. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1999 in Rotterdam (Netherlands), in 2002 in Liverpool (United Kingdom), in 2006 in Zhangjiagang (China) and in 2010 in Tianjin (China). Sold for demolition in India.



*Sun Queen 1 (ex-Araucaria)*. IMO 8201492. Chemical tanker. Length 133 m, 3,488 t. Panamanian flag. Classification society Bureau Veritas. Double bottom ship built in 1984 in La Rochelle (France) by les Ateliers et Chantiers de la Rochelle. *Araucaria* was built for the Brazilian company Flumar (Transportes Fluviais e Maritimos) subsidiary of Louis Dreyfus Armateurs until 1999. She was the first of a serie of two ships, the second one, *Angelim*, was broken up Alang in 2011. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. US \$ 820 per ton including 426 t of stainless steel.



*Araucaria* leaving São Salvador da Baía de Todos os Santos (Brazil), March 2007. At US \$ 820, she is breaking the price record in this edition #27 © Felipe Carvajal

*Theresa Leopard (ex-Siteam Leopard, ex-Team Leopard, ex-Leopard, ex-Petrobulk Leopard, ex-Naess Leopard)*. IMO 8310657. Chemical tanker. Length 172 m, 10,730 t. Tuvaluan flag. Classification society International Ship Classification. Built in 1985 in Hoboken (Belgium) by Boelwerf. Owned by Raffles Shipmanagement (Singapore). Detained in 2005 in Rotterdam (Netherlands) and in 2010 twice in Tianjin (China). Sold for demolition in India.



### Gas tanker

*Elba (ex-LNG Elba, ex-SNAM Elba, ex-Esso Liguria)*. IMO 6928632. Gas tanker. Length 208 m, 14,481 t. Italian flag. Classification society RINA. Built in 1970 in Genoa (Italy) by Italcantieri. Owned by Carbofin EnergiaTrasporti SpA (Italy). Sold for demolition in Turkey where she will join her sistership *LNG Palmaria*.



*Emsgas*. IMO 8402345. Gas tanker. Length 115 m. Panamanian flag. Classification society Germanischer Lloyd. Built in 1984 in Kiel (Germany) by Lindenau. Owned by Transgas Shipping Lines (Peru). Sold for demolition in India. US \$ 527 per ton including 60 t of stainless steel.

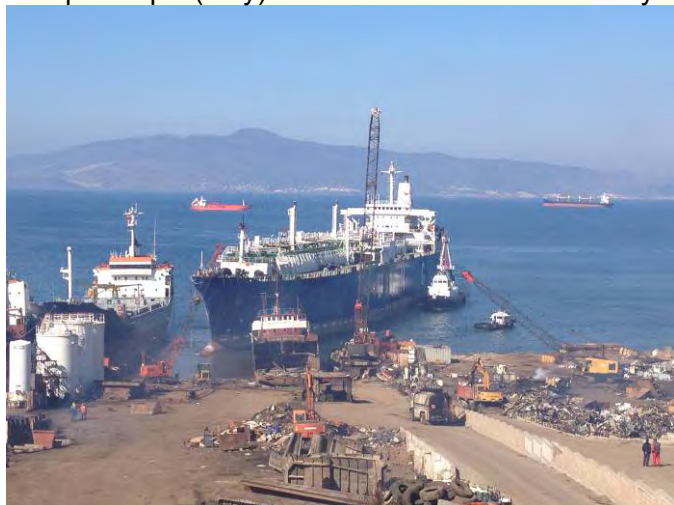


*Emsgas*, in Vung Tau (Vietnam), September 2009 © Ivan Meshkov

*Huma (ex-Capo Adriatico, ex-Capo Manuela, ex-Leibniz, ex-Alexander Schulte)*. IMO 7126164. Gas tanker. Length 78 m. Sierra Leone flag. Unknown classification society. Built in 1971 in Oldenburg (Germany) by Brand H KG. Detained in 2007 and 2008 in Alexandria (Egypt). Sold for demolition in Turkey.



*LNG Palmaria* (ex-SNAM Palmaria, ex-Esso Brega). IMO 6905616. Gas tanker. Length 208 m, 14,000 t. Italian flag. Classification society American Bureau of Shipping. Built in 1969 in Genoa (Italy) by Fincantieri. Owned by Carbofin Energia Trasporti SpA (Italy). Sold for demolition in Turkey.



24 February 2012, *LNG Palmaria* is being towed to the demolition yard in Aliaga © **Tomasello Letterio**

*Maregas* (ex-Elbegas, ex-Wesergas, ex-Norge ). IMO 8222214. Gas tanker. Length 116 m, 3,642 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1983 in Lübeck (Germany) by Orenstein & Koppel. Owned by Benelux Overseas (Greece). Sold for demolition in India. US \$ 640 per ton including 5% of nickel.



*Norgas Energy* (ex-Chem Energy, ex-Helice). IMO 7721081. Gas tanker. Length 117 m, 4,250 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1979 in Moss (Norway) by Moss Rosenberg. Owned by Norgas Carriers AS (Norway). Sold as is in Singapore for demolition in India. US \$ 941 per ton including 770 t d'inox.



*Patcharawadee-8* (ex-Parivat 5, ex-Apanchanit n°2, ex-Golden Crux n°2). IMO 7530638. Gas tanker. Length 96 m, 1,790 t. Thai flag. Unknown classification society. Built in 1976 in Yoshiumi (Japan) by Oshima Dock. Owned by Unique Marine Co Ltd (Thailand). Detained in 2001 and 2002 in Zhuhai (China), in 2003 in Yeosu (South Korea), in 2004 in Yecheon (South Korea), in 2005 in Zhuhai again, in 2006 and 2008 in Yeosu (South Korea), in 2011 in Daesan (South Korea) and twice in Zhuhai again. Sold for demolition in India.



*Patcharawadee-8*, in Yoshiumi (Japan), March 2008 © **Geir Vinnes**

*Sigloo Star* (ex-Igloo Star, ex-Gaschem Star). IMO 8501531. Gas tanker. Length 142 m, 6,132 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Emden (Germany) by Thyssen Nordseewerke. Owned by Thome Ship Management Pte Ltd (Singapore). Sold for demolition in India.



## Ferry

*Calypso* (ex-*Karnan*). IMO 7021807. Ferry. Length 85 m. Turkish flag. Classification society Turk Loydu. Built in 1970 in Svendborg (Sweden) by Svendborg Skibs. Owned by Fergun Shipping Co Ltd (Turkey). Sold for demolition in Turkey. She was



successively the Danish *Kärnan* servicing between Elsenør and Helsingborg from 1970 to 1993, the Maltese *Calypso* operating as a shuttle between the Malta and Gozo islands from 1993 to 2004 and still as *Calypso* but Turkish for service between Tacusu (Turkey) and Girne (Turkish part of Cyprus) since 2004.

October 2002, *Calypso* laid up in Valletta (Malta) © Shipspotting

*Discovery Sun* (ex-*Balanga Queen*, ex-*Scandinavian Sun*, ex-*Caribe Bremen*, ex-*Caribe*, ex-*Svea Star*, ex-*Freeport 1*, ex-*Freeport*). IMO 6815158. Ferry. Length 134 m, 6,566 t. Deflagged from Bahamas to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1968 in Lübeck (Germany) by Orenstein & Koppel. Owned by Discovery Cruise Line (United States). This ferry divided her 44 year career with cruises between Florida and the Bahamas (under the names of *Freeport*, *Caribe*, *Caribe Bremen*, *Scandinavian Sun* and *Discovery Sun*) and connections in the Baltic (as the *Svea Star* and *Balanga Queen*). Her last owner, Discovery Cruise Line, who deployed her in the Bahamas, removed her from service in September, 2011 due to financial losses.



*Eurovoyager* (ex-*Prins Albert*). IMO 7613882. Ferry. Length 119 m. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Hoboken (Belgium) by Cockerill Yards. Since her delivery in 1978 and until 2010 the *Eurovoyager* operated between Belgium and England, originally as the Belgian *Prins Albert* (Régie des Transports Maritimes) between Ostend and Dover. From 1998 on she operated under the name *Eurovoyager* for the Cyprus company Transeuropa Ferries between Ostend and Ramsgate. In 2010 and in 2011, she was chartered between Spain and Morocco (Almeria - Nador, line and Algeciras – Tangier line). Owned by Transeuropa Shipping Lines (Slovenia). Detained in 2012 in Messina (Italy). Sold for demolition in Turkey. US \$ 365 per ton.



*Eurovoyager* in Algeciras (Spain), March 2011  
© Ivan Meshkov



*Mirage 1* (ex-*Club Mirage*, ex-*Magic 1*, ex-*Seminole Empress*, ex-*Crucero Express*, ex-*Jupiter*, ex-*Bolero*, ex-*Scandinavica*, ex-*Prince of Fundy II*). IMO 7221433. Ferry. Length 141 m, 7,852 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1973 in Prairie-au-Duc (France) by Dubigeon Normandie. From the very beginning of her career the *Mirage 1* has had various assignments : start in the West Atlantic on the Portland (Maine) - Yarmouth (Nova Scotia) line ; as the Norwegian *Prince of Fundy II* during the summers of 1973 to 1976 ; between Sweden and Germany as the *Scandinavica* chartered by Stena Line from 1978 to 1980 ; between Norway and Denmark from 1981 to 1994 as the Norwegian *Bolero*, while under the ownership of Fred Olsen. Then renamed *Jupiter* and chartered by Color Line. She was operated as a cruise ship in the Caribbean islands as *Crucero Express* with a Bahamian owner from 1994 on, then renamed *Seminole Empress* in 1996. From 1999 onwards owned by the Israeli Dynamic Shipping Services and flying the Bahamian flag she was successively named *Magic 1*, *Club Mirage* and *Mirage 1* and mainly operated between Israel, Turkey and Greece. Sold for demolition in Turkey. US \$ 328 per ton.





*Bolero* departing Bergen on her voyage to Hirtshals, Denmark Mid.80' © **Bjørn Ottosen**



*Mirage 1* berthed in Alanya (Turkey), September 2005 © **Philip Frolov**

*Princess Victoria* (ex-Ciudad de Algeciras, ex-Bahia de Cadiz). IMO 7901746. Ferry. Length 99 m. Cambodian flag. Classification society Phoenix Register of Shipping. Built in 1980 in Santander (Spain) by Santander Astilleros. She had two periods in her career. As the Spanish *Bahia de Cadiz* renamed *Ciudad de Algeciras* in 1985, she ran between Algeciras and Ceuta in the Gibraltar Strait. She was then renamed *Princess Victoria* with a Turkish owner and flying the Cambodian flag and serviced between Trabzon (Turkey) and Sotchi (Russia) in the Black Sea. Owned by Oz Star Denizcilik (Turkey). Detained in 2006 in Sotchi (Russia), in 2008 in Trabzon (Turkey) and in Sotchi again and in 2010 in Novorossiysk (Russia). Sold for demolition in Turkey.



*Scotia Prince* (ex-Stena Olympica). IMO 7119836. Ferry. Length 143 m, 6.963 t. Bahamian flag. Classification society Bureau Veritas. Built in 1972 in Kraljevica (Croatia) by Titovo; jumboized in 1987 and lengthened from 125 to 143 m. This ferry was originally delivered as the Swedish *Stena Olympica* and was assigned to the Göteborg - Kiel or Göteborg - Frederikshavn lines. Sold in 1982 to Prince of Fundy Cruises (USA), she became the Panamanian *Scotia Prince* on the Portland (Maine) - Yarmouth (Nova Scotia) line, until this service was suspended in 2004. She was then chartered according to needs : in 2005, she was used to provide housing to victims of the cyclone Katrina in New Orleans ; in 2006, she was chartered by Comanav (Morocco) and Algérie Ferries in the Mediterranean Sea. In 2007, she was acquired by International Shipping Partners (USA) and reflagged to Bahamas, chartered from 2007 to 2008 by Comanav, in 2009 by Acciona Trasmediterranea (Spain) on the Almeria - Algeria line, in 2010 by Marmara Lines (Turkey) on the Ancona - Cesme line between Italy and Turkey. She was then chartered in 2011 by Flemingo Lines (India) for the Tuticorin – Colombo service ; on her way to this charter she was used to help evacuate Indian and Sri Lankan nationals in Libya. She was laid up in December, 2011 due to economic losses by her owner Flemingo. Detained in 2006 in Genoa (Italy). Sold for demolition in India. US \$ 430 per ton.



*Scotia Prince*, the humanitarian ferry, in winter lay up in Toulon (France), March 2009 © **Stéphane Saissi**

*Tasucu* (ex-*Wilhelm Kaisen*, ex-*Najaden*). IMO 6619700. Ferry. Length 85 m. Deflagged from Turkey to Togo and chartered by the Maltese Government in August 2012 for the evacuation of workers out of Libya ; deflagged again to British Virgin Islands. Classification society Turk Loydu. Built in 1967 in Aarhus (Denmark) by Flydedock. Originally a ferry (wagons, cars, passengers) for Danish railroads under the name *Najaden* on the Elseneur – Helsingborg line, and then on the Bojden – Fynshav line. Sold in 1998 to Elbe Ferries (Germany) and renamed *Wilhelm Kaisen*; when she was operated on the Brunsbuttel – Cuxhaven line. Sold in 2003 to Akgünler Islemeleri (Turkey) and renamed *Tasucu*; to service the Tasucu (Turkey) - Kyrenia (Turkish part of Cyprus). Sold for demolition in Turkey. US \$ 337 per ton.



In Kyrenia July 2006 © **Marinetraffic**

### Passenger ship.

*Lyubov Orlova*. IMO 7391434. Passenger ship. Length 100 m, 2,695 t. Cook Islands flag since 2009. Classification society Russian Maritime Register of Shipping. Built in 1976 in Kraljevica (Croatia) by Titovo. Detained in 2002 in Saint Petersburg (Russia). Former Soviet passenger ship owned by Far Eastern Shipping Company (Fesco) from Vladivostok ; acquired in 1986 by the Lyubov Orlova Shipping Company, Malta based with Russian capital. This vessel with a capacity of 122 passengers was finally chartered by Cruise North Expeditions, an Inuit company which assigned her on their summer cruises in the Northern Canada. (Hudson and Baffin Bay ...). As a result of salaries not



paid to her 51 crew members and debts to her bunker suppliers she was seized on September 25<sup>th</sup>, 2010 in St John (Newfoundland, Canada). She was replaced by her sister-ship the Bahamian *Clipper Adventurer* (ex-*Anna Tarasova*) managed by International Shipping Partners, Miami. On August 27<sup>th</sup>, 2010, the *Clipper Adventurer* ran aground on a reef in the region of Nunavut, threatening the Canadian Arctic Ocean (Cf. "[A new contaminated site in the Arctic](#)"). The *Lyubov Orlova* was sold as is for an unknown destination of demolition. US \$ 275 per ton.



In Tenerife , April 2004 © **Trenor / Naviearmatori.net**

*Ocean Mist* (ex-*Royal Star*, ex-*Ocean Islander*, ex-*City of Andros*, ex-*San Giorgio*). IMO 5309906. Dual passenger / general cargo ship equipped with refrigerated compartments, later converted into a passenger ship in 1977. Length 112 m, 4,143 t. Cambodian flag. Classification society American Bureau of Shipping. Built in 1956 by Cantieri Riuniti dell'Adriatico, in Trieste, she was delivered as *San Giorgio* to the Italian company Adriatica for its passenger / cargo services between Italy, Greece and Turkey. She was converted into a cruise ship when she was acquired in 1976 by a Greek shipowner. It should be noted that under the name *Royal Star* (1990-2008), she was generally operated from Mombasa (Kenya) on cruises to the Indian Ocean Islands by the African Safari Club company based in Sweden, which is an unusual assignment. Sold for demolition in India.



The passenger / general cargo ship *San Giorgio* in Venice (Italy) © **Giuseppe Boato**



The passenger ship *Royal Star* leaving Port-Louis (Mauritius), March 2003 © **Heinu Schütte**

*Pacific* (ex-*Pacific Princess*, ex-*Sea Venture*). IMO 7018563. Passenger ship. Length 171 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1971 in Emden (Germany) by Rheinstahl Nordseewerke. Owned by Quail Cruises Ship Management Ltd (Spain). Known for her starring role in the TV series in the 70s the "Love Boat". Sold for demolition to Turkey after being laid up for 2 years in Genoa when plans to bring her up to standard were dropped. US \$ 260 per ton. See The Robin des Bois Mailbox, Egidio p 6 and The END p 72-73



### General cargo

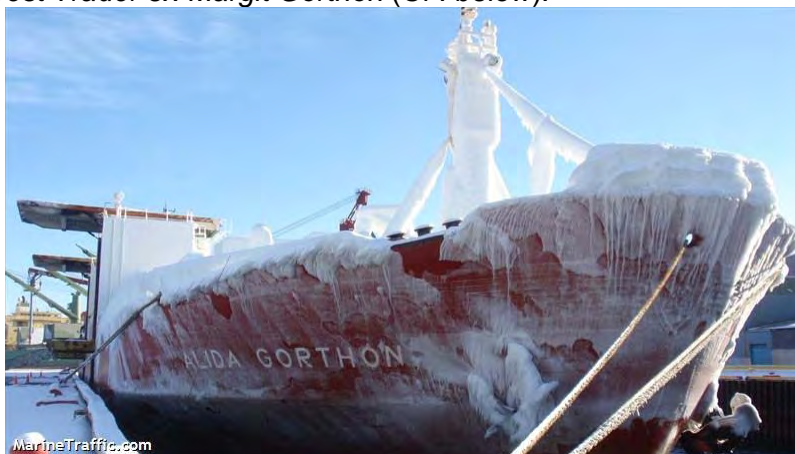
*Abdullatif S* (ex-*MR Yamak*, ex-*Ibn Rochd*). IMO 7304364. General cargo. Length 117 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1973 in Travemunde (Germany) by Schlichting. Owned by Yamak Marine Transport (Cambodge). Detained in 1997 in Antwerp (Belgium), in 2000 in Barcelona (Spain) and in 2001 again in Antwerp. Sold for demolition in Pakistan.



*Alexi 1* (ex-*Ksar Chellala*). IMO 7525566. General cargo. Length 156 m, 6,316 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1977 in Toyohashi (Japan) by Kanasashi. Owned by Dubai Coast Shipping Co (United Arab Emirates). Detained in 1999 in Gdansk (Poland), in 2001 in Hamburg (Germany) and Lisbon (Portugal), in 2003 again in Lisbon, in 2005 in Antwerp (Belgium) and in 2008 in Damietta (Egypt). Sold for demolition in India.



*Alida Gorthon*. IMO 7524201. General cargo. Length 141 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Pusan (South Korea) by Korea SB & E Corp. Owned by Lemissoler Maritime Co (Cyprus). Sold for demolition in India where she will join her sistership *Forest Trader* ex-*Margit Gorthon* (Cf . below).



*Alida Gorthon* in Gros Cacouna (Quebec, Canada), January 2011 © Marinetrtraffic

*Amal* (ex-*Ghewa B*, ex-*Caspic*, ex-*Vijverhof*, ex-*Sylvia Gamma*). IMO 7703003. General cargo. Length 81 m, 1,032 t. Tanzanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Tille (Netherlands) by Kootstertille. Owned by B & B Shipping Co (Lebanon). Detained in 2003 in Eleusis (Greece), Ravenna, Trieste and Chioggia (Italy), in 2009 in Alexandria (Egypt) and again in Trieste, in 2010 in Damietta (Egypt) and in 2011 in Koper (Slovenia). Sold for demolition in Turkey.



*Anders Rousing* (ex-*Norbox*, ex-*Heljo*). IMO 7826374. General cargo. Length 70 m. Danish flag. Classification society Germanischer Lloyd. Built in 1969 in Emden (Germany) by Cassens. Owned by Maritim Supply ApS (Denmark). Detained in 2001 in Gdansk (Poland). Sold for demolition in Grenaa (Denmark).



*Arados* (ex-*SJ Glory*, ex-*Luna*, ex-*Japtai*, ex-*Sunflower*, ex-*Sen Yu Maru*). IMO 7821594. General cargo. Length 116 m, 2,530 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1979 in Uwajima (Japan) by Uwajima Zosensho. Owned by Arados Shipping Co Srl (Romania). Detained in 2001 in Kobe



(Japan), in 2002 in Kawasaki (Japan), in 2004 again in Kobe and in Kunsan (South Korea); in 2005 again in Kunsan puis in Pyeongtaek (South Korea) and in 2009 in Novorossiysk (Russia). Sold for demolition in Turkey.

*Baltic Guide (ex-Trans Fennia)*. IMO 8017073. General cargo. Length 116 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1982 in Leirvik (Norway) by Kleven Loland. Owned by Seatrans Group (Norway). Sold for demolition in Grenaa (Denmark).



July 2009, Kiel canal (Germany)  
© Shipspotting



February 2012, ship-breaking in Grenaa (Denmark) © Bendt Nielsen

*Beyazit (ex-Aslar, ex-TK Captain Kadir, ex-Melinau Dua, ex-Mikado 1, ex-Nippo Maru)*. IMO 8201985. General cargo. Length 108 m, 2,180 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Saiki (Japan) by Honda. Owned by Horizon Denizcilik (Turkey). Detained in 2001 in London (United Kingdom) and in 2002 in Ravenna (Italy) and Lisbon (Portugal). Sold for demolition in Mumbai (India).



*Bittar Express (ex-Kalebak, ex-Bringer Amazon, ex-Panabo, ex-CFS Panabo, ex-Tecmarine Spirit, ex-Sea Racer, ex-Europe Feeder)*. IMO 8913710. General cargo. Length 121 m, 3,892 t. Moldovan flag. Unknown classification society. Built in 1993 in Gdansk (Poland) by Polnocna. Owned by Technical Ship Support (Netherlands); sold to a ghost company based in the Marshall Islands and resold for demolition in Turkey.



*BM Adventure (ex-Orionis, ex-Whim Harmony, ex-Sea Athina, ex-Malleco, ex-Alma)*. IMO 7431246. General cargo. Length 153 m, 6,376 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Reunidas Caneco. Owned by BM Shipping Group SpA (Italy). Detained in 2007 in Bandar Abbas (Iran) and Lianyungang (China) and in 2008 in Rizhao (China). Sold as is in Indonesia for demolition in Mumbai (India).



*BM Defender (ex-Clipper Ipanema, ex-Concord Daisen, ex-Brave Spirit, ex-Eternal Fuji)*. IMO 8017009. General cargo. Length 166 m, 8,405 t. Panamanian flag. Classification society RINA. Built in 1981 in Tadotsu (Japan) by Hashihama Zosen and completed in Numakuma par Tsuneishi SB. Owned by BM Shipping Group SpA (Italy). Sold as is in Batam (Indonesia) for demolition in India.



*BM Freedom (ex-Toki Arrow, ex-Harmac Dawn)*. IMO 7912977. General cargo. Length 180 m, 9,036 t. Panamanian flag. Classification society RINA. Built in 1980 in Toyohashi (Japan) by Kanasashi. Owned by BM Shipping Group SpA (Italy). Detained in 2010 in Mumbai (India) and Rizhao and Jiangyin (China). Sold for demolition in Mumbai (India).





*BM.Hope* (ex-Bao Yue Hong, ex-Spring, ex-Ming Spring). IMO 7618284. General cargo. Length 172 m, 7,737 t. Panamanian flag. Classification society International Register of Shipping. Built in 1978 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by BM Shipping Group SpA (Italy). Detained in 2009 in Lianyungang (China) and in 2009 in Bandar Abbas (Iran). Sold as is in Chittagong for demolition in Bangladesh.



*BM Intrepid* (ex-Augusta, ex-Hayley Nadhi, ex-Tiger Wadi, ex-Oel Hayley, ex-X Press Nuptse, ex-Marchallenger, ex-MSA Maureen, ex-Sao Paulo, ex-Contship Spain, ex-Columbus Ontario, ex-Lloyd Sergipe, ex-Maersk Bravo, Holsten Bay). IMO 8209755. General cargo. Length 162 m, 5,847 t. Deflagged from Panama to Comoros. Classification society RINA. Built in 1983 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by BM Shipping Group SpA (Italy). Detained in 2001 in Singapore, in 2008 in Bandar Abbas (Iran) and in 2011 in Chennai (India). Arrived in Chittagong in August 2011 and eventually sold in 2012 for demolition in a local ship-breaking yard.



*BM Pride* (ex-Thorseggen). IMO 8116063. General cargo. Length 167 m, 7,176 t. Panamanian flag. Classification society RINA. Built in 1983 in Wallsend (United Kingdom) by Swan Hunter. Owned by BM Shipping Group SpA (Italy). Detained in 2005 in Long Beach (California, United States). Sold as is in Pakistan for demolition in India.



*Brooj* (ex-Jenny, ex-Zuppert, ex-Jylland, ex-Anita von Bargaen). IMO 7602716. General cargo. Length 97 m. Panamanian flag. Unknown classification society. Built in 1978 in Gdansk (Poland) by Gdanska Lenina; jumboized in 1983 and lengthened from 84 to 97 m. Owned by Egypt Trade Maritime Services Ltd (Egypt). Detained in 2005 in Mersin (Turkey), in 2008 in Alicante (Spain), in 2009 in Monfalcone (Italy) and in 2011 in La Spezia (Italy). Sold for demolition in Turkey.



*Ceren Urkmez* (ex-Remo, ex-Posada). IMO 8501139. General cargo. Length 146 m, 5,865 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1986 in Galati (Romania) by Galati SN. Owned by Furtrans Denizcilik (Turkey). Detained in 2008 in Tianjin (China) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



*Chronis* (ex-Bruce, ex-Lady Laura, ex-Lady Jill, ex-Tresmares). IMO 7911583. General cargo. Length 81 m. Georgian flag. Classification society Maritime Lloyd Georgia. Built in 1981 in Santander (Spain) by Atlantico.



Owned by Atlas Shipping & Trading Ltd (Turkey). Silver medallist on the podium of multiple detentions. Detained in 2001 in Genoa (Italy), in 2003 in Sevilla and Barcelona (Spain), in 2004 in Vasto (Italy), in 2007 in Trieste (Italy), in 2008 in Novorossiysk (Russia), in 2010 in Constanta (Romania), Valletta (Malta) and Eleusis (Greece) and in 2011 in Haifa (Israel). Sold for demolition in Turkey.

Tuzla slipway (Turkey), June 2009 © Atlas Shipping

*Conti Express* (ex-Panama Express, ex-Panama Express, ex-Delmas Cartier, ex-Panama Maru). IMO 8009466. General cargo. Length 169 m, 8,815 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shimonoseki (Japan) by Mitsubishi. Owned by Cyprus Maritime Co (Greece). Sold for demolition in India.



*CTS Pacific (ex-Anyamanii, ex-Anyamanee, ex-Kent Conqueror, ex-Salem K, ex-Inge Leonhardt, ex-Cerro Grande)*. IMO 7326702. General cargo. Length 110 m, 2,457 t. Thai flag. Unknown classification society. Built in 1973 in Imabari (Japan) by Imabari Zosen. Owned by CTS Marine Co Ltd (Thailand). Detained in 2000 in Singapore, in 2008 in Yangzhou (China) and in 2009 in Rabaul (Papua New Guinea). Sold for demolition in Bangladesh.



*Curug Mas (ex-Trade Safety, ex-Yemen Pride)*. IMO 8022640. General cargo. Length 105 m, 2,371 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1982 in Hoogezand (Netherlands) by Bodewes; jumboized and lengthened in 1986 from 81 to 105 m. Owned by Temas Line (Indonesia). Sold for demolition in Bangladesh.



*Daniella (ex-Daniela, ex-Ani, ex-Vanity, ex-Trinity, ex-Regulus, ex-Cimpia Turzii)*. IMO 9014640. General cargo. Length 131 m, 3,460 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1990 in Tulcea (Romania) by Tulcea SN. Owned by PIC Shipping (Ukraine). Detained in 2000 in Southampton (United Kingdom), in 2005 in Mersin (Turkey), in 2009 in Constanta (Romania) and Sète (France) and in 2011 in Koper (Slovenia) and Haifa (Israel). Sold for demolition in Turkey.



*DD Success (ex-Africa Senator, ex-Red Sea Equinox, ex-Arbitrator, ex-CGM Languedoc, ex-City of Liverpool, ex-Campania)*. IMO 8021517. General cargo. Length 169 m, 7,765 t. Saint Vincent & Grenadines flag. Classification society Germanischer Lloyd. Built in 1982 in Kiel (Germany) by Howaldtswerke-DW. Owned by DD Shipping (Russia). Detained in 2001 in Taranto (Italy). Sold for demolition in Bangladesh.



*DD Success, Dardanelles, August 2009 © Ahmet Güven*

*Debrene (ex-Myra, ex-Efes, ex-Bongo)*. IMO 7523295. General cargo. Length 70 m. Comorian flag. Unknown classification society. Built in 1976 in Leirvik (Norway) by Loland. Owned by Vamos Maritime Ltd (Bulgaria). Detained in 2005 in Constanta (Romania), in 2001 in Tekirdag (Turkey) and in 2012 in Izmit (Turkey). Sold for demolition in Turkey.



*Dibena Unity (ex-Thai Yung)*. IMO 7404504. General cargo. Length 116 m, 2,427 t. Thai flag. No classification society according to her last Port State Control. Built in 1974 in Hakata (Japan) by Watanabe Zosen. Owned by Siam Phulsawat Maritime (Thailand). Detained in 2003 in Saigon (Vietnam), in 2004 in Penang (Malaysia), in 2008 in Saigon again and in 2010 in Lumut (Malaysia). Sold for demolition in Bangladesh.



*Dibena Unity in Rangoon (Burma) © C Fleddermann*

*Dover (ex-Poros)*. IMO 8018065. General cargo. Length 164 m. Greek flag. Classification society American Bureau of Shipping. Built in 1982 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Scarmar Shipping Agency (Greece). Sold for demolition in Turkey. US \$ 360 per ton.



*Dover Castle (ex-Westwood Fuji, ex-Med Sky, ex-Puebla, ex-Westwood Magellan, ex-Willine Tokyo, ex-Ibn Al Kadi, Waardrecht)*. IMO 8010685.

General cargo. Length 186 m, 11,200 t. Panamanian flag. Classification society RINA. Built in 1982 in Landskrona (Sweden) by Oresundsvarvet. Owned by B Navi Shipmanagement (Italy). Detained in 2011 in New Orleans (United States). Sold for demolition in India.



*Eastern Carrier (ex-Irazu, ex-Caprice, ex-Prima, ex-Adamas Pearl, ex-Evguenicos, ex-Otto Parellada)*. IMO 8624010. General cargo. Length 162 m, 6,776 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Kherson (Ukraine) by Khersonskiy SZ. Owned by STX Pan Ocean (South Korea). Detained in 2003 in Antwerp (Belgium). Sold for demolition in China. US \$ 438 per ton.

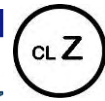


*Eastern Charm (ex-Argenova IV, ex-African Lion, ex-Anik, ex-Luzon Glory, ex-Asian Glory)*. IMO 8202276. General cargo. Length 160 m, 5,440 t. Deflagged from Panama to Comoros for her last journey. Classification society Russian Maritime Register of Shipping. Built in 1982 in Uwajima (Japan) by Uwajima Zosenho. Owned by Nobpac Ship Management Ltd (Bangladesh). Sold for demolition in Bangladesh.



*Eastern Charm* anchored in Mumbai (India) October .2009 © Knut Helge Schistad

*Eren (ex-Magnitka, ex-Volgo-Balt 133)*. IMO 8857760. General cargo. Length 114 m. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1970 in Komarno (Slovakia) by ZTS. Owned by Adamar Shipping & Trading SA (Turkey). Detained in 1999 in Eysk (Russia), in 2005 in Marsala (Italy) and Izmir (Turkey), in 2006 again in Eysk and then in Tuzla (Turkey), in 2007 in Izmit (Turkey), in 2010 in Kdz.eregli (Turkey) and in 2011 again in Izmit. Sold for demolition in Turkey.



*Esteem C (ex-Oel Esteem, ex-Kwangtum, ex-Tauranga Chief, ex-CGM Kwantung, ex-Woermann Africa, ex-Presidente Jose Pardo)*. IMO 7516149. General cargo. Length 182 m, 9,442 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Callao (Peru) by SIMA. Owned by Cosmo Shipmanagement (Greece). Detained in 2011 in Koper (Slovenia). Sold for demolition in China. US \$ 445 per ton including bunkers and full spare.



*Fade 1* (ex-*Saqer 1*, ex-*Zahra*, ex-*Mareg 19*, ex-*Keiy Kokeb*, ex-*Pep Comet*). IMO 7507045. General cargo. Length 99 m, 1,903 t. Tanzanian flag. Classification society International Register of Shipping. Built in 1977 in Frederikshavn (Denmark) by Orskovs. Owned by Hamadah Shipping Co (Syria). Detained in 2007 in Thessaloniki (Greece) and Safaqa (Egypt) and in 2010 in Suez (Egypt). Sold for demolition in Mumbai (India).

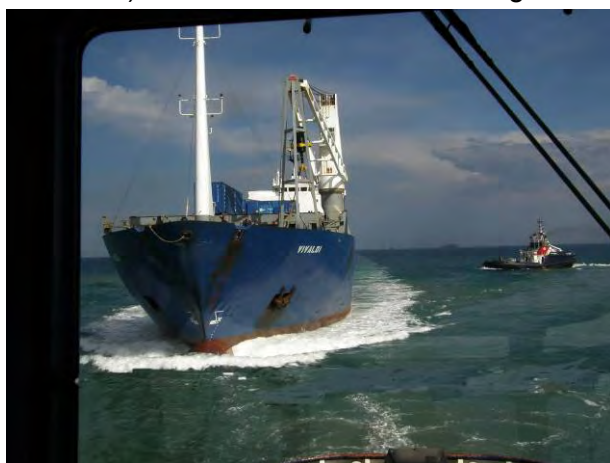


*Fade 1*, repairing at Tartous (Syria), September 2006 © Mahmoud SHD

*Falcon Eye I* (ex-*Abu Egila*). IMO 7721407. General cargo. Length 133 m, 5,199 t. Panamanian flag. Classification society International Register of Shipping. Built in 1984 in Alexandria (Egypt) by Alexandria Shipyard. Owned by Dubai Coast Shipping (United Arab Emirates). Detained in 2008 in Ravenna (Italy). Sold for demolition in India.



*Fatma Topal* (ex-*Vivaldi*, ex-*Malaysia Star I*, ex-*Teutonia*, ex-*Maersk Caracas*, ex-*Amazon Scout*, ex-*Kent Scout*, ex-*Arizona*, ex-*Bold*, ex-*Nedlloyd Zaandam*, ex-*Red Sea Explorer*, ex-*Sanaa Crown*, ex-*Ville de Lumiere*, ex-*Dorothee*). IMO 8303329. General cargo. Length 146 m, 5,031 t. Deflagged from Georgia to Kiribati for her last journey. Classification society Turk Loydu. Built in 1983 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Kutup Denizcilik (Turkey). Detained in 2003 and in 2004 in Hong Kong (China), in 2007 in Valencia (Spain) in 2008 in Alexandria (Egypt) and in 2011 in Algeciras (Spain). Sold for demolition in Turkey.



*Vivaldi* entering Valencia (Spain), June 2008 © Agustin Alapont Castilla

*Filippos* (ex-*Dafni*, ex-*Sven H*, ex-*Petra Scheu*). IMO 7006388. General cargo. Length 90 m. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1970 in Westerbroek (Netherlands) by Westerbroek SW. Owned by Pyramis Shipmanagement SA (Greece). Detained in 2004 in Ortona and Gaeta (Italy), in 2006 in Valletta (Malta), in 2010 in Varna (Bulgaria) and in 2011 in Izmit (Turkey). Sold for demolition in Turkey.



*Finch Arrow* (ex-*Francois LD*). IMO 8207329. General cargo. Length 183 m, 11,796 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1984 in Gdynia (Poland) by Komuny Paryskiej. Owned by Gearbulk Ltd (Norway). Sold for demolition in China. 425 US \$ per ton.



*Forest Trader* (ex-*Margit Gorthon*). IMO 7612656. General cargo. Length 141 m, 6,318 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Pusan (South Korea) by Korea SB & E Corp. Owned by Lemissoler Maritime Co (Cyprus). Detained in 2001 in Quebec City (Canada), in 2005 in Port-Cartier (Canada) and in 2007 in Cape Canaveral (United States). Sold for demolition in India.



At Limon, Costa Rica, April 2010, waiting for a new paint © Marinetrtraffic

*Four Seasons* (ex-*Derda*, ex-*Apostolos M*, ex-*Lilian*, ex-*Malin*, ex-*Beli*, ex-*Flexen*, ex-*Rosalía*, ex-*Santa Rosalia*). IMO 7514452. General cargo. Length 82 m. Tanzanian flag. Unknown classification society. Built in 1978 in Nordfjordeid (Norway) by Hellesøy A/S ; jumboized in 1981 and lengthened from 64 to 82 m. Owned by Muya Denizcilik (Turkey). Detained in 2003 in Antwerp (Belgium), in 2004 in Le Verdon (France), in 2006 in Casablanca (Maroc), in 2008 in Nikolayev (Ukraine), in 2009 in Kerch (Ukraine), in 2010 in Kherson (Ukraine), in 2011 again in Kherson and then in Odessa (Ukraine), Varna (Bulgaria) and Aliaga (Turkey) and in 2012 in Bourgas (Bulgaria). Gold medallist on the podium of detentions in this edition of ship-breaking.com. Sold for demolition in Turkey.



*Gannet Arrow* (ex-*City of Nanaimo*, ex-*Beltimber*). IMO 8324361. General cargo. Length 199 m, 11,519 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Gearbulk Ltd (Norway). Sold for demolition in China. US \$ 425 per ton.



*Hadia K* (ex-*Hadia Star*, ex-*Theofilos S*, ex-*West Bay 1*, ex-*West Bay*, ex-*Germa Girl*). IMO 7219181. General cargo. Length 84 m. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1972 in Gdansk (Poland) by Gdanska Lenina. Owned by Ism Group (Syria). Detained in 2002 in Ploce (Croatia), in 2004 in Constanta (Romania), in 2006 in Damietta (Egypt), in 2009 in Larnaca (Cyprus) and Alanya (Turkey) and in 2011 in Mersin (Turkey) and Alexandria (Egypt) . Sold for demolition in Turkey.



*Haji Wafaa* (ex-*Johaynna*, ex-*Mila*, ex-*Mila Timber*, ex-*Fallwind*, ex-*Haidi P*, ex-*Westwind*, ex-*Ruth Dieter*). IMO 6701591. General cargo. Length 71 m. Sierra Leone flag. Classification society Korean Register of Shipping. Built in 1966 in Brake (Germany) by Luhring. Owned by Ism Group (Syria). Detained in 2002 in Novorossiysk (Russia), in 2003 in Eleusis (Greece), in 2005 in Marmaris (Turkey), in 2007 in Igoumenitsa (Greece), Damietta (Egypt) and Antalya (Turkey) and in 2011 in Iskenderun (Turkey). Sold for demolition in Turkey.



*Hanseatic Sea* (ex-Bremer Norden, ex-Capella). IMO 7524964. General cargo. Length 81 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1976 in Walsum (Germany) by Gutehoffnungshutte. Owned by Hanseatic Schifffahrt (Germany). Detained in 2009 in Dordrecht (Netherlands). Sold for demolition in Turkey.



*Hanseatic Sea* leaving Eemshaven (Netherlands), March 2010 © Frits Olinga

*Hebei Peace* (ex-Hebei 3, ex-Lipno). IMO 7827718. General cargo. Length 146 m, 4,957 t. Hong Kong flag. Classification society China Classification Society. Built in 1981 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by HOSCO (China). Sold for demolition in Bangladesh.

*Hong Virtue* (ex-Delfinaki, ex-Kutai). IMO 8209121. General cargo. Length 168 m, 7,976 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Numakuma (Japan) by Tsuneishi. Owned by Hongyuan Marine Co Ltd (China). Detained in 1997 in Amsterdam (Netherlands), in 2000 in Bremen (Germany), in 2001 in Singapore, in 2006 in Antwerp (Belgium), in 2007 in Bandar Abbas (Iran) and in 2010 in Bandar Khomeini (Iran). Sold for demolition in India.



*Hua Tuo*. IMO 8218562. General cargo. Length 155 m, 7,777 t. Hong Kong flag. Classification society China Classification Society. Built in 1983 in Shanghai (China) by Shanghai SY. Owned by Shanghai CP International Ship Management (China). Detained in 2003 in Amsterdam (Netherlands). Sold for demolition in Bangladesh.



*Humboldt Current* (ex-Torm SP, ex-Simo Matavuli, ex-Konkar Thetis). IMO 7819943. General cargo. Length 193 m, 8,730 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1981 in Pula (Croatia) by Uljanik. Owned by Bogazzi & Figli SpA (Italy). Detained in 2001 in Los Angeles (United States), in 2004 in Gibraltar (United Kingdom), in 2005 in Gijon and Cartagena (Spain), in 2006 in Bandar Khomeini (Iran), in 2007 in Izmit (Turkey), in 2009 in Iskenderun (Turkey) and in 2011 in Chennai and Mumbai (India). Sold for demolition in India.



*Humboldt Current* in Koper (Slovenia), April 2009 © Popazzi / Marinetrffic

*Ikarous (ex-Barakah 1, ex-Alida M, ex-Alida, ex-Alidonex-Alida Smits)*. IMO 7712016. General cargo. Length 84 m, 1,802 t. Tanzanian flag. Classification society Turk Loydu. Built in 1978 in Slikerveer (Netherlands) by Groot & van Vliet. Owned by Asra Shipping Co Ltd (Syria). Detained in Turkey in 2007 in Antalya and Iskenderun, in 2008 in Mersin and in 2009 and 2011 again in Iskenderun. Sold for demolition in India.



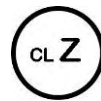
*Jonsen (ex-Jonrix, ex-Langeland II, ex-Langeland)*. IMO 7530846. General cargo. Length 79 m. United Kingdom flag. Classification society Germanischer Lloyd. Built in 1977 in Hikoshima (Japan) by Kyokuyo. Owned by Millwood Shipping Inc (United Kingdom). Sold for demolition in Turkey.



*Kallo (ex-Karim M, ex-Eisenberg)*. IMO 6718879. General cargo. Length 93 m. Moldovan flag. Unknown classification society. Built in 1967 in Rostock (Germany) by Neptun VEB. Owned by Metkar Shipping & Trading Co (Romania). Detained in 1997 in Sevilla (spagne), in 1999 in Antwerp (Belgium), in 2002 in Calais (France) and again in Antwerp and in 2010 in Tripoli (Lebanon). Sold for demolition in Turkey.



*Kaptan Yasar Aysoy (ex-Adnan Kalkavan 1, ex-Akmar I, ex-Kamil Erdem)*. IMO 7912070. General cargo. Length 99 m, 2,066 t. Turkish flag. Classification society Turk Loydu. Built in 1982 in KD-Eregli (Turkey) by Erdem. Owned by Aysoy Gemilsletmeciligli (Turkey). Detained in 1998 in Sevilla (Spain), in 2000 in Aveiro (Portugal), in 2003 in Novorossiysk (Russia) and Constanta (Romania), in 2006 in Venice (Italy), in 2010 in Damietta (Egypt) and in 2011 in Mariupol (Ukraine). Sold for demolition in Turkey.



*Kefah F (ex-Hebei Mercy, ex-Yong Qing, ex-Caroline Schulte, ex-Evelyn, ex-Rank, ex-Frank Schroder)*. IMO 7412915. General cargo. Length 139 m, 3,500 t. Cambodian flag. Classification society International Register of Shipping. Built in 1976 in Bremerhaven (Germany) by Rickmers. Owned by FGM ShipManagement Co Ltd (United Kingdom). Detained in 2005 in Bandirma (Turkey), in 2007 in Iskenderun (Turkey) and Damietta (Egypt) and in 2009 again in Damietta and in Mersin (Turkey). Sold for demolition in India.



*King Feast (ex-Rickmers Dubai, ex-Bibi)*. IMO 7722126. 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 2008 in Hamburg (Germany). Sold for demolition in India. US \$ 473 per ton.



*Kinship Prosperity (ex-Saad, ex-Maersk Euro Quinto, ex-Maersk Forto, ex-Global Express n°1, ex-Global Express-1, ex-Sigga Sif)*. IMO 8027884. General cargo. Length 102 m. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Kinship Services India Pvt Ltd (India). Detained in 2005 in La Spezia (Italy). Sold for demolition in Mumbai (India).



*Kinship Prosperity* beached for demolition in Mumbai, 11th March 2012 © Hans Rosenkranz

*Lama M (ex-Nada, ex-Baraah, ex-Rahmo, ex-Alkhalil II, ex-Weserberg, ex-Westland, ex-Westtal, ex-Zillertal, ex-Bulk Trader, ex-Primrose, ex-Gyram, ex-Pauline, ex-Patricia X, ex-Sagafjell)*. IMO 6414954. General cargo. Length 84 m. Bolivian flag. Classification society Turk Loydu. Built in 1964 in Budapest (Hungary) by Angyalfold. Owned by Nejem Co Marine Services (Egypt). Detained in 2006 in Iskenderun (Turkey). Sold for demolition in Turkey.



*Liv* (ex-Peter Knuppel, ex-Zim Black Sea, ex-Maersk Tempo, ex-City of Salerno, ex-Katherine Borchard, ex-Eurobridge Link, ex-Peter Knuppel). IMO 7633466. General cargo. Length 99 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1977 in Neuenfelde (Germany) by Sietas. Owned by olf Wagle AS (Norway). Detained in 2002 in Varsberg (Sweden) and in 2009 in Oxelosund (Sweden). Sold for demolition in Grenaa (Denmark).



*Madina-Ke-Chaand* (ex-Yaad E Mohammed, ex-Al Mohammed, ex-Ducky Sincere, ex-Coral Islander, ex-South Islander, ex-Fiji Maru). IMO 7632852. General cargo. Length 155 m, 6,330 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Osaka (Japan) by Namura. Owned by AK Ship Management (Bangladesh). Detained in 2003 in Tianjin (China), in 2004 in Hong Kong, in 2009 in Cochin (India) and in 2011 in Kandla (India). Sold for demolition in Bangladesh.



*Marina Bay* (ex-MSC Parana, ex-Eurus Ohio, ex-Cielo di Valencia, ex-Lynx, ex-Cast Lynx, ex-Norasia Mubarak). IMO 8619065. General cargo. Length 201 m, 9,510 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Kiel (Germany) by Howaldtswerke. Owned by Tomorrowind Pte Ltd (Singapore). Detained in 2000 in Hamburg (Germany). Sold for demolition in Bangladesh. 468 US \$ per ton.



*Merchant* (ex-Saga Merchant, ex-Star Merchant, ex-Westwood Merchant, ex-Hoegh Merchant). IMO 7516632. General cargo. Length 201 m, 13,613 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1977 in Nagasaki (Japan) by Mitsubishi. Owned by SMT Ship Management & Transport (Cyprus). Sold for demolition in China. US \$ 439 per ton.



*Minh An* (ex-Dong Ha, ex-Long Thanh, ex-Southern Cross II, ex-Southern Cross). IMO 7804601. General cargo. Length 125 m, 3,278 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1978 in Hashihama (Japan) by Kurushima. Owned by Minh Phong Trading Trans Corp (Vietnam). Detained in 2001 and 2002 in Incheon (South Korea), in 2004 in Manille (Philippines) and in 2004 in Haikou (China). Sold for demolition in Bangladesh.



*Miranda* (ex-Saga Miranda, ex-August Oldendorff, ex-Star Miranda, ex-Hoegh Miranda). IMO 7715965. General cargo. Length 200 m, 14,275 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1979 in Sakaide (Japan) by Kawasaki. Owned by SMT – Ship Management & Transport (Cyprus). Detained in 2009 in Portland (Oregon, United States). Sold for demolition in India. US \$ 500 per ton.



*Miranda* in Ijmuiden (Netherlands), July 2011 © Erwin Willemse

*Mustapha H* (ex-Arion I, ex-Orion I, ex-Orion, ex-Ocean II, ex-Ocean Union). IMO 8013716. General cargo. Length 107 m, 2,354 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1980 in Kochi (Japan) by Imai Zosen. Owned by Hamadah Shipping Co Ltd (Syria). Detained in 1997 in Glasgow (United Kingdom), en 2000 in Piraeus (Greece), in 2002 in Grado (Italy), in 2005 in Mersin (Turkey), in 2006 in Rotterdam (Netherlands), Antwerp (Belgium) and again in Piraeus and in 2010 in Suez (Egypt). Sold for demolition in Mumbai (India).





*Nama* (ex-*Golden Pride*, ex-*Oriental Spirit*, ex-*Express Shanghai*, ex-*Stavroforos*, ex-*Saint Spiridonas*, ex-*Blue Frontier*, ex-*Frontier*, ex-*Far Suez*, ex-*Leonor*). IMO 7433206. General cargo. Length 141 m, 4,735 t. Liberian flag. Classification society Bureau Veritas. Built in 1988 in Niteroi (Brazil) by CCN Maua. Owned by Kon-Quest SA (Greece). Sold for demolition in India. US \$ 482 per ton.



*Nawal III* (ex-*Karim H*, ex-*Arwad*, ex-*Viggo scan*). IMO 7206378. General cargo. Length 80 m. Tanzanian flag. Classification society Turk Loydu. Built in 1972 in Busum (Germany) by Busumer. Owned by Jubba General Trading Co (United Arab Emirates). Detained in 2003 and 2006 in Constanta (Romania), in 2007 in Kdz eregli (Turkey) and Alexandria (Egypt), in 2009 in Novorossiysk (Russia), in 2010 in Thessaloniki (Greece), Damietta and Suez (Egypt) and in 2011 in Mina Rashid Port (United Arab Emirates). Sold for an unknown destination of demolition.



*Naxos Express*. IMO 7432836. General cargo. Length 81 m. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1976 in Porto Viro (Italy) by Visentini. Detained in 2006 in Barcelona (Spain), in 2008 in Koper (Slovenia) and in 2011 in Bourgas (Bulgaria). Sold for demolition in Turkey.



*Neptune* (ex-*Thor Confidence*, ex-*Westwind*, ex-*Trade Wealth*, ex-*MSC Laura*, ex-*Cranach*). IMO 8208036. General cargo. Length 169 m. Tuvaluan flag. Classification society International Ship Classification. Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Owned by Galactic Star Ship Management (China). Detained in 2007 in Safaga (Egypt). Sold for demolition in China.



*New Legend Honor* (ex-*Pro Asia*, ex-*Hariz*, ex-*Zim New Orleans*, ex-*Tema Star*). IMO 7713723. General cargo. Length 145 m, 7.752 t. Panamanian flag. Classification society China Classification Society. Built in 1979 in Hakodate (Japan) by Hakodate Dock. Owned by COSCO Shipping (China). Sold for demolition in China. US \$ 420 per ton.

*Nika* (ex-*Sea Lion*, ex-*Sider Luciana*, ex-*MRS Luciana*, ex-*Willy*, ex-*Alba*, ex-*Maersk Ghento*, ex-*Xiabre*). IMO 7920596. General cargo. Length 90 m, 1,682 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Marin (Spain) by Marin Factoria. Owned by SIA ARG Shipping (Latvia). Detained in 1998 in Genoa (Italy), in 2002 in Naples (Italy), in 2006 in Aveiro (Portugal) and Bordeaux (France), in 2008 in Gibraltar (United Kingdom), in 2009 in Trieste (Italy), in 2010 in Ashdod (Israel) and in 2011 in Rijeka (Croatia). Sold for demolition in Turkey.



*Nour Al Biyan* (ex-*Ivan Shadr*). IMO 7333743. General cargo. Length 97 m, 2,481 t. Tanzanian flag. Classification society Vietnam Register of Shipping. Built in 1973 in Rauma (Finland) by Hollming. Owned by Cata Shipping Management Co (Syria). Detained in 2011 in Alexandria (Egypt). Sold for demolition in Mumbai (India).



*Orfeus* (ex-*Rhine Liner*, ex-*Rhone Liner*, ex-*Smederovo*). IMO 7725790. General cargo. Length 100 m. Cambodian flag. Classification society Shipping Register of Ukraine. Built in 1978 in Emden (Germany) by Cassens. Owned by MD Shipping (Ukraine). Detained in 1999 in A Coruña (Spain), in 2002 in Cardiff (United Kingdom), in 2003 in Bremerhaven (Germany), in 2004 in Bilbao (Spain), in 2007 and in 2008 in Gemlik (Turkey), in 2009 in Izmir (Turkey) and in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey.



*Orhan Ayanoglu* (ex-*Atil*, ex-*Mars*, ex-*Assos*, ex-*Lisa M*, ex-*Fairwind*, ex-*Gostinu*). IMO 8218756. General cargo. Length 131 m, 3,010 t. Panamanian flag. Classification society Turk Loydu. Built in 1982 in Galati (Romania) by Galati SN. Detained in 2008 in Varna (Bulgaria) and in 2011 in Venice (Italy). Sold for demolition in Bangladesh.



*Orhan Ayanoglu* in Rijeka (Croatia), August 2011  
© Dragec / Marinetraffic

*Orient III* (ex-*Rembrandt*, ex-*Finiki*, ex-*Pacduchess*). IMO 7374632. General cargo. Length 171 m, 6,918 t. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in Osaka (Japan) by Namura SB. Owned by Gulf of Aden Shipping (United Arab Emirates). Detained in 2002 in Antwerp (Belgium), in 2003 in Ulsan (South Korea) and Kandla (India), in 2004 in Civitavecchia (Italy) and Paradip (India), in 2005 in Hong Kong, in 2006 in Koper (Slovenia), in 2007 in Venice (Italy) and in 2010 in Mesaieed (Qatar) and Bandar Abbas (Iran). Sold for demolition in India.



*Pacific Celebes* (ex-*Hoyhow*, ex-*Indotrans Celebes*, ex-*Albert Oldendorff*, ex-*Hoegh Dyke*). IMO 8126599. General cargo. Length 198 m, 13,677 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Turku (Finland) by Wartsila. Owned by China Navigation Co Pte Ltd (China). Detained in 2010 in Portland (Oregon, United States). Sold for demolition in China. US \$ 410 per ton.



*Pacific Celebes*, April 2010, Vancouver (Washington, United States) © Vesseltracker

*Pacific Express* (ex-*Delmas Charcot*, ex-*Pacific Wind*, ex-*Pacific Maru*). IMO 8009454. General cargo. Length 169 m, 8,815 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shimonoseki (Japan) by Mitsubishi. Owned by Cyprus Maritime (Greece). Detained in 2011 in Mumbai (India). Sold and towed for demolition in India. US \$ 470 per ton.



*Pacific Flores* (ex-*Hupeh*, ex-*Indotrans Flores*, ex-*Ingrid Oldendorff*, ex-*Hoegh Drake*). IMO 8126587. General cargo. Length 198 m, 13,677 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Turku (Finland) by Wartsila. Owned by China Navigation Co Pte Ltd (China). Detained in 2004 in St John (Canada). Sold for demolition in China. US \$ 410 per ton.



*Pacific Java* (ex-Hunan, ex-Indotrans Java, ex-Gitta Oldendorff, ex-Hoegh Dene). IMO 8126575. General cargo. Length 198 m, 13,500 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Turku (Finland) by Wartsila. Owned by China Navigation Co Pte Ltd (China). Sold for demolition in China. US \$ 410 per ton.



*Pacific Makassar* (ex-Hangchow, ex-Indotrans Makassar, ex-Edward Oldendorff, ex-Hoegh Duke). IMO 8201612. General cargo. Length 198 m, 13,770 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Wallsend (United Kingdom) by Swan Hunter. Owned by China Navigation Co Pte Ltd (China). Detained in 2009 in Hamburg (Germany). Sold for demolition in China. US \$ 410 per ton.



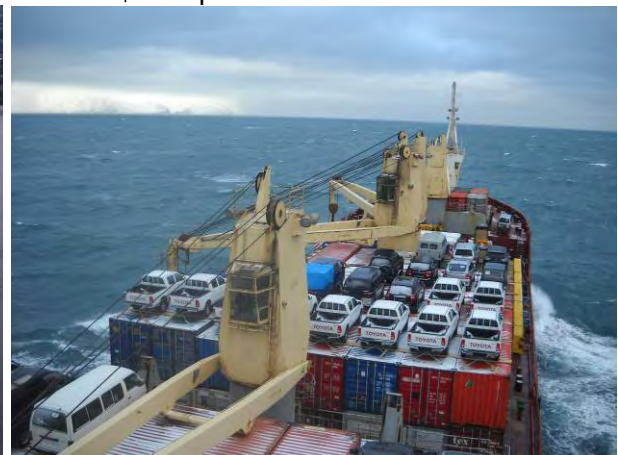
*Paquita* (ex-Paxi C, ex-Santa Ines, ex-Atlantic Crusader, ex-Delmas Kourou). IMO 9032965. General cargo. Length 122 m, 4,565 t. Maltese flag. Classification society RINA. Built in 1992 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Polaris Srl (Italy). Detained in 2007 in Izmir (Turkey), in 2008 in Antwerp (Belgium) and in 2009 in Kdz.eregli (Turkey) and Las Palmas (Spain). Sold for demolition in India. US \$ 472 per ton.



*Professor Barabanov* (ex-Marathon II, ex-Kemerovo). IMO 8120662. General cargo. Length 174 m, 10,816 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Vuosaari (Finland) by Valmet Oy. Owned by Azia Shipping Holding (Cyprus). Sold for demolition in India. US \$ 485 per ton.



*Kemerovo* in Vancouver (Canada), May 1989 © Chris Howell



*Professor Barabanov* in the Bering Strait, October 2010 © Valerii Agafonov

*Queen Orchid* (ex-Emirates Star, ex-Pauline Prime, ex-Ocean tramp, ex-Golfo de Uraba, ex-Valle de Ayala). IMO 7721744. General cargo. Length 139 m, 4,260 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Bilbao (Spain) by Ruiz de Velasco. Owned by Cheer Island Marine SA (Taiwan). Detained in 2003 in Gdansk (Poland), in 2006 in Mumbai (India), Durban (South Africa) and Kobe (Japan). Sold for demolition in China.



*Ra Nam* (ex-Long Feng, ex-Express Seminole, ex-Saint Nectaros, ex-L/L Brasil). IMO 7433268. General cargo. Length 141 m, 4,687 t. North Korean flag. Classification society Korea Classification Society. Built in 1982 in Niteroi (Brazil) by CCN Maua. Owned by Korea Samilpo Shipping Co (North Korea). Detained in 1998 in Bremen (Germany), in 2004 in Zhuhai (China), in 2005 in Kandla (India), in 2006 in Hong Kong, in 2007 in Zhanjiang (China), in 2009 again in Kandla and in 2011 in Santos (Brazil). Sold for demolition in India.



*Rahmeh* (ex-Rahmeh-1, ex-NDS Santos, ex-MOL Amazonas, ex-Alligator Amazonas, ex-Zim Caribe, ex-Zim Texas, ex-Sirius Delmas, ex-Maersk Bella, ex-Sirius). IMO 8100507. General cargo. Length 147 m, 5,429 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Lübeck-Siems (Germany) by Flender. Owned by Silver StarMaritime Co (Syria). Detained in 2000 in Rotterdam (Netherlands) and



Falmouth (United Kingdom), in 2004 and 2005 in Leixoes (Portugal), in 2008 in Iskenderun (Turkey), in 2009 in Bejaia (Algeria) and Antalya (Turkey) and in 2010 in Antwerp (Belgium) and Larnaca (Cyprus). Sold for demolition in Mumbai (India).

*Reborn* (ex-*Ideal*, ex-*Angelito*, ex-*Allah Kareem*, ex-*Fadel*, ex-*Cruz*, ex-*Yary*, ex-*lanuaria*, ex-*Alessia*, ex-*Ember*, ex-*Shaula*, ex-*Membership*, ex-*Frendo Membership*). IMO 7518032. General cargo. Length 106 m, 2,621 t. Saint Vincent & Grenadines flag. Classification society Polski Rejestr Statkow. Built in 1976 in Galati (Romania) by Galati SN. Owned by Eurodocks Bijela AD (Montenegro). Detained in 2003 in Ploce (Croatia) and in 2007 in Constanta (Romania). Sold for demolition in Turkey. US \$ 345 per ton.



*Rosborg* (ex-*Clipper Itajai*, ex-*Orient Clipper*, ex-*African Sky*, ex-*Minos*, ex-*Cape Verde*, ex-*Tendai Maru*). IMO 7813183. General cargo. Length 166 m, 8,301 t. Deflagged from PBahamas to Panama. Classification society RINA. Built in 1978 in Numakuma (Japan) by Tsuneishi. Detained in 2010 in Xiamen (China). Son armateur Dannebrog Rederi (Denmark) le cède in Navalmar Uk Ltd (United Kingdom) avant revente for demolition in India. US \$ 485 per ton.



*Safmarine Texas* (ex-*Aeolian Sky*, ex-*Torm Brigitte*, ex-*Francois de Sale*, ex-*Jezera Delmas*, ex-*Borussia*, ex-*Jezera*). IMO . General cargo. Length 165 m, 7,628 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by Oceanstar Management Inc (Greece). Detained in 2008 in Philadelphie (United States). Sold for demolition in India where she arrived as "Texas".



*Safmarine Texas* in Tin Can Island - Apapa (Nigeria) February 2010 © Jerzy Nowak

*Sarah Star* (ex-*Geza Hope*, ex-*Yamak 3*, ex-*Flora*, ex-*Cellus*, ex-*Hidegard Wulff*). IMO 7726926. General cargo. Length 93 m. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Neuenfelde (Germany) by Sietas. Owned by Ocean Enterprises SA (Lebanon). Detained in 2001 in Antwerp (Belgium), in 2002 in Hull (United Kingdom) and Rotterdam (Netherlands), in 2007 in La Spezia (Italy), in 2009 in Chioggia (Italy), Damietta (Egypt) and Aliaga (Turkey) and in 2011 in Tripoli (Lebanon). Sold for demolition in Turkey.



*Sargodha*. IMO 7822017. General cargo. Length 153 m, 5,449 t. Pakistanese flag. Classification society Lloyd's Shipping Register of Shipping. Built in 1980 in Oshima (Japan) by Oshima SB. Owned by Pakistan National Shipping Corp (Pakistan). Detained in 2004 in Constanta (Romania), in 2006 in Venice (Italy) and Izmit (Turkey), in 2008 in Pyeongtaek (South Korea) and in 2011 in Kandla (India). Sold for demolition in Pakistan.



*Sea Hope* (ex-*Sea Light*, ex-*Hoop*). IMO 7637462. General cargo. Length 79 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1978 in Bergum (Netherlands) by Bodewes Bergum. Owned by Unimarine Management Co (Syria). Detained in 2001 in Ravenna (Italy), in 2002 in Sète (France), in 2003 in Monfalcone and Genoa (Italy), in 2008 in Iskenderun (Turkey) and again in Genoa, in 2009 in Larnaca (Cyprus) and in 2012 in Beyrouth (Lebanon). Sold for demolition in Turkey.



*Selen* (ex-*Helen*, ex-*Norden*, ex-*Holger*). IMO 7822536. General cargo. Length 80 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1979 in Hamburg (Germany) by Norderwerft. Owned by Sea Partners Maritime Inc (Ukraine). Detained in 1999 in Copenhagen (Denmark), in 2004 in Bari (Italy), in 2007 in Savona (Italy), Figueira da Foz (Portugal), Chalkis (Greece), Iskenderun (Turkey) and Trieste (Italy), in 2008 in Leghorn (Italy) and Pasajes (Spain) and in 2010 in Mersin (Turkey). Sold for demolition in Turkey.



*Shawnee Princess* (ex-*Als Shawnee Princess*, ex-*Als Danaos*, ex-*Danaos*, ex-*Hoegh Danaos*). IMO 8214619. General cargo. Length 155 m, 5,655 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Roymar Ship Management Inc (United States). Detained in 2004 in Kobe (Japan). Sold for demolition in China. US \$ 435 per ton.



*Star Derby* (ex-*Star Carrier*). IMO 7700714. General cargo. Length 183 m. Norwegian flag (registre international). Classification society Det Norske Veritas. Built in 1979 in Sakaide (Japan) by Kawasaki. Owned by Grieg Shipping AS (Norway). Sold for demolition in China. US \$ 440 per ton.



*Sturdy Falcon* (ex-*To Lich*). IMO 7614769. General cargo. Length 144 m, 3,706 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Falcon Shipping Co (Vietnam). Detained in 2000 in Bangkok (Thailand) and in 2002 in Shenzen (China). Sold for demolition in India.






*Sunrise I* (ex-*Gude*, ex-*Akcaabat 1*, ex-*Turgut Kaptanoglu*, ex-*Trader*, ex-*Globe Trader*, ex-*Timmar II*). IMO 7381386. General cargo. Length 118 m. Cambodian flag. Classification society Global Marine Bureau. Built in 1975 in Ishinomaki (Japan) by Yamanishi. Owned by Abdul Rahman Othman Ismail Co (Syria). Detained in 2001 in Savona and Molfetta (Italy), in 2003 in Ghent (Belgium), in 2004 in Venice (Italy), in 2005 in Novorossiysk (Russia) and Mersin (Turkey), in 2007 in Nikolayev (Ukraine) and in 2009 in Antalya (Turkey). Sold for demolition in Turkey.







*Taigeta* (ex-*Baltic Sky*, ex-*Eastern Star*, ex-*Marlen*, ex-*Bolero*, ex-*Borre*, ex-*Borre Af Simrishamn*, ex-*Svarte*, ex-*Ann Mar*, ex-*Ann Ragne*, ex-*Repola*). IMO 7904516. General cargo. Length 82 m, 1,230 t. Domenica flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Uusikaupunk (Finland) by Rauma-Repola. Owned by Unimars (Latvia). Sold for demolition in Belgium by Van Heygen Recycling.






*Taigeta*, Netherlands, March 2011 © J Klaasman


*Tairong 7 (ex-Yong Xiang 9, ex-Yong Xiang Jiu, ex-Lady Sadika, ex-Krakow II)*. IMO 8302208. General cargo. Length 149 m. Chinese flag. Classification society China Classification Society. Built in 1986 in Gdansk (Poland) by Gdanska Lenina. Owned by Union Rich Shipping Co Ltd (China). Detained in 2006 in Mumbai (India). Sold for demolition in China.   





*Tara Kaptanoglu (ex-Bursa)*. IMO 7389895. General cargo. Length 154 m. Turkish flag. Classification society Bureau Veritas. Built in 1982 in Izmit (Turkey) by Golcuk DY. Owned by Mehmet Kaptanoglu Shipping & Trade (Turkey). Detained in 2005 in Dublin (Ireland) and in 2007 in Lisbon (Portugal) and Tanger (Maroc). Sold for demolition in Turkey. 

*Thuleland*. IMO 7519270. General cargo. Length 186 m, 9,700 t. United Kingdom flag. Classification society Det Norske Veritas. Built in 1977 in Göteborg (Sweden) by Eriksberg MV. Owned by ASP Ship Management Ltd (United Kingdom). Sold for demolition in India.   

*Tian Yu (ex-Assets Energy, ex-Retalink, ex-Eastern Comet, ex-Kertau)*. IMO 8025032. General cargo. Length 97 m, 1,924 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Dalian Sea Carrier Co Ltd (China). Detained in 2000 in Port Headland (Australia), in 2010 in Yantai (China) and in 2011 in Guangzhou (China). Sold for demolition in China. US \$ 390 per ton. 


*Tiger Da Ji (ex-Da Ji, ex-Budi Aman, ex-Nedlloyd Merwe, ex-Waterstoker)*. IMO 8715467. General cargo. Length 157 m, 6,635 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1989 in Wismar (Germany) by Mathias Thesen. Owned by Farglory Shipmanagement Pte (Singapore). Sold for demolition in India. US \$ 485 per ton.  

*Tiwai Maru (ex-Siuthland Maru)*. IMO 8323721. General cargo. Length 150 m, 4,989 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Bernhard Schulte Shipmanagement (Germany). Sold for demolition in China. US \$ 440 per ton. 

*Tofton (ex-Pokkinen)*. IMO 7410826. General cargo. Length 159 m, 6,741 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Gijon (Spain) by Juliana Gijonesa. Owned by Regal Agencies Corp (Greece). Detained in 2001 in Brake (Germany). Sold for demolition in India. US \$ 465 per ton.    

*Tofton*, September 2011 on Kiel canal (Germany)  
© Valerij Uhlich



*Top Advancer (ex-Comandate, ex-Alma Libre, ex-Petralia, ex-Black Falcon, ex-Tabora, ex-Norasia Karsten, ex-Karsten Wesxh)*. IMO 8209638. General cargo. Length 169 m, 8,055 t. Panamanian flag. Classification society China Classification Society. Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Owned by Hubei Qin Tai (China). Detained in 2006 in Fremantle and in Sydney (Australia) and in 2010 in Kakinada (India). Sold for demolition in India. US \$ 489 per ton. 

*Topas (ex-Baltimar Neptune (ex-Neptune Scan, ex-Saigon Neptune, ex-Mary Durack)*. IMO 8607672. General cargo. Length 110 m. German flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Shanghai (China) by Donghai. Owned by Wersse Bereederungs GmbH & Co (Germany). Detained in 1998 in Stavanger (Norway), Szczecin (Poland) and Federicia (Denmark), in 2001 in Bremen (Germany), in 2002 in Setubal (Portugal), in 2005 in Sète (France), in 2007 again in Setubal and in 2008 again in Sète. Sold for demolition in Grenaa (Denmark).



*Tsuru (ex-Tsuru Arrow)*. IMO 7374230. General cargo. Length 182 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1974 in Osaka (Japan) by Mitsui. Owned by SMT Ship Management & Transport (Cyprus). Sold for demolition in China.



*Uchur (ex-Ula, ex-Barwil Express, ex-Max Bastian, ex-Cap Baitar, ex-Max Bastian)*. IMO 7612034. General cargo. Length 116 m, 3,159 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Hiroshima (Japan) by Ujina Zosensho KK. Owned by Azia Shipping (Russia). Detained in 2001 in Rotterdam (Netherlands), in 2003 in Vladivostok (Russia), in 2005 in Hong Kong (China) and Sendaishiogama (Japan), in 2007 in Ulsan (South Korea) and in 2008 in Rizhao (China). Sold for demolition in China.



*Xin Hong (ex-Proton, ex-Corinthiakos, ex-MSC Port Sudan, ex-Nedlloyd Santos, ex-Atalanta, ex-Victoria Bay, ex-Caledonia, ex-Ville De Venus, ex-Black Hawk, ex-Norasia Rebecca, ex-Rebecca Wesch)*. IMO 8021505. General cargo. Length 169 m, 7,965 t. Panamanian flag. Classification society China Classification Society. Built in 1982 in Ross (Germany) by Howaldtswerke-DW. Owned by Well Step Transportation Ltd (China). Detained in 1999 in Piraeus (Greece) and in 2001 in La Spezia (Italy). Sold for demolition in China.



*Xin Hong*, in Johor (Malaysia), April 2011 ©Jimi Jose

*Zehra II (ex-Khudozhnik Plastov)*. IMO 7337311. General cargo. Length 123 m. Togolese flag. Classification society Columbus American Register. Built in 1973 in Navashino (Russia) by Oka. Detained in 2008 in Yuzhnyy (Ukraine). Sold for demolition in Turkey.



## Container ship

*A Bedevi (ex-Erkut A, ex-Vivien A, ex-Tiger Creek, ex-Imke Wehr, ex-Ibn Khaldoun, ex-Johanngeorgenstadt)*. IMO 8322210. Container ship. Length 122 m, 4,350 t. Georgian flag. Classification society Turkish Lloyd. Built in 1985 in Gijon (Spain) by Juliana Gijonesa. Owned by Kutup Shipping & Trading (Turkey). Detained in 2010 in Nikolayev (Ukraine). Sold for demolition in India. US \$ 460 per ton.



*ACX Hibiscus*. IMO 9159141. Container ship. Length 193 m, 7,300 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Toyohashi (Japan) by Kanasashi. Owned by Act Carriers Corp (Japan). In December 2011, she collided with the British container ship *Hyundai Discovery* at the end of the traffic separation scheme to the east of Singapore. Both vessels were seriously damaged, no injuries or fatalities have been reported. The *ACX Hibiscus* was sold as is in Singapore, renamed *Hibiscus*, deflagged to Saint Kitts & Nevis and eventually left for demolition in India.

In Singapore, 14th December 2011 © Captain46 / Shipspotting



*Al Ihsa'A*. IMO 8117237. Container ship. Length 211 m, 12,861 t. Saudi Arabia flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition in India. US \$ 501 per ton.

*Al Manakh*. IMO 8117263. Container ship. Length 211 m, 12,888 t. Kuwaitian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold as is in Khor Fakkan (United Arab Emirates). for demolition in India. US \$ 519 per ton.including bunkers for the journey.

*Al Mariyah* (ex-Willine Orient, ex-Willine Taiko). IMO 8117275. Container ship. Length 211 m. Saint Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (United Arab Emirates). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



*Al Mirqab*. IMO 8117304. Container ship. Length 211 m, 12,861 t. Kuwaitian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Sold for demolition in India. US \$ 488 per ton including bunkers for the voyage.

*Amal S* (ex-Sirte Star, ex-Wan Ning He, ex-Neustadt). IMO 8411853. Container ship. Length 122 m, 4,349 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1986 in Gijon (Spain) by Juliana Gijonesa. Owned by Diamond Shipping Co (Syria). Detained in 1999 in Rotterdam (Netherlands), and in 2002 in Breme (Germany) and Gioia Tauro (Italy). Sold for demolition in Mumbai (India).



*Aramis* (ex-LT Giant, ex-Ever Giant). IMO 8217013. Container ship. Length 231 m, 14,342 t. Panamanian flag. Classification society RINA. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Technomar Shipping (Greece). Detained in 2011 in Shanghai (China). Sold for demolition in China. US \$ 425 per ton.



*Banga Bijoy* (ex-Asian Link, ex-Tiger Creek, ex-Eagle Wind, ex-Lakatoi Express). IMO 8123107. Container ship. Length 126 m, 3,345 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ishinomaki (Japan) by Yamanishi SB. Detained in 2001 and 2005 in Singapore. Sold for demolition in Bangladesh.



*Banga Borak* (ex-Green Better, ex-Ever Better). IMO 8201935. Container ship. Length 121 m, 3,594 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1984 in Muroran (Japan) by Hakodate Dock. Detained in 2003 in Singapore. Sold for demolition in Bangladesh.





*Cape Race* (ex-*MSC Perth*, ex-*MSC Argentina*, ex-*CSAV Callao*, ex-*Copiapo*, ex-*Yucatan*, ex-*Jean Bosco*). IMO 9005417. Container ship. Length 201 m, 13,496 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1993 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by DS Schiffahrt GmbH & Co KG (Germany). Detained in 2004 in Fremantle (Australia) and in 2005 in Melbourne (Australia). Sold as is in Freeport (Bahamas) for demolition in India. US \$ 348 per ton including 350 t of bunkers.



*Cape Race*, arriving Napier (New Zealand) © Brent / Shipspotting

*Elisabeth* (ex-*CSAV Colombia*, ex-*X Press Resolute*, ex-*CCNI Valparaiso*, ex-*Kota Permasan*, ex-*Cielo Di Los Angeles*). IMO 9070656. Container ship. Length 182 m, 8,574 t. Deflagged from Liberia to Saint Kitts & Nevis for her last journey. Classification society Germanischer Lloyd. Built in 1994 in Steinwerder (Germany) by Blohm & Voss AG. Owned by MARTIME -Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2006 in Shanghai and in 2010 in Tianjin (China). Sold as is in Singapore for demolition in India where she arrived as "*Elis*". US \$ 470 per ton.



*Endeavour* (ex-*EWL Central America*, ex-*Fas Gulf*, ex-*CMB Envoy*, ex-*AEL Europa*, ex-*Nedlloyd Zaandam*, ex-*Birgit Naber*, ex-*Jens Knuppel*). IMO 8421212. Container ship. Length 147 m, 4,710 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Bremerhaven (Germany) by Rickmers. Owned by Cosmo Shipmanagement (Greece). Detained in 2009 in Alexandria (Egypt). Sold for demolition in India. US \$ 480 per ton



*Garden* (ex-*Ever Garden*). IMO 8200125. Container ship. Length 231 m. Liberian flag. Classification society American Bureau Of Shipping. Built in 1984 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Ciel Shipmanagement (Greece). Detained in 2001 in Singapore, in 2006 in Genoa (Italy) and in 2011 in Shenzhen (China). Sold for demolition in China.



*Goodwill* (ex-*Sider Peace*, ex-*Pergamon*, ex-*Francisco Franco*, ex-*Hector*). IMO 7921045. Container ship. Length 106 m. Maltese flag. Classification society RINA. Built in 1987 in Salamis (Greece) by Salamis Shipyard. Owned by Platin Shipping & Trading Co (Turkey). Detained in 2009 in Catane (Italy). Sold for demolition in Turkey.



*Grace* (ex-*Ital Grace*, ex-*LT Grace*, ex-*Ever Grace*). IMO 8217025. Container ship. Length 231 m, 14,342 t. Marshall Islands flag. Classification society RINA. Built in 1984 in Kure (Japan) par. Ishikawajima-Harima Owned by Lemissoler Shipmanagement Ltd (Greece). Sold for demolition in India.



*Han Zhong He*. IMO 8321838. Container ship. Length 126 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Chofu (Japan) by Kyokuyo. Owned by COSCO (China). Sold for demolition in China.

*Humboldt Express*. IMO 8208270. Container ship. Length 206 m, 15,534 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1984 in Koje (South Korea) by Samsung. Owned by Hapag Lloyd (Germany). Detained in 2001 in Rotterdam (Netherlands). Sold for demolition in India.



*Jolly Argento* (ex-Saudi Makkah, ex-Hugo Oldendorff, ex-Wladislaw Sikorski). IMO 7900077. Container ship. Length 200 m, 15,405 t. Italian flag. Classification society RINA. Built in 1981 in La Ciotat (France) by les Ateliers and Chantiers de la Ciotat.



The *Jolly Argento* and *Jolly Oro* (see below) were originally two of the four Polish Ro Ro container ships delivered in 1981 by Chantiers de l'Atlantique and Chantiers de La Ciotat to the French Polish Shipping Company. This financial company was created by an agreement between the French and Polish Governments to help the French shipyards which were lacking new shipbuilding orders. They were chartered bareboat to Polish Ocean Lines and assigned to the Europe – East Coast service (with a call at Le Havre). In 1992 the four vessels were resold to different shipowners. The Chantiers de l'Atlantique built the *Kazimierz Pulaski* (broken up in 2006) and the *Stefan Starzynski* (renamed *Jolly Oro*) and the Chantiers Navals de La Ciotat built the *Tadeusz Kosciuszko* (broken up in 2006) and the *Wladyslaw Sikorski* (renamed *Jolly Argento*). Owned by Ignazio Messina & C SpA (Italy). Sold for demolition in India.

*Jolly Oro* (ex-Saudi Riyadh, ex-Gerdt Oldendorf, ex-Stefan Starzynski). IMO 7900053. Ro Ro. Length 200 m, 15,405 t. Italian flag. Classification society RINA. Built in 1981 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Ignazio Messina & CSpA (Italy). Sold for demolition in India.



*Jonathan P* (ex-Oel Integrity, ex-Honor River, ex-Canstar, ex-Belhaven). IMO 8901389. Container ship. Length 188 m, 8,817 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Inchon (South Korea) by Halla. Owned by Eurobulk Ltd (Greece). Sold for demolition in India. US \$ 490 per ton.



*Khaled Ibn Al Whaleed*. IMO 8117249. Container ship. Length 211 m, 12,858 t. United Arab Emirates flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (United Arab Emirates). Detained in 1998 in Rotterdam (Netherlands), in 2003 in La Spezia (Italy), in 2004 in Fos-sur-Mer (France). Sold as is in Khorfakkan for demolition in India. US \$ 514 per ton.



*Kota Machan* (ex-Pacific Express, ex-Kuo Chang). IMO 8709729. Container ship. Length 146 m, 4,660 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Pacific International Lines (Singapore). Detained in 2010 in Saigon (Vietnam). Sold for demolition in Mumbai (India). 485 US \$ per ton.



*Maria* (ex-MSC Maria, ex-Delphic Spirit, ex-Zim Seoul, ex-MSC Uruguay, ex-Miden River, ex-Spevde Vradeos, ex-Algoa Bay, ex-Professor Tovstykh).

IMO 8201703. Container ship. Length 203 m, 12,872 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Warnemunde (Germany) by Warnowwerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2005 in Singapore and in 2008 in Klaipeda (Lithuania) and Antwerp (Belgium). Sold for demolition in India.



© Frank Behrends

*MSC Maria* in Terneuzen (Netherlands), September 2011 © Frank Behrends

*Marina South* (ex-*MSC Peru*, ex-*P&O Nedlloyd Falcon*, ex-*Cielo di Livorno*, ex-*Bear*, ex-*Cast Bear*, ex-*Norasia Al Muntazah*). IMO 8619053. Container ship. Length 201 m, 9,242 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Kiel (Germany) by Howaldtswerke-DW. Owned by Tomorrowwind Pte Ltd (Singapore). Detained in 1998 in Montreal (Canada). Sold for demolition in Bangladesh.



*MSC Anahita* (ex-*CMC Pearl*, ex-*Harbour Pride*). IMO 8413291. Container ship. Length 210 m, 12,876 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2006 in Leghorn (Italy) and in 2008 in Las Palmas (Spain). Sold for demolition in India. US \$ 505 per ton.



*MSC Brooke* (ex-*MOL Rise*, ex-*Holnis*, ex-*YM Hai Phong*, ex-*Lagos Star II*, ex-*Elise Schulte*, ex-*Maersk Banjui*, ex-*CCNI Antartico*, ex-*Elise Schulte*). IMO 9007506. Container ship. Length 152 m, 6,260 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1992 in Warnemünde (Germany) by Neptun Warnowwerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2008 in Palermo (Italy). Sold for demolition in India.



*MSC Carina* (ex-*MSC Europe*, ex-*Rainbow Bridge*). IMO 8512401. Container ship. Length 241 m, 15,802 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2010 in Melbourne (Australia) and in 2011 in Gdynia (Poland). Sold for demolition in India. 514 US \$ per ton.



*MSC Clara* (ex-*COSCO Lianyungang*, ex-*MSC Pretoria*, ex-*Lalandia*, ex-*Hyundai Frontier*). IMO 8511304. Container ship. Length 244 m, 15,137 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



*MSC Hanne* (ex-*CMA CGM Energy*, ex-*Zim Antwerp*, ex-*Cristoforo Colombo*). IMO 8618449. Container ship. Length 206 m, 15,000 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Marghera (Italy) by Fincantieri Breda. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 1999 in Hamburg (Germany), in 2002 in Vancouver (Canada), in 2005 in Hong Kong and in 2006 in Melbourne (Australia) and Yokohama (Japan). Sold for demolition in India. US \$ 493 per ton.



*MSC Hina* (ex-*Leixoes*, ex-*MSC Melbourne*, ex-*Tikhon Kiselyev*). IMO 8201686. Container ship. Length 203 m, 10,000 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Warnemünde (Germany) by Warnowwerft ; jumboized in 1989 and lengthened from 174 to 203 m. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2004 in Kalundborg (Denmark). Sold for demolition in India. US \$ 480 per ton.



*MSC Jeanne* (ex-*CMC Diamond*, ex-*APL Diamond*, ex-*NOL Diamond*, ex-*Neptune Diamond*). IMO 7814826. Container ship. Length 231 m, 14,778 t. Panamanian flag. Classification society RINA. Built in 1979 in Kure (Japan) by Ishikawajima-Harima. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2002 in Singapore, in 2003 in Port Botany (Australia) and in 2004 and 2005 in Fremantle (Australia). Sold for demolition in India. US \$ 508 per ton.



*MSC Leila* (ex-*Tiger Cloud*, ex-*Heluan*, ex-*Dubai Confidence*, ex-*Colombus Olinda*, ex-*Lami Tukur*). IMO 8520408. Container ship. Length 158 m, 7,900 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1987 in Rostock (Germany) by Neptun VEB. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



*MSC Nora* (ex-Cosco Shekou, ex-P&O Nedlloyd Pusan, ex-Hyundai Explorer). IMO 8511299. Container ship. Length 244 m, 15,137 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2000 and 2002 in Vancouver (Canada) and in 2009 in Antwerp (Belgium). Sold for demolition in India.



*MSC Nora* berthed in Napier (New Zealand) November 2011 © Tony des Landes

*MSC Oslo* (ex-SCI Tei, ex-CGM Force, ex-Zim Hamburg, ex-Amerigo Vespucci). IMO 8618451. Container ship. Length 206 m, 15,267 t. Panamanian flag. Classification society Bureau Veritas. Built in 1989 in Marghera (Italy) by Fincantieri Breda. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2006 in Zeebrugge (Belgium) and Fremantle (Australia) and in 2009 in Quanginh (Vietnam). Sold for demolition in India.



*MSC Rugby* (ex-Irenes Myth, ex-Global Myth, ex-California Triton, ex-Japan Alliance). IMO 8202111. Container ship. Length 220 m, 13,891 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Tsakos Columbia Shipmanagement (Greece). Detained in 2003 in Fremantle (Australia) and in 2011 in Tanjung Priok (Indonesia). Sold for demolition in India. US \$ 523 per ton.



*MSC Sarawak* (ex-Sky Venus, ex-Ibn Bajjah, ex-Algeciras Bay, ex-Clarence, ex-Nedlloyd Clarence). IMO 8124917. Container ship. Length 210 m, 14,544 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Tianjin Centrants Shipping Management Co (China). Detained in 2007 in Houston (Texas, United States) and in 2010 in Suez (Egypt). Sold as is in Sri Lanka for demolition in India. US \$ 480 per ton including 450 t of bunkers.



*Palermo* (ex-MSC Palermo, ex-Palermo Senator, ex-DSR Baltic) IMO 9008548. Porte conteneurs. Length 216 m, 12,297 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1992 in Vegesack (Germany) by Bremer Vulkan. Owned by Reederei F Laeisz GmbH (Germany). Detained in 2011 in Fremantle (Australia). Sold for demolition in India. US \$ 495 per ton.



*Qatari Ibn Al Fuja'A* (ex-Kota Selamat). IMO 8117299. Container ship. Length 211 m, 12,861 t. Qatari flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Kuwait). Detained in 2001 in Singapore. Sold as is in Khor Fakkan (United Arab Emirates) for demolition in India. US \$ 502 per ton including bunkers for the journey.



*Reunion (ex-Dal Reunion, ex-Delmas Mascareignes, ex-Seal Ubena, ex-Sea Merchant, ex-Hong Kong Senator, ex-Ubena)*. IMO 8208921. Container ship. Length 174 m, 8,550 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1983 in Bremen (Germany) by Weser. Owned by MCC Transport (Singapore). Sold for demolition in India. US \$ 476 per ton.



*Ruby (ex-APL Ruby, ex-President Grant, ex-NOL Ruby, ex-Neptune Ruby)*. IMO 8710704. Container ship. Length 275 m, 17,922 t. Saint Kitts & Nevis flag. Classification society American Bureau of Shipping. Built in 1988 in Marugame (Japan) by Imabari Zosen. Sold for demolition in India.

Departing Hong Kong July 2007  
© Ivan Meshkov



*Selatan Makmur (ex-Kota Buana, ex-Hai Hui, ex-Wan Lie)*. IMO 8324309. Container ship. Length 105 m, 2,625 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Pacific International Lines (Singapore). Sold for demolition in India. US \$ 480 per ton.

*STX Busan (ex-Pos Challenge, ex-Pos Challenger, ex-China Pioneer, ex-Asian Princess)*. IMO 8415861. Container ship. Length 140 m, 3,826 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Chofu (Japan) by Kyokuyo. Owned by STX Pan Ocean Co Ltd (South Korea). Sold for demolition in China. US \$ 420 per ton.

*Theraps (ex-Anna E, ex-Indiependent Action, ex-Cielo di Colombia, ex-Anabella D, ex-CSAV Rupanco, ex-Augusta, ex-Brasil Express, ex-Auriga)*. IMO 9007518. Container ship. Length 167 m, 6,635 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1992 in Warnemunde (Germany) by Warnowerft. Owned by Multibulk Marine Management SA (Greece). Detained in 2003 in Richmond (Virginie, United States), in 2010 in Shanghai (China), and in 2011 in Hong Kong and Xiamen (China) and in Tanjung Priok (Indonesia). Sold for demolition in Mumbai (India). US \$ 513 per ton.



*Troyburg (ex-MSC Callao, ex-NOL Koi, ex-Deppe Florida, ex-Ville de Venus)*. IMO 8708531. Container ship. Length 177 m, 7,540 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1988 in Vegesack (Germany) by Bremer Vulkan. Owned by Norddeutsche Reederei H Schuldt GmbH (Germany). Detained in 2005 in Hong Kong (China). Sold as is in Singapore for demolition in Mumbai (India). US \$ 475 per ton including 500 t de of bunkers.



*Ventura I (ex-Ingrid, ex-MSC Aures, ex-Monte Verde, ex-Imperial, ex-Dong Yuan)*. IMO 9037238. Container ship. Length 135 m, 5,643 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Galati (Romania) by Galati SN. Owned by Multibulk Marine Management SA (Greece). Detained in 2011 in Gdynia (Poland). Sold for demolition in India.



*X-Press Tower (ex-Kota Sejarah, ex-China Tower, ex-Fairy Eagle, ex-Eagle Tide, ex-Kuo Chia)*. IMO 8709717. Container ship. Length 146 m, 4,830 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Onishi (Japan) by Shin Kurushima. Owned by Naru Shipping Co Ltd (South Korea). Sold for demolition in India. US \$ 490 per ton.

*YM America (ex-Ming America)*. IMO 8807739. Container ship. Length 276 m, 18,330 t. Taiwanese flag. Classification society Det Norske Veritas. Built in 1992 in Kaohsiung (Taiwan) by China SB Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold for demolition in India. US \$ 480 per ton.



*Ym America* in Singapore, May 2010 © Mick Prendergast

#### Factory ship.

*Kapitan Telov*. IMO 7828619. Factory ship. Length 113 m, 4,530 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Nikolayev (Ukraine) by Okean Shipyard. Owned by Murmanskiy Trawl Fleet (Russia). Sold for demolition in India.



*Kapitan Telov*, Ijmuiden July 2010 © Erwin Willemse

#### Reefer

*Akademik Vavilov (ex- Akademikis Vavilovs, ex- Akademik N Vavilov)*. IMO 8402199. Reefer. Length 138 m, 5,996 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Aalborg (Denmark) by Aalborg Vaerft. Owned by Fairwind Shipmanagement Ltd (Russia). Sold for demolition in India. US \$ 510 per ton.



*Baltijas Cels (ex-Bereg Baltiki)*. IMO 8701052. Fish carrier. Length 152 m, 9,398 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Wismar (Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Detained in 2007 in Kawasaki (Japan) and in 2011 in Punta Arenas (Chile). Sold as is in China for an unknown destination of demolition. US \$ 410 per ton.



*Brasil Star (ex-Polar Brasil, ex-Hornstream, ex-Numerian)*. IMO 8906963. Reefer. Length 150 m. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Gdansk (Poland) by Gdanska Lenina. Owned by Star Reefers Poland (Poland). Detained in 2008 in Douvres (United Kingdom). Sold for demolition in Turkey.



*Eiger (ex-Blue Crystal, ex-Blue Cloud)*. IMO 8907199. Reefer. Length 120 m, 4,179 t. Liberian flag. Classification society Bureau Veritas. Built in 1991 in Shanghai (China) by Shanghai Shipyarss. Owned by Agder Ocean Shipping AS (Norway). Detained in 1999 in Schiedam (Netherlands). Sold for demolition in India. US \$ 440 per ton.



*Fitzroy (ex-Yasushima, ex-Yasushima Maru)*. IMO 8607464. Reefer. Length 146 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Takamatsu (Japan) by Shikoku. Owned by Agder Ocean Shipping AS (Norway). Detained in 2001 in Genoa (Italy), in 2006 in Kobe and Yokohama (Japan) in 2008 in Zhoushan (China) and Busan (South Korea) and en 2010 and 2011 in Dalian (China). Sold for demolition in India.



*Hudson Bay (ex-Kiwi, ex-Central Reefer, ex-Southern Laurel, ex-Southern Universal)*. IMO 8202654. Reefer. Length 140 m, 4,973 t. Antigua & Barbuda flag. Classification society Bureau Veritas. Built in 1983 in Shimonoseki (Japan) by Towa. Owned by Thien & Heyenga Bereederungs-und Befrachtungs gmbH (Germany). Detained in 2004 in Savona (Italy) and in 2008 in Hamburg (Germany). Sold for demolition in India. US \$ 452 per ton.



*Ice Fern (ex-Prins Frederik Willem)*. IMO 8818972. Reefer. Length 118 m. Cayman Islands flag. Classification society Bureau Veritas. Built in 1990 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Maestro Reefers AS (Norway). Detained in 2007 in Long Beach (United States). Sold for demolition in Turkey.



*Ice Fern* in Gibraltar, August 2010 © Shipspotting

*Ice Field (ex-Prins Casimir)*. IMO 8615239. Reefer. Length 118 m. Cayman Islands flag. Classification society Bureau Veritas. Built in 1988 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Maestro Reefers AS (Norway). Sold for demolition in Turkey.



*Ice Flake (ex-Prins Willem van Oranje)*. IMO 8615227. Reefer. Length 118 m. Cayman Islands flag. Classification society Bureau Veritas. Built in 1987 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Maestro Reefers AS (Norway). Sold for demolition in Turkey.



*Izumo Bay (ex-Ub Libra, ex-Libra, ex-Izumo Reefer)*. IMO 8213598. Reefer. Length 150 m, 5,506 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Maizuru (Japan) by Hitachi. Owned by Roswell Navigation (Greece). Detained in 2006 in Philadelphia (United States) and in 2007 in Lisbon (Portugal). Sold for demolition in India. US \$ 442 per ton.



*Kasuga Bay (ex-Arimao Universal, ex-Kasuga Reefer)*. IMO 8213615. Reefer. Length 140 m, 5,509 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Roswell Navigation Corp (Greece). Detained in 2001 in Gdansk and in 2002 in Punta Arenas (Chile) and Shimonoseki (Japan). Sold for demolition in Mumbai (India).



*Livadia (ex-Thorgull, ex-Reefer Penguin)*. IMO 8209078. Reefer. Length 146 m, 3,971 t. Slovakian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Takamatsu (Japan) by Shikoku Dock. Owned by Seatraffic Ltd (Ukraine). Detained in 2005 in Tampa (Florida, United States). Sold for demolition in Mumbai (India).



*Nagoya Bay (ex-Arctic Dawn, ex-Cap Frio, ex-Oceanic Trader, ex-Ocean Pride, ex-Ocean Bride)*. IMO 8217611. Reefer. Length 150 m, 6,140 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto SB. Owned by Roswell Navigation Corp (Greece). Detained in 2004 in Rotterdam (Netherlands) and Valparaiso (Chile) and in 2005 in Saint Petersburg (Russia). Sold for demolition in India. US \$ 462 per ton.



Anchored in Algeciras (Spain), March 2010  
© Juan G Mata



*Napier Star (ex-Elke, ex-Chiquita Elke)*. IMO 9038933. Reefer. Length 140 m, 5,528 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1994 in Ulsteinvik (Norway) by Kvaerner Kleven. Owned by Star Reefers (United Kingdom). Detained in 2007 in New Haven (Connecticut, United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India. US \$ 575 per ton including 262 t of aluminium.



*Nelson Star (ex-Jean, ex-Chiquita Jean)*. IMO 8917558. Reefer. Length 151 m, 5,288 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1993 in Ulsteinvik (Norway) by Kvaerner Kleven. Owned by Star Reefers (United Kingdom). Detained in 2002 in Port-Vendres (France) and in 2009 in Bushire (Iran). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. US \$ 575 per ton including 262 t d'aluminium.



*Nova Friesia (ex-Shinki Maru)*. IMO 8609084. Reefer. Length 136 m, 3,525 t. Liberian flag. Classification society Bureau Veritas. Built in 1987 in Takamatsu (Japan) by Shikoku. Owned by Seatrade Groningen BV (Netherlands). Detained in 2000 in Brisbane (Australia) and in 2010 in Pusan (South Korea). Sold for demolition in Mumbai (India). US \$ 490 per ton.



*Ref Star (ex-Kaliningradskiy Bereg)*. IMO 8415550. Fish carrier. Length 153 m, 7,270 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias Thesen. Owned by Aquaship Ltd (Latvia). Detained in 2002 in Saint-Petersburg (Russia), and in 2010 in New Orleans and in Philadelphie (United States). Sold for demolition in India. US \$ 463 per ton.



*Sandino Bay (ex-Frio Pacific, ex-Shin-Yo, ex-Shinyo Maru)*. IMO 8410902. Reefer. Length 128 m, 3,368 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Ishinomaki (Japan) by Yamanishi. Owned by Ship Service Agency JSC (Lithuania). Detained in 2003 in Dutch Harbor (Alaska, United States), in 2006 in Antwerp (Belgium) and Vlissingen (Netherlands) and in 2008 in Las Palmas (Spain). Sold for demolition in Mumbai (India).





*Snow Drift* (ex-Greenfield, ex-South Cathay). IMO 7228302. Reefer. Length 173 m, 9,220 t. Cook Islands flag. Classification society Lloyd's Register of Shipping. Built in 1973 in La Ciotat (France) by les Ateliers and Chantiers de La Ciotat. This ship was the 5th one in a serie of eight reefers delivered between 1972 and 1974 by Chantiers Navals de La Ciotat to the Swedish shipowner Salen. With 39 years of age, she is the survivor of the family : her seven sisterships were broken up between 1998 and 2010. Owned by Holy House Shipping AB (Sweden). Sold for demolition in India.



*Snow Drift*, in Terneuzen. (Netherlands), November 2011© Taco Boendermaker

*Tauranga Star* (ex-France, ex-Chiquita Frances). IMO 8917522. Reefer. Length 140 m, 4,873 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1992 in Ulsteinvik (Norway) by Kvaerner Kleven. Owned by Star Reefers Poland (Poland). Detained in 2005 in Vladivostock (Russia). Sold as is in Fujairah for demolition in India. US \$ 525 per ton including bunkers for the journey and 233 t of aluminium.



*Valparaiso Star*. IMO 8713586. Reefer. Length 141 m, 5,613 t. Liberian flag. Classification society Det Norske Veritas. Built in 1989 in Sevilla (Spain) by AESA. Owned by Star Reefers Poland Sp (Poland). Detained in 2007 in Philadelphie (United States) and in 2009 in Algeciras (Spain). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. US \$ 415 per ton.



*Viking Star* (ex-Consensus Reefer, ex-Schoener, ex-Hornwave). IMO 8821864. Reefer. Length 138 m, 4,124 t. Bahamian flag. Classification society Bureau Veritas. Built in 1991 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Star Reefers AS (Norway). Sold for demolition in India. US \$ 485 per ton including bunkers for the journey and 54 t of aluminium.



*Yasaka Bay* (ex-Pasadena Universal, ex-Yasaka Reefer). IMO 8213586. Reefer. Length 150 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Maizuru (Japan) by Hitachi. Owned by Roswell Navigation Corp (Greece). Detained in 2004 in Valparaiso (Chile). Sold for demolition in Mumbai (India). US \$ 489 per ton.



## Ro Ro

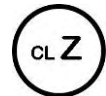
*Hellenic Sailor* (ex-Celtic Sun, ex-Mediterranean Trailer, ex-Carmen B, ex-Cortia, ex-Finnrose, ex-Hektos, ex-Timmerland). IMO 7718515. Ro Ro. Length 165 m, 10,245 t. Greek flag. Classification society RINA. Built in 1978 in Chiba (Japan) by Mitsui. Owned by Hellenic Seaways (Greece). Sold for demolition in Turkey.



*Indus* (ex-Strada Corsara, ex-Tor Hafnia, ex-Dana Hafnia, ex-Kattegat Syd, ex-Nordborg, ex-Belinda, ex-Linne, ex-Linnea). IMO 7389194. Ro Ro. Length 161 m, 5,182 t. Deflagged from Italy to Saint Kitt & Nevis for her last journey. Classification society RINA. Built in 1979 in Lodose (Sweden) by Lodose Varf. Sold by the Italian Stradeblu Srl to the Indian Doehle Danautic and resold for demolition in India.



*Kaduna* (ex-Feeder cadet, ex-Aschberg, ex-Bore Ix). IMO 7128796. Ro Ro. Length 113 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1972 in Rauma (Finland) by Rauma-Repola Oy. Owned by Hakvoort Transport Shipping (Netherlands). Detained in 2000 in Bremerhaven (Germany), in 2004 in Dublin (Ireland), in 2005 in Eemshaven (Netherlands), in 2006 in Las Palmas (Spain), in 2007 twice and then in 2011 in Eemshaven again. Sold for demolition in Turkey.



*Mykonos II* (ex-Sarmat, ex-Roro Apollonia Winner, ex-Roro Anglia, ex-Sailormark). IMO 7211969. Ro Ro. Length 105 m. Moldovan flag. Classification society Shipping Register of Ukraine. Built in 1972 in Fredrikstad (Norway) by Ankerlokken Glommen. Owned by Poseidon Ltd (Ukraine). Detained in 2011 in Zonguldak (Turkey). Sold for demolition in Turkey.



*San Jiang Kou*. IMO 7902881. Ro Ro. Length 146 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Shimonoseki (Japan) by Hayashikane. Owned by COSCOL (China). Sold for demolition in China.

*Transfer* (ex-Stena Transfer, ex-Ideway, ex-European Tideway, ex-Doric Ferry, ex-Hellas, ex-Alpha Progress, ex-Stena Runner). IMO 7528570. Ro Ro ferry. Length 151 m, 9,121 t. Latvian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by FINEST SIA (Latvia). Sold for demolition in India.



The Latvian Ro Ro *Transfer* in Göteborg (Sweden), January 2011 © J Ericsson

*Vegaland* (ex-Tarn). IMO 7718539. Ro Ro. Length 190 m, 10,907 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Chiba (Japan) by Mitsui ; jumboized in 1996 and lengthened from 165 to 190 m. Owned by Imperial Ship Management AB (Sweden). Sold for demolition in India. US \$ 480 per ton.



*Vikingland*. IMO 7718541. Ro Ro. Length 190 m, 10,927 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Chiba (Japan) by Mitsui ; jumboized in 1996 and lengthened from 165 to 190 m. Owned by Imperial Ship Management AB (Sweden). Detained in 2007 in Antwerp (Belgium). Sold for demolition in India.



### Bulk carrier

*Alina II* (ex-*Alina*, ex-*Garland*, ex-*Goyo*, ex-*Goyo Maru*). IMO 8406896. Bulk carrier. Length 290 m. Saint Vincent & Grenadines flag. Classification society Korean Register of Shipping. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by Polembros Shipping Ltd (Greece). Detained in 2006 in Port Walcott (Australia). Sold for demolition in Bangladesh.



The Greek ore carrier *Alina II* loading iron ore in Sept-Iles (Quebec, Canada), February 2009 © **Harold Hogan**



*Agios Nectarios I* (ex-*Agios*, ex- *Agios Nectarios 1*, ex-*Guzin S*, ex-*Sincere Splendour*, ex-*Gateway East*, ex-*Prosperidad*). IMO 8109929. Bulk carrier. Length 160 m, 5,734 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Pitoussa Shipping Sa (Greece). Sold for demolition in India. US \$ 492 per ton.



*Alberta* (ex-*Anangel Faith*, ex-*Alpha Faith*). IMO 8323197. Bulk carrier. Length 187 m, 7,633 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Alloceans Shipping Co Ltd (Greece). Detained in 2003 in Iquique (Chile). Sold for demolition in India.



*Alex D* (ex-*Kristijan Palusalu*, ex-*Kaarel Ird*). IMO 8729640 Bulk carrier. Length 215 m, 13,752 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1989 in Nikolayev (Ukraine) by Okean. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2005 in Trois-Rivières (Canada) and Rotterdam (Netherlands) and in 2010 in Nantong (China). Sold for demolition in India. US \$ 495 per ton.



*Alex King* (ex-*Ho King*, ex-*Rojarek Naree*, ex-*Sea Queen*, ex-*Hemlock Queen*). IMO 8013675. Bulk carrier. Length 160 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Imabari (Japan) by Imabari Zosen. Owned by Istos Maritime Inc (Greece). Detained in 2004 in Tilbury (United Kingdom) and in 2008 in Antwerp (Belgium). Sold for demolition in Turkey.



*Algoa Bay* (ex-*St Blaize*, ex-*Rosebank*, ex-*Virgo*, ex-*Victory*, ex-*SA Victory*). IMO 7701641. Bulk carrier. Length 173 m, 8,965 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1978 in Tsurumi (Japan) by NKK. Owned by MACS Shipping (Germany). Sold for demolition in India.



*Andra* (ex-*Sandra*, ex-*Marianic K*, ex-*Ari*, ex-*Anny Petrakis*, ex-*Tarpon Star*). IMO 7919846. Bulk carrier. Length 185 m, 7,766 t. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1980 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Cosena Srl (Romania). Detained in 2002 in Newport News (Virginia, United States), in 2003 in Hull (United Kingdom), in 2004 in Venice (Italy) and in 2011 in Castellon de la Plana (Spain). Sold for demolition in India. US \$ 502 per ton.



*Andros Warrior (ex-Magellan Maru)*. IMO 8512839. Bulk carrier. Length 290 m, 22,954 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by Polembros Shipping (Greece). Sold for demolition in India. US \$ 485 per ton.



*Ansera (ex-Hans, ex-Hansa Rostock, ex-Georgia Rainbow)*. IMO 7632979. Bulk carrier. Length 161 m, 6,000 t. Panamanian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Mizushima (Japan) by Sanoyasu. Owned by Gamma Denizcilik Nakliyat (Turkey). Detained in 1999 in Salerno (Italy), in 2000 in Antwerp (Belgium), in 2004 in Genoa and Ravenna (Italy) and Kdz.eregl (Turkey), in 2005 again in Kdz.eregl then in Izmir (Turkey), in 2006 again in Kdz.eregl and in 2010 in Castellon de la Plana (Spain). Sold for demolition in India.



*Arabian Venture (ex-PFS Keshava, ex-Atlanta, ex-Kontula)*. IMO 7822378. Bulk carrier. Length 179 m, 7,779 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Turku (Finland) by Wartsila. Owned by Hermes Maritime Services Pvt Ltd (India). Detained in 2006 in Murmansk (Russia) and in 2011 in Chennai (India). Sold for demolition in Bangladesh. US \$ 470 per ton.



*Aristeas P (ex-Yasuko Venture)*. IMO 8315918. Bulk carrier. Length 190 m, 7,919 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Marmaras Navigation Ltd (Greece). Detained in 2000 in San Pedro (California, United States). Sold for demolition in India. 482 US \$ per ton.



*Asean Sea 01 (ex-Sea Unity, ex-Tina II, ex-Kavo Yerakas, ex-Gema Phosphate)*. IMO 8005537. Bulk carrier. Length 178 m, 6,375 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1981 in Ooka (Japan) by Osaka Zosensho. Detained in 2002 in Mumbai (India), in 2005 in Bandar Khomeini (Iran) and Constanta (Romania), in 2009 in Fangcheng (China) and in 2011 in Nantong (China). Owned by Shinpetrol (Vietnam). Sold for demolition in Pakistan. US \$ 464 per ton.



*Asean Sea 01* anchored in Chittagong (Bangladesh), July 2011 but broken up in Pakistan. © Lakhtikov Dmitriy

*Asean Unity (ex-Ionian Sea, ex-Eastern Venture)*. IMO 7804584. Bulk carrier. Length 151 m. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Uwajima (Japan) by Uwajima Zosensho. Owned by Glory ShipManagement (Singapore). Sold for an unknown destination of demolition.

*Aspen Arrow (ex-Sharpnes)*. IMO 8307935. Bulk carrier. Length 170 m, 8,603 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1985 in Oppama (Japan) by Sumitomo. Owned by Gearbulk (Norway). Sold for demolition in China. US \$ 432 per ton including 250 t of bunkers.



*Australia (ex-Grand Mirsinidi, ex-Cape Breeze, ex-Corona Fortune, ex-Fortune 22, ex-22 Decembrie 1989)*. IMO 9031272. Bulk carrier. Length 303 m, 27,230 t. Liberian flag. Classification society Bureau Veritas. Built in 1993 in Constanta (Romania) by Constanta SN. Owned by Newlead Bulkers SA (Greece). Detained in 2005 in Dampier (Australia). Sold for demolition in Bangladesh.



*Azure (ex-Tai Zhou Hai)*. IMO 8023979. Bulk carrier. Length 225 m, 12,200 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Good Faith Shipping Co SA (Greece). Detained in 2000 in Hamburg (Germany), in 2004 in Lisbon (Portugal) and in 2006 in Bandar Khomeini (Iran) and Qinhuangdao (China). Sold for demolition in India.



*Best Glory (ex-Iolcos Celebrity, ex-Bunga Srigading)*. IMO 8005276. Bulk carrier. Length 225 m, 11,243 t. Panamanian flag. Classification society RINA. Built in 1982 in Imari (Japan) by Namura. Owned by Ocean Faith International Shipping Ltd (China). Detained in 2000 in Brindisi (Italy). Sold for demolition in China. US \$ 423 per ton.



*Best Grace (ex-Rena, ex-Ansgaritor)*. IMO 8000379. Bulk carrier. Length 225 m, 11,270 t. Panamanian flag. Classification society RINA. Built in 1981 in Aoi (Japan) by Ishikawajima-Harima. Owned by Ocean Faith International (Hong Kong, China). Detained in 2000 in Brindisi (Italy), in 2004 in Trieste (Italy) and in 2008 in Dublin (Ireland). Sold for demolition in China. US \$ 420 per ton.



*Best Grace* passes under the Astoria Megler Bridge at twilight on the Columbia River (Oregon, Etats-Uni); August 2010 © **Beth E Parish**

*Bestking (ex-Performer, ex-Padre, ex-El Tango, ex-Turquoise, ex-perseus, ex-Hua Peng, ex-Free Spirit)*. IMO 8107555. Bulk carrier. Length 198 m, 7,933 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in (Spain) by AESA. Owned by Fujian MarineCo Ltd (China). Detained in 1998 in Rotterdam (Netherlands), in 2000 in Hamburg (Germany), in 2004 in Novorossiisk (Russia), in 2006 in Bandar Chahbahar (Iran), in 2007 in La Spezia (Italy), in 2008 in Immingham (United Kingdom) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India, il arrive en fait au Bangladesh le 23 February. US \$ 475 per ton.



*Bintan Star (ex-Mastrogeorgis, ex-Panagia Odigitria, ex-M. Nuri Cerrahoglu, ex-Berge Charlotte)*. IMO 7915656. Bulk carrier. Length 249 m, 16,859 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Gdynia (Poland) by Komuny Paryskiej. Owned by ATL Shipping Ltd (China). Detained in 2000 in Amsterdam (Netherlands), in 2002 in Cardiff (United Kingdom), in 2003 in Vancouver (Canada), in 2008 in Lisbon (Portugal) and Zoushan (China) and in 2011 in Caofeidian (China). Sold for demolition in Bangladesh.



*C Symphony (ex-Oriana C, ex-Vivita, ex-Norefjord, ex-Sunny Wisteria)*. IMO 8315102. Bulk carrier. Length 190 m, 7,630 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1985 in Mihara (Japan) by Koyo DY Co. Owned by Blossom Maritime Corp (Greece). Detained in 2003 in Bunbury (Australia), in 2007 in Foynes (Ireland) and in 2011 in Qingdao (China). Sold for demolition in Bangladesh.



*Castillo de Montalban* (ex-*Docelotus*, ex-*Lotus*). IMO 7526596. Bulk carrier. Length 242 m. Brazilian flag. Classification society American Bureau of Shipping. Built in 1982 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Elcano Navegacao (Brazil). Sold for demolition in India.

*Castillo de Soutomayor* (ex-*Docebeta*, ex-*Fernao de Magalhaes*). IMO 7526560. Bulk carrier. Length 242 m, 13,377 t. Brazilian flag. Classification society American Bureau Of Shipping. Built in 1981 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Empresa De Navegacao Elcano Botafogo (Brazil). Sold for demolition in India. US \$ 500 per ton including 250 t of bunkers.



*Castillo De Soutomayor* on the Amazonas River (Brazil), May 2010 © Foggy / Shipspotting

*Cebu Star* (ex-*Luckyfield*). IMO 8103456. Bulk carrier. Length 193 m, 9,759 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1982 in Sasebo (Japan) by Sasebo H.I. Detained in 2010 in Incheon (South Korea) and in 2011 in Nantong (China). Sold for demolition in Bangladesh. US \$ 491 per ton.



*Daffodil* (ex-*Gem of Rozi*, ex-*Akropolis*, ex-*Akrop*, ex-*Interbulk Vision*, ex-*Norman Amstel*). IMO 8028149. Bulk carrier. Length 223 m, 12,537 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Koje (South Korea) by Samsung. Owned by Fleet Management Ltd (Hong Kong, China)). Sold for demolition in India. US \$ 490 per ton.

*Daio Andes*. IMO 8812643. Bulk carrier. Length 195 m, 8,664 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Kobe (Japan) by Mitsubishi. Owned by Kyokuto Shipping (Japan). Sold for demolition in China. US \$ 430 per ton.

*Dakshineswar*. IMO 8409771. Bulk carrier. Length 189 m, 10,100 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold as is in Sri Lanka for demolition in India. US \$ 430 per ton.

*Desert Voyager* (ex-*Marco Polo*, ex-*Maritime Conqueror*, ex-*Clipper*). IMO 8106367. Bulk carrier. Length 190 m, 8,224 t. Greek flag. Classification society American Bureau of Shipping. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by Cleopatra Shipping Agency (Greece). Detained in 2011 in Tianjin (China). Sold for demolition in China. US \$ 440 per ton including 375 t of bunkers.






*Diamond Warrior* (ex-*Ohtaka Maru*). IMO 8308850. Bulk carrier minéralier - VLOC. Length 300 m, 25,516 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Ariake (Japan) by Hitachi Zosen. Owned by Polembros Shipping (Greece). Sold for demolition in Pakistan. US \$ 482 per ton.








*Diamond Warrior* in Istanbul (Turkey), March 2011 © Frank Behrends


*Don Raul (ex-Sea Coral, ex-New Ruby, ex-Sanko Ruby)*. IMO 8307870. Bulk carrier. Length 188 m, 7,292 t. Chilean flag. Classification society RINA. Built in 1984 in Sasebo (Japan) by Sasebo H.I.. Owned by Empreemar SA (Chile). Sold as is in Rosario (Argentina) for demolition in India, the ship announced she is actually heading towards Turkey. US \$ 320 per ton.



*Dong A Hermes (ex-Captain Vangelis L, ex-Bulk Tirreno, ex-Maria K)*. IMO 8900426. Bulk carrier. Length 278 m, 22,290 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Marghera (Italy) by Fincantieri. Owned by DAT Maritime Co Ltd (South Korea). Detained in 2005 in Gladstone (Australia) and in 2011 in Fangcheng (China). Sold for demolition in China. US \$ 447 per ton. 



*Donna (ex-Panormos, ex-Neptune Scedar)*. IMO 8103303. Bulk carrier. Length 187 m, 7,484 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by TL Shipping Ltd (China). Detained in 2008 in Fredrikstad (Norway) and 2012 in Asaluyeb (Iran). Sold for demolition in Pakistan. US \$ 495 per ton.  




*Ever Bright (ex-Glory Singapore, ex-Peace Blossom, ex-Americana, ex-El Dorado)*. IMO 8224652. Bulk carrier. Length 265 m, 24,515 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in El Ferrol (Spain) by Astano. Owned by Hengyuan Shipmanagement International (China). Sold for demolition in Bangladesh. US \$ 492 per ton including 450 t of bunkers.  

*Faith N (ex-Auriga)*. IMO 8618425. Ore carrier - VLOC. Length 325 m, 35,045 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1990 in Monfalcone (Italy) by Fincantieri. Owned by Seeschiffahrt GmbH (Germany). Detained in 1999 in Hamburg (Germany). Sold for demolition in Pakistan. US \$ 478 per ton.   

*Fisher K (ex-Eastwind)*. IMO 8014796. Bulk carrier. Length 170 m, 7,224 t. Domenica flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Oshima (Japan) by Oshima SB. Detained in 1999 in Montreal (Quebec, Canada), in 2008 in Barcelona (Spain) and in 2009 in Constanta (Romania). Sold for demolition in India. US \$ 475 per ton. 

*Fortune Carrier (ex-Captain John L, ex-Fort Resolution)*. IMO 8102402. Bulk carrier. Length 224 m, 12,118 t. South Korean flag. Classification society Korea Ship Safety Technology Authority. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by Shinhan Capital Co Ltd (South Korea). Detained in 2005 in Vancouver (Canada). Sold for demolition in China. US \$ 435 per ton.  

*Galfar 01 (ex-Sheheen Alghanim 10, ex-Nomadic Querida, ex-Olympos, ex-Anitra, ex-Handy King, ex-Desert King)*. IMO 7627247. Bulk carrier. Length 169 m, 7,489 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Mihara (Japan) by Koyo Dockyard. Owned by Galfar Engineering (Kuwait). Detained in 2009 in Cocchin (India) and Bandar Abbas (Iran) and in 2011 in Bandar Abbas again. Sold for demolition in India. US \$ 478 per ton.  

*Glory 2 (ex-Edco)*. IMO 7825576. Bulk carrier. Length 185 m, 8,148 t. Comorian flag. Unknown classification society. Built in 1980 in Leirvik (Norway) by Stord Verft. Owned by Marine Fleet Management (Pakistan). Detained in 2003 in Quebec City (Canada), in 2006 in Tilbury (United Kingdom), Patillos (Chile) and Charleston (South Carolina, United States) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Pakistan.   

*Gokcan (ex-Western Avenir, ex-Noble, ex-Asian Brilliance)*. IMO 8124802. Bulk carrier minéralier. Length 189 m, 7,738 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Kardeniz Denizcilik (Turkey). Detained in 1999 in Hamburg (Germany), in 2003 in Amsterdam (Netherlands), in 2009 in Gladstone (Australia) and Lianyungang (China) and in 2010 in Tyne (United Kingdom). Sold for demolition in India. US \$ 510 per ton. 

*Golden Huayi (ex-Ocean Ever)*. IMO 8002767. Bulk carrier. Length 224 m, 11,590 t. Sierra Leone flag. Classification society RINA. Built in 1981 in Pusan (South Korea) by Korea SB & E Corp. Owned by Huayang International Marine Transportation Co.Limited (China). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



*Gomidas (ex-Iran Esteghlal, ex-Oinoussian Virtue)*. IMO 7620550. Bulk carrier. Length 180 m, 8,065 t. Iranian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Onomichi (Japan) by Onomichi Zosen. Owned by Sapid Shipping Co (Iran). Detained in 2001 in Antwerp. Sold and towed for demolition in India where she arrived as « Govind ».



*Grand Venetico (ex-Newlead Venetico, ex-Venetico Breeze, ex-Atlas, ex-Bulkignazio, ex-Ignazio)*. IMO 8521189. Bulk carrier. Length 262 m, 20,821 t. Liberian flag. Classification society RINA. Built in 1990 in Marghera (Italy) by Fincantieri Breda. Owned by Newfront Shipping SA (Greece). Detained in 2008 in Dampier (Australia)



and in 2012 in Hay Point (Australia). Sold for demolition in China. US \$ 457 per ton including 700 t of bunkers.



*Grand Venetico*, Guanabara Bay in Rio de Janeiro (Brazil), June 2008 © Edson Lucas

*Grandiosa*. IMO 8508735. Bulk carrier. Length 188 m, 8,611 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oshima (Japan) by Oshima Shipbuilding. Owned by Global Wood Holding SA (Italy). Detained in 2004 in Gladstone (Australia). Sold for demolition in Turkey.



*Green Sky (ex-Jin Ace, ex-Naftilos, ex-Alkimos)*. IMO 8316546. Bulk carrier. Length 188 m, 8,985 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Toyama (Japan) by Nipponkai. Owned by Jinyang Shipping Co (South Korea). Detained in 2000 in Nantong (China), in 2003 in Bassens (France), in 2004 in Guangzhou (China) and in 2007 and 2008 in Gladstone (Australia). Sold for demolition in Bangladesh. US \$ 480 per ton.



*Hai Fountain (ex-Haina Fountain, ex-Swift Splash, ex-Huyutec, ex-Pantelis P, ex-Bamia, ex-Banak, ex-Wani Falcon, ex-Binsnes, ex-Lord Curzon, ex-Lord Jellicoe)*. IMO 7928067. Bulk carrier. Length 175 m, 6,485 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Govan (United Kingdom) by Govan SB. Owned by Ocean Faith International (China). Detained in 2007 in Cork (Ireland) and in 2011 in Guangzhou (China). Sold as is in Singapore for demolition in India. US \$ 408 per ton.



*Hebei Forest (ex-Faneromeni, ex-United Respect, ex-Baron Bay, ex-Nord Bay)*. IMO 8807789. Bulk carrier. Length 269 m, 17,198 t. Hong Kong flag. Classification society China Classification Society. Built in 1989 in Koje (South Korea) by Samsung. Owned by Hosco (China). Detained in 2002 in Dampier (Australia). Sold for demolition in Bangladesh. US \$ 505 per ton.



*Hebei Loyalty (ex-Koutalianos, ex-Ironbridge)*. IMO 8420062. Bulk carrier. Length 288 m, 25,658 t. Hong Kong flag. Classification society China Classification Society. Built in 1987 in Belfast (United Kingdom) by Harland & Wolff. Owned by Hebei Ocean Shipping (China). Detained in 2000 in Port Cartier (Canada). Sold for demolition in Bangladesh. US \$ 460 per ton.





*Heron (ex-Reliance Trader, ex-Sanko Reliance)*. IMO 8316297. Bulk carrier. Length 188 m, 10,797 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Ranger Marine SA (Greece). Detained in 2005 in Iskenderun (Turkey) and in 2010 in Izmit (Turkey). Sold for demolition in India. US \$ 495 per ton.



*Hoang Son Sky (ex-Milo, ex-United, ex-Alam United, ex-Silver Leader)*. IMO 8312083. Bulk carrier. Length 178 m, 6,378 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Hoang Son Co Ltd (Vietnam). Detained in 2011 in Kandla (India). Sold for demolition in India. US \$ 475 per ton.



*Milo on the Welland canal, April 2006*  
© Paul Beesley



*Hoangson South (ex-Anax, ex-Eurasian Cherub, ex-Ambar, ex-Armeria, ex-Maple2, ex-Jasper)*. IMO 8020965. Bulk carrier. Length 164 m, 5,781 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Hoang Son Co Ltd (Vietnam). Detained in 2000 in St Catherines (Canada), in 2010 in Pusan (South Korea) and in 2011 in Zhanjiang (China). Sold for demolition in Bangladesh.



*Hong Qi 120*. IMO 8226820. Bulk carrier. Length 163 m, 6,340 t. Chinese flag. Unknown classification society. Built in 1979 in Shanghai (China) by Jiangnan. Owned by China Shipping Development (China). Sold for demolition in China. US \$ 410 per ton.



*Hong Qi 124*. IMO 7942477. Bulk carrier. Length 163 m, 6,340 t. Chinese flag. Unknown classification society. Built in 1979 in Shanghai (China) by Jiangnan. Owned by China Shipping Development (China). Sold for demolition in China. US \$ 410 per ton.



*Hu Jiang (ex-Anastasia M, ex-Anastasia, ex-Atlantic Statesman, ex-Pacific Wisdom, ex-Pacific Prestige)*. IMO 8009375. Bulk carrier. Length 224 m, 11,101 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1981 in Maizuru (Japan) by Hitachi. Owned by Hua Ming Shipping Ltd (China). Detained in 2008 in Cartagena (Spain). Sold for demolition in China. US \$ 429 per ton.



*Hu Jiang, ex-Anastasia M, in Rio de Janeiro (Brazil), January 2005* © Cesar T. Neves



*Hua Jin Hu* (ex-*Gem of Mumbai*, ex-*Anemi Breeze*, ex-*Alexia*, ex-*Samar I*, ex-*Gala I*, ex-*Yamanaka Maru*, ex-*Sansan Venture*). IMO 7908902. Bulk carrier. Length 223 m, 11,596 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Mihara (Japan) by Koyo Dock. Owned by Nanjing Huahai Shipping Co Ltd (China). Detained in 2006 in Newcastle (Australia). Sold for demolition in India. US \$ 485 per ton.



*Hunter* (ex-*Azure*, ex-*Arena*, ex-*Osman ER*, ex-*Aboitiz Megacarrier Two*, *Aboitiz Megacarrier II*, ex-*Silver Star*). IMO 8014239. Bulk carrier. Length 132 m. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Uwajima (Japan) by Uwajima Zosen-sho. Owned by Selkar Gemicilik AS (Turkey). Detained in 1999 in Bathurst and Baie-Comeau (Canada) and Valencia (Spain), in 2000 in Rouen (France), in 2001 in New Orleans (Louisiane, United States), in 2006 in Tuzla (Turkey) and in 2010 in La Rochelle (France). Sold for demolition in Turkey.



*Hyperlink* (ex-*Sammi Superstars*). IMO 8112055. Bulk carrier. Length 196 m, 10,132 t. Panamanian flag. Classification society RINA. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Ever Glory Maritime Co Ltd (China). Detained in 2011 in Guangzhou (China). Sold for demolition in Bangladesh. US \$ 455 per ton.



*Hyundai Cosmos*. IMO 8503761. Bulk carrier. Length 290 m, 20,804 t. Deflagged from South Korean to Sierra Leone for her last journey. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Sold for demolition in India. US \$ 443 per ton including 450 t of bunkers.

*Hyundai Olympia*. IMO 8519019. Bulk carrier. Length 291 m, 21,770 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Detained in 2009 in Dampier (Australia). Sold for an unknown destination of demolition. US \$ 452 per ton including 400 t of bunkers.



*Iris Frontier* (ex-*Shinwa Maru*). IMO 8602490. Bulk carrier. Length 290 m, 20,784 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Chiba (Japan) by Mitsui. Owned by NS United Marine Corp (Japan). Detained in 2002 in Dampier (Australia) and in 2006 and 2008 in Gladstone (Australia). Sold for demolition in China. US \$ 440 per ton.



*Island Singapura* (ex-*Jin Da*, ex-*Bonito*, ex-*Bonita*, ex-*Star Bonita*, ex-*Reina Bonita*). IMO 8412766. Bulk carrier. Length 190 m, 8,817 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in (Taiwan) by China Shipbuilding Corp. Owned by SK Shipping Co Ltd (South Korea). Detained in 2006 in Murmansk (Russia), in 2008 in Ghent (Belgium) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India.



*James Norris*. IMO 5169124. Bulk carrier. Length 202 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1952 in Midland (Canada) by Midland SB. Owned by Algomar Central Corp (Canada). Whereas other Canadian bulk carriers left for demolition in Turkey (*Algoisle*, *Saunière*, *Canadian Miner* but also *Algontario* and *Halifax*), the *James Norris* is staying in Canada and is being broken up in Port-Colborne, Ontario. See also Simon's comments on the Canadian Great Lakes fleet in The Robin des Bois Mailbox. p. 5



Winter lay-up in Port Colborne (Canada) © Jim Winsor

*Jia Xin (ex-Morning Cloud, ex-Morning Camelia, ex-Panamax Neptune)*. IMO 8025795. Bulk carrier. Length 230 m, 12,247 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Topway Shipping Ltd (Hong Kong, China). Detained in 2003 in Hamburg (Germany). Sold for demolition in India.



*Jia Yang 1 (ex-Artaki, ex-Evdoxos, ex-Cemtex Yuan)*. IMO 8104151. Bulk carrier. Length 230 m, 12,161 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1984 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Topway Shipping Ltd (China). Detained in 2004 in Bunbury (Australia). Sold for demolition in India.



*Kaliakra (ex-Vera Maretskaya)*. IMO 8222599. Bulk carrier. Length 185 m, 7,755 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Cosmos Shipping JSC (Bulgaria). Detained in 1998 in Baie-Comeau (Canada), in 2006 in Greenore (Ireland), in 2007 in Milos (Greece), in 2008 in Hamburg (Germany) and in 2010 in Cartagena (Spain). Sold for demolition in India. US \$ 460 per ton.



*Kang Hua (ex-Konstantinos G, ex-Shine, exNava Kyma, ex-Chennai Nermai)*. IMO 8128092. Bulk carrier. Length 190 m, 9,239 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Dragon Wealth Shipping Ltd (China). Detained in 200 in Pula (Croatia), in 2004 in Bremen (Germany), in 2008 in Kandla (India), in 2009 in Nantong (China) and in 2010 in Tianjin (China). Sold for demolition in Bangladesh. US \$ 493 per ton including 500 t of bunkers.



*Karmen (ex-AS-1, ex-Incetrans, ex-Skauborg, ex-Ocean Great)*. IMO 8318855. Bulk carrier. Length 190 m, 9,359 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Marugame (Japan) by Imabari SB. Owned by Losinjka Plovidba Brodarstvo (Croatia). Detained in 2001 in Lisbon (Portugal), in 2005 in San Francisco (United States) and in 2008 in Gdynia (Poland). Sold for demolition in India.



*KS Philia (ex-Ocean Eagle, ex-Ioannis Th, ex-Alio, ex-Rosita, ex-Sunny Superior, ex-Nisshu Maru)*. IMO 8216772. Bulk carrier. Length 186 m, 8,741 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Tadotsu (Japan) by Hashihama Zosen. Owned by KS Maritime Pte (Singapore). Detained in 2002 in Manilla (Philippines). Sold for demolition in Bangladesh. US \$ 470 per ton.



*KS Trader (ex-Yick Wing)*. IMO 8029428. Bulk carrier. Length 190 m, 8,109 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by KS Maritime Pte Ltd (Singapore). Sold for demolition in Bangladesh. US \$ 475 per ton.

*KS Trust I (ex-Uttarkashi)*. IMO 8321060. Bulk carrier. Length 189 m, 10,334 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by KS Maritime Pte Ltd (Singapore). Sold for demolition in Bangladesh.

*Lemeshev (ex-Sergey Lemeshev)*. IMO 8222587. Bulk carrier. Length 185 m, 7,755 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by BM Shipping Ltd (Ukraine). Detained in 2000 in Ghent (Belgium) and Aalborg (Denmark), in 2008 in Mersin (Turkey), in 2009 in Gdansk (Poland) and in 2010 in Barcelona (Spain) and Ashdod (Israel). Sold for demolition in India. US \$ 485 per ton.



*Lemno (ex-Lemnos, ex-Japan Oak)*. IMO 8122165. Bulk carrier. Length 244 m, 14,425 t. Italian flag. Classification society Rina. Built in 1982 in Kure (Japan) by IHI. Owned by Cafiero Mattioli Group (Italy). Sold for demolition in India. US \$ 490 per ton.



*Lemno*, on the Mississippi River (United States), March 2011 © Paul Sullivan

*Liliana Dimitrova*. IMO 8105246. Bulk carrier. Length 202 m, 10,096 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Navigation Maritime Bulgar (Bulgaria). Detained in 2000 in Oslo (Norway) and in 2010 in Lisbon (Portugal). Sold for demolition in Pakistan. US \$ 472 per ton.



(Norway) and

*Lioness C (ex-Lauren E, ex-Theonymphos, ex-Pegasus V, ex-Pegasus, ex-Pegasus Maru)*. IMO 8115007. Bulk carrier. Length 225 m, 10,471 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Oppama (Japan) by Sumitomo. Owned by Cosmo Shipmanagement SA (Greece). Detained in 2005 in Newcastle (Australia), in 2008 in Amsterdam (Netherlands) and in 2012 in Tianjin (China). Sold for demolition in China. US \$ 468 per ton including 500 t of bunkers.



*Lovestar II (ex-Mandarin Moon, ex-New Jade, ex-Western Jade, ex-New Jade, ex-Sanko Jade)*. IMO 8309359. Bulk carrier. Length 181 m, 8,025 t. Liberian flag. Classification society China Classification Society. Built in 1984 in Imari (Japan) by Namura. Owned by DND Management Inc (Greece). Detained in 2000 in Long Beach (California, United States). Sold for demolition in India US \$ 475 per ton, the *Lovestar II* actually arrived in Chittagong (Bangladesh) on 26th March, due to more attractive financial conditions. The ship was beached there in April.



*Lucky Star (ex-ITC Global, ex-Astron Spirit, ex-Angelic Spirit)*. IMO 8109175. Bulk carrier. Length 225 m, 11,795 t. Kiribati flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo HI. Detained in 2006 in Vancouver (Canada) and in 2010 in Tianjin (China). Owned by ITC Corp (Vietnam) Sold for demolition in India, but she was eventually beached in Bangladesh. US \$ 465 per ton.



*Macro (ex-Ser, ex-Vanino, ex-Sunshine, ex-Selena, ex-Chorzow)*. IMO



7725582. Bulk carrier. Length 95 m. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Scotstoun (United Kingdom) by Scotstoun Marine. Owned by Makrotek Denizcilik (Turkey). Detained in 2003 in Santander (Spain), in 2005 in Split (Croatia), in 2006 in Alexandria (Egypt), in 2007 in Izmir (Turkey), in 2008 in Antalya (Turkey) and twice in Porto Nogaro (Italy), in 2010 in Izmit (Turkey) and in 2011 in Ceuta (Spain). Sold for demolition in Turkey.



The Moldovan bulk carrier *Macro*, April 2011 © Marinetrtraffic

*Maheshwari (ex-Lok Maheshwari, ex-Jagat Maheshwari)*. IMO 8026153. Bulk carrier. Length 184 m, 7,397 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Visakhapatnam (India) by Hindustan. Owned by Hermes Maritime Services (India). Detained in 2002 in Port Headland (Australia) and in 2010 in Incheon (South Korea). Sold for demolition in Pakistan.



*Mallak (ex-Bitlis)*. IMO 7389857. Bulk carrier. Length 154 m, 5,596 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Camialti (Turkey) by Denizcilik Bankasi. Owned by Maritime Agencies Co (Egypt). Sold for demolition in India. US \$ 500 per ton.

*Mandakini*. IMO 8321058. Bulk carrier. Length 189 m, 10,362 t. Deflagged from India to Comoros. Classification society Indian Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo SB. Owned by SCI – Shipping Corporation of India (India). Detained in 2002 in Port Headland (Australia) and in 2004 in Hong Kong (China). Sold for demolition in Bangladesh.



The Indian *Mandakini* became Comorian before her beaching for demolition in Bangladesh. Here in Lyttelton (New Zealand), August 2008 © Wayne A' Court

*Maria K (ex-Capetan Tassos, ex-Sea Transporter, ex-SA Transporter)*. IMO 8029260. Bulk carrier. Length 177 m, 7,684 t. Saint Vincent & Grenadines flag. Classification society American Bureau of Shipping. Built in 1983 in Shimizu (Japan) by Nippon Kokan. Owned by Pikey Navigation (Greece). Detained in 2002 in Port Klang (Malaysia), in 2003 in Kwinana (Australia) and in 2007 in Bordeaux (France). Sold for demolition in India. US \$ 545 per ton including 450 t of bunkers.



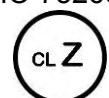
*Maumee (ex-Calcite II, ex-William G Clyde)*. IMO 5057709. Bulk carrier. Length 177 m. United States flag. Classification society American Bureau of Shipping. Built in 1929 in Lorain (United States) by American SB Co. Owned by Grand River Navigation Co Inc (United States). Sold for demolition in Port Colborne (Ontario, Canada) on the Erie lake. At 83 years of age, this Great Lakes bulker, given a new motor in 1964, is the senior of all the ships demolished in this bulletin. See also The Robin des Bois Mailbox - Simon. p. 5.

*Med Levant (ex-Opal Naree, ex-Handy Lily, ex-May Lily, ex-Blue Taurus)*. IMO 8210388. Bulk carrier. Length 176 m, 6,861 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Seadar Shipmanagement SA (Greece). Detained in 2000 in Fremantle (Australia), in 2004 in Townsville (Australia), in 2007 in Kwinana (Australia) and in 2011 in San Lorenzo (Argentina). Sold for demolition in India.

*Mega Ace (ex-Star Ace, ex-Auto Bulk, ex-Tohzan, ex-Tozan Maru)*. IMO 8202290. Bulk carrier. Length 196 m, 9,600 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Onishi (Japan) by Kurushima. Owned by Hanaro Shipping Co Ltd (South Korea). Detained in 2002 in Pohang (South Korea), in 2005 in Lisbon (Portugal) and in 2006 in Rotterdam (Netherlands). Sold for demolition in China. US \$ 447 per ton including 500 t of bunkers.



*Mei Hua (ex-Swift Fortune, ex-Capaz Duckling, ex-Machado de Assis, ex-Docelirio)*. IMO 7526601. Bulk carrier. Length 242 m, 17,082 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Angra dos Reis (Brazil) by Verolme. Owned by Huafen Shipping Ltd (China). Detained in 2002 in Weipa (Australia), in 2003 in Venice (Italy), in 2009 in Zhanjiang (China) and in 2010 in Kwangyang, (South Korea). Sold for demolition in China. US \$ 435 per ton.



*Mohawk Princess (ex-Zeno)*. IMO 8005599. Bulk carrier. Length 183 m, 8,237 t. Filipino flag. Classification society American Bureau of Shipping. Built in 1982 in Mizushima (Japan) by Sanoyasu. Owned by Roymar Ship Management Inc (United States). Sold for demolition in India. US \$ 485 per ton.

*Murshidabad*. IMO 8409769. Bulk carrier. Length 189 m, 10,246 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in Pakistan.

*Northgate (ex-Kii Maru)*. IMO 8321981. Bulk carrier. Length 298 m, 22,737 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Oppama (Japan) by Sumitomo HI. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in China. US \$ 438 per ton.



*Ocean Crown (ex-Dong Shun Ocean, ex-Swift Superior, ex-Emir, ex-Arizona Dream, ex-Mina Cebi, ex-G Dost, ex-Loretta V, ex-Protector, ex-El General)*. IMO 7930058. Bulk carrier. Length 191m, 6,568 t. Panamanian flag. Classification society RINA. Built in 1980 in Toyama (Japan) by Nipponkai. Owned by Auspicious Shipping Ltd (China). Detained in 1997 in Szczecin (Poland), in 2000 in Gdansk (Poland) and Rotterdam (Netherlands), in 2003 in Sorel and Quebec City (Canada) and in 2004 in Hong Kong (China). Sold for demolition in India.



*Ocean Leader (ex-Marilis T, ex-Wilrider, ex-Consensus Sun, ex-Manila Prime, ex-Union Peace)*. IMO 8314809. Bulk carrier. Length 178 m, 6,385 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi Zosen. Owned by Kristen Marine SA (Greece). Detained in 1999 in Montreal (Canada) and in 2009 in Murmansk (Russia) and Aalesund (Norway). Sold for demolition in India. US \$ 505 per ton.



*Ocean Lord*. IMO 8308094. Bulk carrier. Length 192 m, 9.840 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea SB. Owned by STX Pan Ocean (South Korea). Detained in 2002 in Mourilyan (Australia). Sold for demolition in Bangladesh. US \$ 465 per ton.



*Ocean Mercy (ex-Hebei Pearl, ex-Glenbulk A, ex-Glenbuck, ex-Omikronventure L, ex-Arrow Gdansk, ex-Berge Gdansk)*. IMO 7915620. Bulk carrier. Length 250 m, 23,852 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1987 in Gdynia (Poland) by Komuny Paryskie. Owned by HOSCO (China). Detained in 1998 in Rotterdam (Netherlands) and in 2007 in Newcastle (Australia). Sold for demolition in Bangladesh. US \$ 490 per ton.



*Ocean Queen*. IMO 8608092. Bulk carrier. Length 294 m, 23,138 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1987 in Okpo (South Korea) by Korea Shipbuilding. Owned by STX Pan Ocean Co Ltd (South Korea). Detained in 2002 in Dampier (Australia), in 2006 in Gladstone (Australia) and in 2009 again in Dampier. Sold as is in South Korea for demolition in India. US \$ 430 per ton including 250 t of bunkers.



*Ocean Star (ex-Evoikos, ex-Magna Force, ex-Great Fortress, ex-World Fortress)*. IMO 8103183. Bulk carrier. Length 160 m, 5,945 t. Maltese flag. Classification society Bureau Veritas. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Ark Shipping SA (Greece). Detained in 2009 in Miami (Florida, United States). Sold for demolition in India. US \$ 500 per ton.



*Oceanline II (ex-Christina C)*. IMO 7714753. Bulk carrier. Length 170 m, 7,334 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Oshima (Japan) by Oshima SB. Owned by Fitway Ship Management Ltd (China). Sold for demolition in Mumbai (India).



*Optima (ex-Uraga, ex-Dalila, ex-Henrique Leal)*. IMO 7433115. Bulk carrier. Length 173 m, 7,933 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Niteroi (Brazil) by CCN Maua. Owned by Genbulkmarin (Russia). Detained in 1998 in Saint Petersburg (Russia), in 2002 in Gdansk (Poland), in 2005 in Antwerp (Belgium) and in 2010 in Saint Petersburg again. Sold for demolition in Mumbai (India).



*Panamax Dawn (ex-Bosco Dawn, ex-Spear, ex-World Spear)*. IMO 8100961. Bulk carrier. Length 229 m, 12,367 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Koyo (Japan) by Mihara. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2009 in Gladstone (Australia). Sold for demolition in India. US \$ 502 per ton.



*Panamax Success (ex-Panamax Star, ex-Agios Nikolas, ex-Venette, ex-Wilrover, ex-Bulk Trader)*. IMO 8109137. Bulk carrier. Length 227 m, 12,197 t. Cyprus flag. Classification society Germanischer Lloyd. Built in 1983 in Oshima (Japan) by Oshima SB. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2002 in Port Kembla (Australia), in 2003 in Rotterdam (Netherlands) and in 2010 in Rizhao (China). Sold for demolition in India. US \$ 500 per ton.



*Panamax Sun (ex-Bosco Sun, ex-Big Blue, ex-Lei Zhou Hai)*. IMO 8023967. Bulk carrier. Length 225 m, 12,299 t. Cyprus flag. Classification society China Classification Society. Built in 1982 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Cyprus Sea Lines Co Ltd (Greece). Detained in 2000 in El Ferrol (Spain) and Lisbon (Portugal), in 2002 in Qinhuangdao (China), in 2003 in Port Adelaide (Australia), and in 2009 in Taean (South Korea) and Ningbo (China). Sold for demolition in India. US \$ 505 per ton.



*Pataliputra*. IMO 8409757. Bulk carrier. Length 189 m, 10,253 t. Indian flag. Classification society Indian Register of Shipping. Built in 1987 in Okpo (South Korea) by Daewoo SB & HM. Owned by SCI – Shipping Corporation Of India (India). Sold for demolition in India.

*Pearl C (ex-Pearl of Fujairah, ex-Pearl of Abu Dhabi, ex-CSK Fortune)*. IMO . Bulk carrier. Length 225 m, 11,151 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Jiangnan (China) by Shanghai Shipyards. Owned by Cosmship Management SA (Greece). Detained in 1999 in Seattle (United States), in 2000 in Vancouver (Canada), in 2003 in Kwinana (Australia), in 2004 in Hay Point (Australia), in 2005 in Lianyungang and Tianjin (China) and in 2011 in Portland (United States) and le Cap (South Africa). Sold for demolition in Pakistan. US \$ 520 per ton.



*Pioneer Epos (ex-Grand Epos, ex-Epos Breeze, ex-Timios Stavros, ex-Bruma, ex-Docebruma)*. IMO 7526584. Bulk carrier. Length 242 m, 13,165 t. Hong Kong flag abandonné pour celui des Comores for her last journey. Classification society



Bureau Veritas. Built in 1981 in Angra Dos Reis (Brazil) by Verolme. Owned by Interunity Management Corp SA (Greece). Detained in 1999 in Ghent (Belgium), in 2003 in Port Cartier (Canada), in 2004 in Hamburg (Germany) and Lisbon (Portugal), in 2005 in Newcastle (Australia) and again in Hamburg, in 2007 in Bandirma (Turkey) and in 2011 in Yuzhnyy (Ukraine). Sold for demolition in Pakistan. US \$ 475 per ton.



The beaching of *Pioneer Epos* in Gadani (Pakistan), January 2012 © artemteslya /Shipspotting

*Pioneer Sky* (ex-Grand Porto Cervo, ex-Porto Cervo, ex-Cetra Lyra, ex-Hunga, ex-Louis L.D., ex-Richfield). IMO 8026177. Bulk carrier. Length 259 m, 16,774 t. Panamanian flag. Classification society RINA. Built in 1983 in Marghera (Italy) by Breda. Owned by Fedcominvest Monaco SAM (Monaco). Detained in 2000 in Aalesund (Norway) and in 2007 twice in Ghent (Belgium). Sold for demolition in India.



*Popi S* (ex-Ioannis Zafirakis, ex-Pacific Pioneer, ex-Pacific Prominence). IMO 8028644. Bulk carrier. Length 224 m, 11,024 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1982 in Maizuru (Japan) by Hitachi Zosen. Owned by Bright Navigation Inc (Greece). Detained in 2012 in Hamburg (Germany). Sold for demolition in India. US \$ 488 per ton.



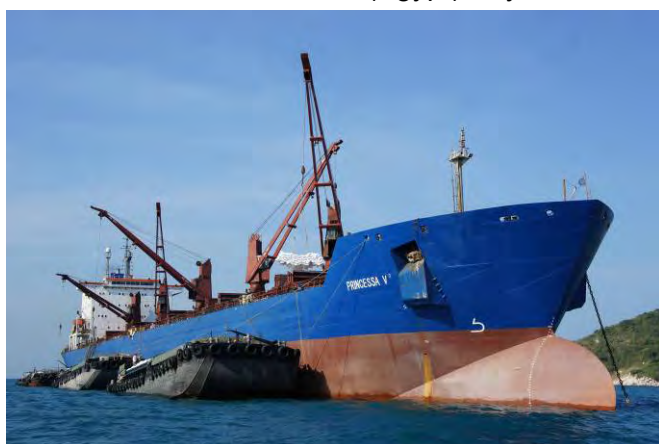
*Prayag* (ex-Devprayag). IMO 8321072. Bulk carrier. Length 189 m, 10,047 t. Indian flag. Classification society Det Norske Veritas. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by SCI – Shipping Corporation of India (India). Detained in 2002 in Port Headland (Australia), in 2009 in Lyttelton (New Zealand) and in 2011 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.



*Princess Katherine I* (ex- Princess Katherine, ex-Waasland). IMO 8407668. Bulk carrier. Length 275 m, 26,263 t. Deflagged from Panama to Sierra Leone for her last journey. Classification society Lloyd's Register of Shipping. Built in 1986 in Tamise (Belgium) by Boelwerf. Owned by COSCO (China). Sold for demolition in India. US \$ 440 per ton.



*Princessa V* (ex-Qena). IMO 8203402. Bulk carrier. Length 200 m, 9,042 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Alexandria (Egypt) by Alexandria SY. Owned by Pendulum



Shipmanagement Inc (Greece). Detained in 2001 in Amsterdam (Netherlands) and Cardiff (United Kingdom), in 2004 in Liverpool (United Kingdom), in 2007 in Rouen (France) and Novorossiysk (Russia) and in 2009 in Durban (South Africa). Sold for demolition in India. US \$ 490 per ton.

*Princessa V*, in Koh Si Chang (Thailand) transshipment area © Geir Vinnes

*Pyramis* (ex-Mielec). IMO 7725647. Bulk carrier. Length 95 m, 1,702 t. Moldovan flag. Classification society Maritime Bureau Of Shipping. Built in 1980 in Govan (United Kingdom) by Govan Sb. Owned by Epirus Navigation (Albanie). Detained in 2009 in Koper (Slovenia) and in 2011 in Hopa (Turkey). Sold for demolition in Pakistan.



*Raffles* (ex-Marine Pioneer, ex-Superior Leader, ex-Antarctic Mariner, ex-Sinela, ex-Canela, ex-Etoile, ex-Chestnut, ex-Sanko Chestnut). IMO 8316273. Bulk carrier. Length 188 m, 7,320 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2001 in Singapore, in 2003 and 2004 in Hong Kong and in 2010 in Kwangyang (South Korea). Sold for demolition in China. US \$ 422 per ton.



*Rania* (ex-Samsun Rania, ex-Ais Nikolas, ex-Pina Prima, ex-Pina). IMO 8304256. Bulk carrier. Length 222 m, 9,919 t. Panamanian flag. Classification society RINA. Built in 1984 in Oppama (Japan) by Sumitomo. Owned by Samsun Logix Corp (South Korea). Detained in 2001 and 2005 in Newcastle (Australia). Sold for demolition in China. US \$ 445 per ton.





*Rishikesh*. IMO 8321084. Bulk carrier. Length 189 m, 10,291 t. Indian flag. Classification society Det Norske Veritas. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Detained in 2000 in Hay Point (Australia) and in 2006 in Tangshan (China). Sold for demolition in India. US \$ 450 per ton.



*Safeer Express* (ex-Mina, ex-Paeen, ex-Kapitan Boev, ex-Joo Veeex-Tro maas). IMO 8127282. Bulk carrier, ex-OBO. Length 207 m, 12,478 t. Bahamian flag. Classification society RINA. Built in 1983 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Pioneer Marine Serv Pvt Ltd (India). Sold for demolition in India. US \$ 500 per ton.



*Santa Cruz II* (ex-Pine Royal, ex-Aerosmith, ex-Prodigy, ex-Kali L, ex-Quebec, ex-Port Quebec). IMO 7423940. Bulk carrier. Length 224 m, 12,270 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Copenhagen (Denmark) by Burmeister & Wain. Owned by Soosung Corp Ltd (South Korea). Detained in 2000 in Hamburg (Germany) and in 2011 in Zhuhai (China). Sold for demolition in Bangladesh.



*Sarim* (ex-Giem, ex-Diman, ex-Bunga Sripagi). IMO 7507320. Bulk carrier. Length 184 m, 8,251 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1976 in Mizushima (Japan) by Sanoyasu. Owned by AK Ship Management & Services (Bangladesh). Detained in 2001 in Naples (Italy). Sold for demolition in Bangladesh.



*Sea Bird* (ex-Hanjin Casablanca, ex-Westin Won, ex-West Ballori). IMO 8117328. Bulk carrier. Length 224 m, 11,739 t. Maltese flag. Classification society Bureau Veritas. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Hellenic Star Shipping Co (Greece). Detained in 2001 in Lisbon (Portugal), in 2010 in Hamburg (Germany) and Incheon (South Korea) and in 2011 in Galveston (United States). Sold for demolition in Pakistan. US \$ 517 per ton including 250 t of bunkers.



*Sea Bird* in Europoort, Beneluxhafen (Netherlands), September 2007 © **Eero Isotalo**



*Sea Bright* (ex-Maria Topic). IMO 7641073. Bulk carrier. Length 188 m, 8,102 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1977 in Aioi (Japan) by Ishikawajima-Harima. Owned by Navegadora Panoceanica SA (Pakistan). Detained in 1999 in Miami (United States), in 2002 in Bari (Italy) and in 2009 in Fujairah (United Arab Emirates). Sold for demolition in India.



*Sea Dream* (ex-Lobelia, ex-Nave, ex-Mansurnave II, ex-Mercantil Rio Bonito, ex-Antonio Ferraz). IMO 7433062. Bulk carrier. Length 173 m, 7,296 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by SP Shipmanagement Ltd (Cyprus). Detained in 1999 in Amsterdam (Netherlands), in 2001 in Ama (Louisiane, United States), in 2002 in Mumbai (India), in 2003 in Santander (Spain), in 2004 in Silvertown (United Kingdom) and in 2007 in Rades (Tunisia). Sold for demolition in India. US \$ 500 per ton.



*Sea Green* (ex-Belgreeting, ex-Western Greeting, ex-Pacific Greeting). IMO 8313350. Bulk carrier - OBO. Length 186 m, 10,262 t. Panamanian flag. Classification society Polish Register of Shipping. Built in 1987 in Numakuma (Japan) by Tsuneishi. Owned by Trader Maritime Ltd (Greece). Detained in 2000 in Vancouver (Canada), in 2007 in Genoa (Italy), in 2010 in Novorossiysk (Russia) and in 2011 in Gioia Tauro (Italy) and Bandar Khomeini (Iran). Sold for demolition in India.



*Sea Star 7* (ex-Peljesac). IMO 7932549. Bulk carrier. Length 236 m, 13,625 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Rijeka (Croatia) by 3 Maj. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2007 in Piombino (Italy) and in 2011 in Mundra (India). Rebaptisé *Lai Gang Tuo 1* avant sa revente for demolition in China. US \$ 435 per ton including 500 t of bunkers.



*Sea Star 8* (ex-Sun Harvest, ex-Seorax, ex-Miyagi maru). IMO 8103951. Bulk carrier. Length 228 m, 12,111 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Tadotsu (Japan) by Hachihama. Owned by Sea Star Ships Management Co Ltd (China). Detained in 1998 in Amsterdam and in 2008 in Amsterdam (Netherlands). Sold for demolition in China. US \$ 435 per ton including 800 t of bunkers.



*Sea Wave* (ex-Chios Sun, ex-Saloos, ex-Huaxinghai, ex-China Progress, ex-Havtjeld, ex-Wani River, ex-General Lukban, ex-Loftnes). IMO 8126642. Bulk carrier. Length 183 m, 9,040 t. Greek flag. Classification society China Classification Society. Built in 1984 in Govan (United Kingdom) by Govan SB. Owned by Harbor Shipping & Trading SA (Greece). Detained in 2005 in Bourgas (Bulgaria). Sold for demolition in China. US \$ 470 per ton including 500 t of bunkers.



In 1987 in Vancouver (Canada) © Rick Garcia



March 2011 on the Mississippi River ©J van Stratum

*Servet Y* (ex-Lone Star, ex-Markos Lyras). IMO 8119340. Bulk carrier. Length 193 m, 8,344 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Deptford Yard (United Kingdom) by Sunderland SB. Proprietaire Derya Denizcilik Ticaret (Turkey). Detained in 2008 in Varna (Bulgaria). Sold for demolition in Pakistan. US \$ 480 per ton.



*Setsuyo Star* (ex-Setsuyo Maru). IMO 840639. Bulk carrier. Length 290 m, 24,077 t. Bahamian flag. Classification society Bureau Veritas. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in Pakistan.



*Shao Shan 1* (ex-Western Tiger, ex-Western Pride, ex-Saga Rose). IMO 8401767. Bulk carrier. Length 190 m, 7,989 t. Hong Kong flag. Classification society China Classification Society. Built in 1984 in Mihara (Japan) by Koyo DY Co. Owned by COSCO (China). Sold for demolition in India. US \$ 490 per ton.

*Shun Xing* (ex-Zheng Tong, ex-Santa Cruz I, ex-Christen, ex-Sorokaletie Pobedy). IMO 8422955. Tanker converted into a bulk carrier. Length 243 m, 15,820 t. Panamanian flag. Classification society Panama Maritime Documentation Services.



Double hull ship built in 1985 in Kerch (Ukraine) by Zaliv. Owned by Shunxing Shipping (China). Sold for demolition in China. US \$ 420 per ton.

*Siam Opal* (ex-*African Shark*, ex-*Handy Trader*, ex-*J Suda*, ex-*Gransol*, ex-*Albasol*). IMO 8509430. Bulk carrier. Length 176 m, 7,061 t. Bahamian flag. Classification society Bureau Veritas. Built in 1985 in Usuki (Japan) by Minami-Nippon. Owned by Pioneer Marine Services (India). Detained in 2002 in Quebec City (Canada) and Kwinana (Australia), in 2003 in Melbourne (Australia), in 2006 in Antwerp (Belgium) and Bandar Abbas (Iran), in 2007 in Bandar Khomeini (Iran) and in 2011 in Nantong (China). Sold for demolition in India. US \$ 475 per ton.



*Siam Star* (ex-*Taxideftis*, ex-*Trident Mariner*). IMO 8300597. Bulk carrier. Length 180 m, 6,332 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Pioneer Marine Service (India). Detained in 2007 in Novorossiysk (Russia) and in 2009 and 2011 in Bandar Abbas (Iran). Sold for demolition in India. US \$ 502 per ton.



*Siouxmaiden* (ex-*Ikan Tuxpan*, ex-*New Ample*, ex-*Angel Feather*). IMO 8901133. Bulk carrier. Length 180 m. Filipino flag. Classification society American Bureau of Shipping. Built in 1989 in Oshima (Japan) by Oshima SB. Owned by Roymar ShipManagement Inc (United States). Detained in 2008 in Gdynia (Poland). Sold for demolition in India.



*Sky Treasure* (ex-*Hebei Treasure*, ex-*Kapitan Zhuravlyov*, ex-*Dodsland*). IMO 8023292. Bulk carrier. Length 245 m, 16,930 t. Hong Kong flag. Classification society RINA. Built in 1985 in Puerto Real (Spain) by AESA. Owned by Guangzhou Kuifenghang Shipping Co (China). Detained in 2003 in New York (United States) and in 2008 in Cartagena (Spain). Sold for demolition in China. US \$ 429 per ton.



*Smaragda* (ex-*Yue Dian 3*, ex-*Ourania Smile*, ex-*Sea Pioneer*, ex-*Pioneer*). IMO 8114728. Bulk carrier. Length 178 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Spianada Shipmanagement (Greece). Detained in 2003 in Tilbury (United Kingdom) and in 2006 in Kwinana and Port Adelaide (Australia). Sold for demolition in Bangladesh.



*Smaragda* in Rouen (France), January 2011 © Erwin Poelstra / Marinetraffic

*St. George* (ex-*St. Matthew*, ex-*Adzhigol*, ex-*Deputat Lutskiy*). IMO 8624553. Bulk carrier. Length 215 m, 13,330 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Nikolayev (Ukraine) by Okean. Owned by Unimor Shipping Agency (Ukraine). Sold for demolition in India. US \$ 522 per ton.

*St. Mark* (ex-*Eva*, ex-*Southern Star I*, ex-*Korean Pioneer*). IMO 8202733. Bulk carrier. Length 186 m, 8,514 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Unimor Shipping Agency (Ukraine). Detained in 2006 in Odessa (Ukraine), in 2008 in Dublin (Ireland) and Ashdod (Israel) and in 2010 in Klaipeda (Lithuania). Sold for demolition in India.



*St. Vasilios* (ex-Svyatoy Ioan, ex-Pretty Lady, ex-Anita Venture). IMO 7916337. Bulk carrier. Length 223 m, 11,604 t. Liberian flag. Classification society Bureau Veritas. Built in 1981 in Mihara (Japan) by Koyo Dock. Owned by Unimor Shipping Agency (Ukraine). Detained in 2000 in Vancouver (Canada) and Incheon (South Korea), in 2006 in Odessa (Ukraine) and in 2008 in Tianjin (China). Sold for demolition in Pakistan. US \$ 485 per ton.



*St. Vladimir* (ex-Svyataya Yekaterina, ex-Eleni M, ex-Ruddy, ex-New Wave, ex-Khariton Greku). Bulk carrier. IMO 8134962. Bulk carrier. Length 215 m, 13,580 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Nikolayev (Ukraine) by Okean. Owned by Unimor Shipping Agency (Ukraine). Detained in 2001 in Aarhus (Denmark), in 2005 and 2006 in Odessa (Ukraine), in 2008 in Falmouth (United Kingdom) and in 2010 in Rotterdam (Netherlands). Sold for demolition in India. US \$ 455 per ton.



*St. Vladimir*, East China Sea, August 2010 © Vladimir Knyaz

*Star Ypsilon* (ex-Falcon Cape, ex-Linda Emilia, ex-Charger, ex-Rubin Emblem). IMO 8914257. Bulk carrier. Length 273 m, 19,158 t. Marshall Islands flag. Classification society RINA. Built in 1991 in Imari (Japan) by Namura. Owned by Star Bulk Management Inc (Greece). Detained in 2011 in Gladstone (Australia). Sold as is in Singapore for demolition in India. US \$ 480 per ton.



*Steel Andronykos* (ex-Ali Ekinci, ex-Great Pearl, ex-World Pearl). IMO 8103236. Bulk carrier. Length 190 m, 9,514 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Dianik Bross Shipping Corp (Greece). Detained in 2000 in Antwerp (Belgium) and in 2009 in Novorossiysk (Russia). Sold for demolition in Bangladesh. US \$ 473 per ton.



*Strait Challenger* (ex-Khloud F, ex-Zephyros Breeze, ex-Jupiter Light, ex-Handy Diamond, ex-Vinstra, ex-Cynthia n°6, ex-Great Diamond, ex-World Diamond). IMO 8103200. Bulk carrier. Length 160 m, 5,945 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 in Imabari (Japan) by Imabari Zosen. Owned by Wisdom Marine Lines (Taiwan). Detained in 2004 in Punta Arenas (Chile), in 2008 in Cork (Ireland) and in 2010 in Kandla (India). Sold for demolition in Bangladesh. US \$ 496 per ton including 300 t of bunkers.






*Svilen Russev*. IMO 8128145. Bulk carrier. Length 202 m, 9,989 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 200 in Baie-Comeau (Canada) and in 2001 in Hamburg (Germany). Sold for demolition in Pakistan. US \$ 472 per ton.




*Taiglad* (ex-Georgios S, ex-Atlantic Savior, ex-Silver Victory, ex-Tensho Maru). IMO 8208153. Bulk carrier. Length 227 m, 12,317 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO (China). Detained in 2000 in Butzfleth (Germany) and in 2003 in Vancouver (Canada). Sold for demolition in Bangladesh.





*Theotokos* (ex-*Miho Pracat*, ex-*Atlant II*, ex-*Atlant 2*, ex-*Cast Beaver*, ex-*Konale*). IMO 8023656. Bulk carrier. Length 236 m, 13,943 t. Liberian flag. Classification society Det Norske Veritas. Built in 1984 in Rijeka (Croatia) by Brodogradiliste 3 Maj.   Owned by Polembros Shipping Ltd (Greece). Detained in 2008 in New Orleans (United States). Sold for demolition in India. US \$ 517 per ton.



*Trust Integrity* (ex-*Tjore Fremgang*, ex-*SKS Banner*, ex-*Scanobo Banner*). IMO 9002233. Bulk carrier - OBO. Length 243 m, 15,379 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Trustoil Tankers (Greece). Sold for demolition in Bangladesh. US \$ 470 per ton. 



*Vanlee* (ex-*Anodad Naree*, ex-*Hyundai n°12*, ex-*Asia n°12*). IMO 7917135. Bulk carrier. Length 158 m, 5,350 t. Hong Kong flag. Classification society RINA. Built in 1980 in (South Korea) by Hyundai. Owned by ITG Shipping Co Ltd (China). Detained in 2008 in Vlissingen (Netherlands) and in 2011 in Posiet (Russia). Sold for demolition in China. 

*Vista* (ex-*Winckley*, ex-*Myrina*, ex-*Nissos Amorgos*, ex-*Tomis Indiapendence*, ex-*Ambra Baleen*, ex-*Jahre Princess*, ex-*Orient Venture*). IMO 8323472. Tanker converted into a bulk carrier in 2010. Length 244 m, 14,620 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1987 in Kobe (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in India. US \$ 465 per ton.

*VSP Ruby* (ex-*Thrasyvoulos V*, ex-*Panayia Moutsaina*, ex-*North Viscountess*). IMO 8125820. Bulk carrier. Length 225 m, 11,470 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by Viet Hai Shipping (Vietnam). Detained in 2002 in Dampier (Australia), in 2004 in Vancouver (Canada), in 2010 in Shenzhen (China) and in 2011 in New Orleans (United States). Sold for demolition in China. US \$ 432 per ton including 300 t of bunkers. 

*Wan Da* (ex-*Jianmao 19*, ex-*Antwerp Ace*, ex-*Pearl of Muscat*, ex-*Great Dove*, ex-*World Dove*). IMO 8010893. Bulk carrier. Length 236 m, 11,725 t. Panamanian flag. Classification society RINA. Built in 1982 in Aioi (Japan) by Ishikawajima-Harima. Owned by Jian Mao International (China). Detained in 2001 in Newcastle (Australia) and in 2006 in Lianyungang (China). Sold for demolition in Bangladesh. 

*Warrior* (ex-*Faial*, ex-*Leira*, ex-*Hellepont Vanguard*). IMO 8323202. Bulk carrier. Length 180 m, 7,148 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Leros Management (Greece). Detained in 2004 in Port Adelaide (Australia) and in 2006 in San Francisco (United States). Sold for demolition in India.  

*Xin Hua* (ex-*Abkhazia*, ex-*Anangel*, ex-*Libexpress*). IMO 8103834. Bulk carrier. Length 178 m, 7,382 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Shimonoseki (Japan) by Misubishi. Owned by Good Trend Shipping Ltd (China). Detained in 2007 in Newport (United Kingdom) and Lianyungang (China), in 2008 in Tianjin (China) and in 2010 in Guangzhou (China). Sold for demolition in Bangladesh. US \$ 457 per ton.  

*Xin Hua* as *Abkhazia* in Xiamen (China) October 2009 ©  
Ivan Meshkov



*Yasin C* (ex-Freedom Waves, ex-Oktem Aksoy, ex-Sariseki, ex-Halcyon, ex-Gateway West, ex-Estrella Filipinas). IMO 8208191. Bulk carrier. Length 190 m, 8,832 t. Turkish flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Bergen Denizcilik Ltd Sti (Turkey). Detained in 1998 in Rotterdam (Netherlands), in 1999 in Mobile (Alabama, United States), in 2000 again in Rotterdam, in 2003 in Brindisi (Italy) and in 2008 in Gdynia (Poland). Sold for demolition in India. US \$ 484 per ton.

*Yong Xiang Men* (ex-Festivity). IMO 8103468. Bulk carrier. Length 193 m, 9,757 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Sasebo (Japan) by Sasebo H.I.. Owned by Nanjing Ocean Shipping Co Ltd (China). Sold for demolition in Bangladesh.



*Zoitsa* (ex-Zoitsa S, ex-Nomadic Princess, ex-Dona Sophia). IMO 7701043. Bulk carrier. Length 172 m, 6,442 t. Saint Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1978 in Kudamatsu (Japan) by Kasado Dock. Owned by BM Shipping (Ukraine). Detained in 2000 in Port-Cartier (Canada) and in 2009 in Rotterdam (Netherlands). Sold for demolition in India. US \$ 500 per ton.



### Car carrier

*Esra* (ex-Trans Auto, ex-Autotrans, ex-Kowa Maru). IMO 7915943. Bulk carrier converted into a car carrier in 1985. Length 160 m, 8,815 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Marugame (Japan) by Imabari Zosen. Owned by EUKOR Car Carriers (South Korea). Detained in 2009 in Pyeongtaek (South Korea) and in 2011 in Tianjin (China). Sold for demolition in Bangladesh.



*Esra* berthed in Auckland (New Zealand), April 2007 © Jörg Ziegler

*Traviata*. IMO 7616250. Car carrier. Length 190 m. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Innoshima (Japan) by Hltachi. Owned by Wallenius Lines AB (Sweden). Detained in 2011 in Piraeus (Greece). Sold for demolition in China.



### Miscellaneous

#### Dredger

*Mexi* (ex-Puerto Mexico, ex-Cosmos I, ex-Bocas de Ceniza, ex-Cosmos). IMO 7917214. Dredger. Length 114 m. Tuvaluan flag. Classification society Bureau Veritas. Built in 1980 in Kinderdijk (Netherlands) by IHC Smit. Owned by Dragamex SA DE CV (Mexco). Sold for demolition in India.



#### Tug

*Pantanassa* (ex-Poseidon, ex-Tornado). IMO 7741861. Tug. Length 53 m. Panamanian flag. Classification society Panama Shipping Register. Built in 1978 in Yaroslavl (Russia) by Yaroslavsky SZ. Owned by Diavlos Salvage & Towage Ltd (Greece). Detained in 2004 in Eemshaven (Netherlands). Sold for demolition in Turkey.



### Heavy load carrier

*Storman Asia* (ex-*Starman Asia*, ex-*Gloria Virentium*). IMO 7533721. Heavy load carrier. Length 80 m. Portuguese flag. Classification society Bureau Veritas. Built in 1977 in Brake (Germany) by Lühring. Owned by Mak Offshore SpA (Italy). Detained in 1998 in Gdansk (Poland), in 2007 in Molfetta (Italy), in 2009 in Venice (Italy) and in 2012 in La Spezia (Italy). Sold for demolition in Turkey.



The *Storman Asia* is erecting the bridge over the local breakwater in Valletta (Malta), October 2011 © Airphotomalta / Marinetrffic

### Cattle carrier

*SM Spiridon* (ex-*Agios Efstathios*, ex-*Filippos*, ex-*Ro-Ro Primula*, ex-*Angelina Maglione*, ex-*Freccia del Nord*, ex-*Corriere del Nord*). IMO 7365253. Ro Ro converted into a cattle carrier in 2006. Length 140 m. Lebanese flag. Classification society International Register of Shipping. Built in 1975 in Leghorn (Italy) by Orlando ; jumboized and lengthened in 1980 from 117 to 140 m. Owned by Rami Shipping Management (Lebanon). Detained in 2000 in Ancone (Italy) and in 2007 in Las Palmas (Spain). Sold for demolition in Turkey.



*SM Spiridon* in Puerto Cabello (Venezuela), November 2011 © Captain Ted



*Freccia del Nord* in Southampton (United Kingdom), September 1983 © Brian Fisher

## The END

### ***Pacific Princess*, the Love Boat is not entertaining anymore**

The passenger ship *Pacific* which has been laid up in the Genoa port since 2009 will finish her long forty year career in the Turkish ship-breaking yard in Aliağa. It is a discreet and sad end for a vessel which was once a star.



Summer 1987, in the Geiranger Fjord © Tzman / Shipspotting



Built in 1971 in Emden by Rheinstahl Nordseewerke as the Norwegian *Sea Venture* under the ownership of Oivind Lorentzen she was first destined to cruise between New York and the Bermuda Islands. Acquired in 1975 by Princess Cruises, a subsidiary company of the British P&O, she was renamed *Pacific Princess*, a name under which she would become famous across the globe.

Official poster © Simplon Postcards

Effectively she was chosen as the flagship for the American TV series “The Love Boat” aired from 1977 to 1987, a series which greatly contributed to popularize ocean cruises as a form of holiday in particular across the Atlantic.



The Love Boat  
©ABC



*Pacific Princess*, in Helsinki, June 1999  
© Aleks Lindström





September 2002, New York (USA) © **wirednewyork**



Following twenty seven years of flying Princess Cruises' colours, she was sold in 2002 to Seahawk North America and was transferred to the Bahamian flag and simply named *Pacific*. She was then chartered to Pullmantur, a Spanish cruise ship company, which became a subsidiary company of Royal Caribbean Cruises Ltd.

Ajaccio (France), September 2007  
© **Pascal / Shipspotting**



2008 in dry dock, Marseille (France) © **George Pavlou**



Recife (Brazil) January 2008 © **Augusto Vinicius**

Acquired in 2008 by Quail Cruises Ship Management, a company set up by Pullmantur's former director, she was scheduled to undergo maintenance in the San Giorgio del Porto shipyards in Genoa; however the plans were eventually dropped. The *Pacific Princess* was 169 meters in length with a width of 24.60 meters. Her gross tonnage reached 20,186 tonnes and she was equipped with 324 cabins. She could navigate at a speed of 19 knots, thanks to four Fiat engines with a total horse power of 18,000.



April 2010, Genoa (Italy) © **Gianpaolo**

**Sources**

*American Bureau of Shipping ; Associated Press ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Cape Breton Post (the) ; Chittagong Port Authority (the) ; Clarkson's ; Daily Post (the) ; Daily News and Analysis (DNA) - India ; Det Norske Veritas ; Elwatan ; Equasis ; European Maritime Security Agency ; Gala ; Germanischer Lloyd ; Global Marketing Systems ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lion Shipbrokers ; Lloyd's Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime and Cost Guard Agency ; Maritime New Zealand ; Mediterranean Memorandum of Understanding ; Mer and Marine ; Miramar Ship Indiax ; Mumbai Port Trust (the) ; Nippon Kaiji Kyokai ; Optima Shibrokers ; Ouest-France ; Presse-Ocean ; Radio Canada ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnelles and archives ; RTBF ; Russian Maritime Register of Shipping ; Ship Nostalgia ; Shipspotting ; Simplon Postcards ; Télégramme (le) ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping.*

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