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).

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

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.
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 **Saunière** (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 Central 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 (**Algoisile, Agawa Canyon** in 2010, **Saunière, 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 Genova. 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 Genova and is suppose to leave the port in the next weeks.
The Pacific arrived at Genova 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 asbestos 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 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.

<table>
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<tr>
<th>By unit</th>
<th>By tonnage of metal recycled</th>
<th>By category</th>
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<tbody>
<tr>
<td>1 India, 194 (47%)</td>
<td>1 India, 1.660.000 t (47%)</td>
<td>1 : bulk carrier, 148 (35%)</td>
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<tr>
<td>2 Bangladesh, 59 (14%)</td>
<td>2 Bangladesh 585.000 t (16%)</td>
<td>2 : general cargo, 106, (25%)</td>
</tr>
<tr>
<td>3 Turkey, 55 (13%), 4 China, 53 (13%), 5 Denmark, 4 (1%)</td>
<td>3 : tankers 66 (16%).</td>
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<tr>
<td>6 Pakistan, 38 (9%)</td>
<td>4 China, 516.000 t (14%)</td>
<td></td>
</tr>
<tr>
<td>7 Canada, 2</td>
<td>5 Turkey, 172.000 t (5%)</td>
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</tr>
<tr>
<td>8 Belgium, 1</td>
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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.
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 drank at a steady rythm, according to inquirerers.

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 standed 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.


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.


![Front Alfa in Le Havre (France), July 2009 © Karl Golhen](image)


**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](image)


**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


**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.


**Chemical tanker**


**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


**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.


**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 Marítimos) subsidiary of Louis Dreyfus Armateurs until 1999. She was the first of a series 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 Baia de Todos os Santos (Brazil), March 2007. At US $ 820, she is breaking the price record in this edition #27 © Felipe Carvajal


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


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


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

Ferry

*Calypso* (ex-*Kärnan*). 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 Elseneur 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.

*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.

*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.
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 Sochi (Russia) in the Black Sea. Owned by Oz Star Denizcilik (Turkey). Detained in 2006 in Sochi (Russia), in 2008 in Trabzon (Turkey) and in Sochi 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 Algèrie 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.
**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

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**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 Lubov 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 25th, 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 27th, 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

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**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


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).


(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.


**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.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 Register. 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.


**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.


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, Dardanelles, August 2009 © Ahmet Güven


Dibena Unity in Rangoon (Burma) © C Fleddermann


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.

**Fade 1** (ex-Saqr 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](image)


![Falcon Eye I, repairing at Tartous (Syria), September 2006 © Mahmoud SHD](image)


![Fatma Topal entering Valencia (Spain), June 2008 © Agustin Alapont Castilla](image)


![Filippos entering Valencia (Spain), June 2008 © Agustin Alapont Castilla](image)

**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.

![Forest Trader](image1)

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


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


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


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.


Orient III (ex-Rembrantd, 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.


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).


Sargodha. IMO 7822017. General cargo. Length 153 m, 5,449 t. Pakistani 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.

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.


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 Sendai-shiogama (Japan), in 2007 in Ulsan (South Korea) and in 2008 in Rizhao (China). Sold for demolition in China.


Container ship

**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 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 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).


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 SchiffahrtGmbH & 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.


**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.


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 Centrans 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.


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.


![YM America in Singapore, May 2010 © Mick Prendergast](image)

**Factory ship.**


![Kapitan Telov, Ijmuiden July 2010 © Erwin Willemse](image)

**Reefer**


**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.


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


**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 series 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](image)


**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.


Ro Ro

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 Lodoze (Sweden) by Lodose Varf. Sold by the Italian Stradeblu Srl to the Indian Doehle Danautic and resold for demolition in India.


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


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


![Castillo De Soutomayor on the Amazonas River (Brazil), May 2010 © Foggy / Shipspotting](image)


**Dakshineshwar**. 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.


![Diamond Warrior in Istanbul (Turkey), March 2011 © Frank Behrends](image)
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 Empremar 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.


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. 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 H.I. 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.


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.


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


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


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.


The Moldovan bulk carrier Macro, April 2011 © Marinetraffic


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. Owner 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


Mursheidabad. 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.


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.


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.


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


**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.


**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 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.


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


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


Car carrier


Miscellaneous
Dredger

Tug
Heavy load carrier


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.
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 Aliaga. It is a discreet and sad end for a vessel which was once a star.

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.

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.
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.

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.
Sources
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