Tamuno Ibi: Demolition by way of punishment. The Nigerian forces are without pity: after the crew evacuation, they put a radical end to the career of the petroleum smuggler by setting fire to it.

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Swan Diana: European until the end. This small bulker, originally sailing as an East-German navy supply ship will not leave the European shores; she is being broken up in Ghent (Belgium).
Ocean Producer, a fast ship leaves for the scrap yard (ex-MSC Kiwi, ex-Perth, ex-CP Master, ex-Lykes Master, ex-ADCL Sultana, ex-Noriasia Sultana)

1995-2000, was the big time for fast ship projects. The office of consultants made them hold out the prospect. The Cherbourg docks waited for them. The Norasia company representing Chinese and German interests dreamed of these fast container ships reaching the speed of 40 knots. The result was recognized less easy and less sumptuous. Former Ocean Producer, eldest of a family today split up is also the first to leave for ship breaking, at the age of 13. Norasia fast ships were not lacking in style but they had been forced well before the other container ships and for other reasons that the cost of fuel to adopt a slow speed.

The Ocean Producer was the first of a series of ten container ships with a capacity of 1,388 (TEU) put in service between 1998 and 2000 by the Norasia company, based in Freiburg (Switzerland). They had been designed to ensure trafficking of “niche” which could be more profitable, and to do this, they had been provided with a very powerful propulsion (34,000 hp) in comparison to their size, giving them a speed of 25 knots. Norasia was acquired in 2000 by the South American Company Vapores (Chile), and the ships had been taken over by a new company, Abu Dhabi Container Line (ADCL) named by the former operators of Norasia and the investors from Abu Dhabi.

We could see them on three main routes for Norasia, then ADCL: Europe/ Montreal, trans-Pacific, and the Mediterranean / Far East. The results have not lived up the expectations and their operation was disrupted by technical problems apparently complex enough. From 2001 they were all decommissioned and for the most part seized. Bought out in 2001 by the Monaco V. Ships, they sailed again after having been the subject of adaptations for a lower speed (20 knots).

All but one passed in 2004/2005 to the Mediterranean Shipping Company - MSC, owned or chartered. Only the Norasia Shereen was acquired in 2005 by the Moroccan navigation company, now subsidiary of CMA CGM, and became the Soraya under Maltese flag.

The series
- Norasia Sultana (demolished)
- Norasia Selma current MSC Provider (UK)
- Norasia Shereen currently Soraya (Malta)
- Norasia Salwa currently MSC Asli (Panama)
- Norasia Sabrina currently MSC Lea (Malta)

*Constructed in Kiel by Howaldtswerke Deutsche Werft in 1998/1999
- Norasia Samantha, currently MSC Edith (Malta)
- Norasia Savannah currently MSC Marylena (Malta)
- Norasia Shamsha currently MSC Caitlin (Malta)
- Norasia Sheba currently MSC Adriana (Malta)
- Norasia Scarlet currently MSC Mia Summer (Malta)
The gas carrier *Tellier* leaves with honors
After several months of suspense regarding to her future and laid-up on a back-dock in Le Havre, the *Tellier* had been sold for demolition in Ghent (Belgium) by Van Heygen Recycling (*Ship-breaking.com* #.24, p. 2-3 and *Ship-breaking.com* # 26 p. 3).

April 26th 2012, *Tellier* leaves Le Havre
© Peter Wyntin

May 28th 2012, Ghent
© Ulrik de Wachter / Marinetracking

The gas carrier leaves with honors. On May 28<sup>th</sup>, the Belgian demolition yard is organizing an open house. The public was invited in exchange for paying 2 euros to visit the ship whose demolition will commence the following day. The collected sums will be used for the fight against cancer.

Matterhorn, from Brest to Bordeaux
The *Matterhorn* was abandoned in May 2009 in Brest (France) where she took over a dock of the commercial port (see *Ship-breaking.com* # 26 p.8). A tender had been called for the ship demolition as she had became the property of Domaines (i.e. State) after the bankruptcy of her ship owner; the deal had finally been accredited to Bartin, subsidiary company of Veolia, located in the Gironde estuary, a site which had in its time answered the tenders for the demolition of the ex-*Clemenceau*.

July 6th 2012, *Matterhorn* leaves for demolition at Bassens/Captain *Tsarev* leaves to hide at the far end of the port
© Michel Floch  © Mor Glaz

On July 6<sup>th</sup>, the *Matterhorn* in tow left Brest for the dry dock of Bassens. Let’s wish that the demolition yards pass this full size test and know how to take all precautions to avoid polluting the Gironde and the plumes of dust.
July 6th, it is otherwise just in time to avoid her from polluting the 20th anniversary of maritime festival “Tonnerres de Brest” starting July 13th. The same day, the Captain Tsarev, another ship stuck in Brest since November 2008, is temporarily towed to a less visible dock. This is both sad and worrying that Brest, big maritime town if any, and a port of refuge for the European Far West, considers a shame the presence in its harbour of ships abandoned by their owners. Tonnerres de Brest who introduces the event as a scientific crossroads and a platform of ideas would have been better to show the Matterhorn and the Captain Tsarev and present the universal theme of ship-breaking and the best available or forward-looking techniques. Congratulations to Ghent for showing what ship-breaking is and blame for Brest who does not want to hear about it.

Bordeaux and Brest exchange decommissioned ships. The Colbert arrived in Brittany from Bordeaux in June 2007. Will she return there?

Also see the press releases from Mor Glaz on the subject of Captain Tsarev (French)

© Mor Glaz

Letters to the Editor

**From Ron, Leith, Scotland, received April 6, 2012**

Hello Robin,

Just seen your excellent stuff on the internet about ships being broken up, I run a website about the history of all the ships built in the Leith Shipyards of Henry Robb in Scotland where I started my working life in the Mould Loft. One of the ships built was called PORT TUDY for a company called Soflumar of France, I see from Miramar that she was last known of in Nigeria called Ocean Challenger and last input as 2010 could you be able to tell me if she has been broken up or is she still in use as she is well past her sell by date and would imagine not very well maintained after spending 15 years under a Nigerian Flag.

Response from Robin des Bois

According to the Equasis database, and its last update from October 19th 2011, the status of the ship Ocean Challenger is always “in service” and owned by Al-Dawood Shipping Lines of Lagos, Nigeria. This company has had in the past, problems with the Nigerian Navy that accused one of its ships, the Mahdi of diversions and illegal oil trafficking: in December 2003, the Mahdi was arrested along with the African Pride, a tanker that she was supposed to have delivered. The Mahdi was released at the beginning of 2005 but African Pride disappeared. There is some confusion in the Nigerian press that wrongfully makes the African Pride and Ocean Challenger the same ship. The Ocean Challenger was photographed in August 2004 in Lagos.

In April 2005, Al-Dawood attempted to sell for demolition 5 ships from its fleet: Ocean Challenger, Sea Pearl, Carolina, Great Atlantic, and Mahdi. According to Equasis, in June 2012, the Sea Pearl and the Ocean Challenger are still properties of the company.

We regret to not having additional information but appealing to all the readers from Ship-breaking.com, which would have the information.

August 6th 2004, Ocean Challenger at Badagri Creek, Lagos (Nigeria) © Bjørn Poulsen
From Hans, Netherlands, received April 11, 2012
Hallo,
My name is Hans, I’m from Holland and have a question about a single hull tanker from which I wonder if she still exist because I can’t find anything about her for more than 10 years, so I hope maybe you can help me with some info.
This tanker was build in 1968 as the Toyama Maru (IMO 6800610)
In 1976 she was sold to Barque Sg Corp. Piraeus, Greece (Chandris Services London Ltd) and renamed Mariblanca. In 1980 she was sold to Terminal Installations Inc., Monrovia (SBM Production Contractors, Monte Carlo) and rebuild into a FSPO. After rebuilding she was renamed FSPO II and chartered to Amoco for service at the “Cadlao” and “Liapacan” fields in the Phillipines. In 1996 she was rebuild at the Keppel Sembawang shipyard in Singapore and chartered to Petrobras for service in their “Marlim Sul” field. After this there is no more news about this ship and so, after 15 years I wonder if she is still in service or already scrapped. (44 years old ??). I hope you can help me with some more info,

Response from Robin des Bois.
The FPSO II, constructed in 1968 in Nagasaki under the name Toyama Maru has actually disappeared from all usual databases. At most she is still sometimes mentioned as “lost or decommissioned”.

Owned by SBM, she was time chartered by Petrobras for its Marlim Sul oil field north of Rio de Janeiro. The FSPO II started her career there from August 1997 to well No.6 MLS, then continued operations to wells No.3-MLS in 1999 and No.4-RJS in December 2000. From December 2001 the mode of production on these wells was made directly from wells to platform P-40 making the FSPO II unnecessary. According to her owner SBM, the FPSO II had been decommissioned in the second trimester of 2002. It is then likely that she had been demolished in the wake without having certainty as to the exact destination.

© Offshore Technology

From Antonio, Asturias, Spain, received June 26, 2012
Good day,
I have been following your work on ship breaking throughout these years, and i truly think it is amazing... however, i think we should also start looking at the work done at home to promote a better job outside the EU...
I show you here some pictures i just took in Sao Jacinto, Aveiro, Portugal of the dismantling of a navy vessel sold to the highest bidder...
I think we also need some help here to stop these kind of things from happening within the EU... if someone tries to do things right gets trapped in the administration, and then whoever does whatever and no one lifts a finger...
I have managed to stop a couple of similar jobs in Spain, but there is little i can do... however, with some publicity from environmental pressure groups... maybe we can also change things here...
The pictures taken are from an abandoned shipyard used eventually to dismantle vessels (many military)... it is located just by the natural dunes reserve of Sao Jacinto... i have many pictures and even some samples of likely asbestos left around the area in open bags, next to where local and weekend fishermen and their families hang around while trying to catch some fish... i just send you some, if you want more, i will send them too...

From Antonio, Asturias, Spain, received July 18, 2012
The pictures were taken at the Estaleiros Sao Jacinto (see attached pdfs)
I have several more pictures and actually a box with samples that I took on site (have not been able to analyse them thou). I will send them to you via dropbox if you want...
I searched for the vessel and found out its name (F484 Augusto Castilho). It was sold to a company who owner is or was in jail due to tax or money laundering or something called "Dossier Face Oculta" (see attached pdf)...
It was sold together with another sister vessel yet to come for a crazy price of 1.6M€ (way more than they are worth...
The amazing thing is that right on the other side of the river we are working on a project on shipdismantling for the EU (LIFE+ RECYSHIP) for which we had to go through a very large process to get permits to dismantle some small fishing vessels... we were not allowed breaking afloat, we had to be residue managers, we are constantly controlled from the harbour authorities and the environmental agencies, etc... and these guys were given permission to do that!!!
We presented this also to the authorities and seams they are now doing something about it... a bit too late... and surely will just let it fade away and let the next one in...
I can give you also details of a similar act in Pasajes, San Sebastian, Guipuzcoa, Spain... and several others...
I believe the EU should start looking at what is being done here too, instead of just considering that EU members are perfect... (...)

Response from Robin des Bois
Thank you for your mails and information. Like you, we are very critical towards the practises of some ship-breaking yards in Europe. The scrapping of this Portuguese Navy vessel is a particularly enlightening case; one must be objective and note that within the European Union many efforts have to be made and many scandals have to be reported.

So do we, and we complete your photo report with a picture of sisterships of F484 Augusto de Castilho laid up in Lisbon naval base and waiting for demolition.

The scrapping of the Portuguese corvette F484 NRP Augusto de Castilho,

The corvette F484 NRP Augusto de Castilho was one in a series of six vessels built for the Portuguese Navy for service in the African colonies. The João Coutinho class was designed by naval architect Rogério de Oliveira but the ships were built in Hamburg (Germany) by Blohm & Voss and in El Ferrol (Spain) by Empresa Nacional Bazán.

Augusto de Castilho was built in Spain in 1968, launched in July 1969 and entered service in November 1970 during the conflicts in the Portuguese colonies. After 1975, she was assigned to patrol duties in the Portuguese territorial waters. 84 m in length, served by 97 crewmen, she was decommissioned in 2003 and has been laid up in Lisbon naval base until the end of 2011.

Late 2011, she was sold under obscure conditions and for a sum five times her real value, along with a sistership, probably the F485 Honorio Barreto which is also officially decommissioned.

Augusto de Castilho was then towed to Sao Jacinto, in North Portugal and stripped down on a naval waste-land.

Satellite view of the ria de Aveiro (Portugal), of the Sào Jacinto Dunes Nature Reserve and localization of the ship-scraping yard on the former Estaleiros Sao Jacinto.
Lisbon naval base, the F484 is waiting for demolition along with some sisterships one of which being the F 485 Honorio Barreto. The F481 is a frigate, CDT Hemenegildo Capelo built in 1966 in Nantes (France) by Ateliers et Chantiers de Bretagne, entered in service in 1968 and decommissioned in 2004 © HI5 Augusto de Castilho

© Photos by Antonio Barredo, unless otherwise stated
The India- Bangladesh Pendulum. Assessment mid-April to mid-July 2012.

After the Tsunami earlier this year, the flood of ships left for demolition has significantly lowered, especially at the end of the trimester, with an average rate of 22 ships per week. The rate remains superior to the full year of 2011 (20 ships per week). The average age still younger: it is 27 years old, and even 24 for oil tankers and 25 for container-ships.

282 ships have left for demolition during this second period of 2012. The combined demolition allows the recycling of more than 2.5 million tons of metal. Of 282 ships to destroy, 256 (91%) went to Asia; 83 (29%) were constructed in Europe, and 127 (45%) belonged to European ship-owners. A record. Greek ship-owners sell a lot.

<table>
<thead>
<tr>
<th>Per Unit</th>
<th>By Tonnage of Metal Recycled</th>
<th>By Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 77 (27%)</td>
<td>1 Bangladesh 848,000 t (33%)</td>
<td>1: Bulker, 106 (38%)</td>
</tr>
<tr>
<td>2 Bangladesh, 71 (25%)</td>
<td>2 India, 591,000 t (23%)</td>
<td>2: Tanker, 55 (20%)</td>
</tr>
<tr>
<td>3 China, 49 (17%)</td>
<td>3 China, 508,000 t (20%)</td>
<td>3: General cargo, 43 (15%)</td>
</tr>
<tr>
<td>4 Pakistan, 33 (12%)</td>
<td>4 Pakistan, 316,000 t (13%)</td>
<td>4: Container ship 36 (13%)</td>
</tr>
<tr>
<td>5 Turkey, 26 (9%)</td>
<td>5 Turkey, 134,000 t (5%)</td>
<td>5: Reefer, 27 (10)</td>
</tr>
<tr>
<td>6 Denmark, 8 (3%)</td>
<td></td>
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</tr>
</tbody>
</table>

India is the first destination for ship demolition by a small margin, but the market collapsed there: the number of arrivals was divided by 2.5. Added to economic difficulties- decrease of growth rates and exchange rate of the Indian rupee- the case with Oriental Nicety ex- Exxon Valdez has awakened the mistrust of ship owners always hurried to quickly close their sales. The demolition clearance of the ship, arrived at the end of April in Indian waters and suspected of containing dangerous materials, was initially suspended. On the issue of various judicial procedures, the government of Gujarat gave the go ahead, and the ship, anchored since then off Mumbai, was arrived for demolition at Alang on June 29th. The question is whether the Indian authorities will be content in the future with the obligatory inventory of dangerous materials or if they will innovate and require the prior extraction of onboard pollutions. Beyond the case of the ex-Exxon Valdez, this would be the turn of the Indian demolition market to be blocked.

For its part, Bangladesh confirms its return and moved to second place with regards to units; as the demolition destination for larger sized ships, it takes the lead by far in terms of recyclable volume. It is also the only major ship-breaking country to more ships arriving in its yards during the period. Ships initially fated for the scrap yard in India have finally been diverted to Bangladesh.

With the overcapacity of the fleet, damaged ships or in failure no longer find favor with their ship owners and are demolished there where they are located, in Constanta (Romania) for Seawind (p. 25), Sevastopol (Ukraine) for the ex-Slavutich 8 and 11 (p. 20 and 26) or at Esbjerg (Denmark) for Celina (p. 28).

The decline of the rates offered by the demolition yards continued and even accelerated in particular in the Indian subcontinent. The depreciation reached there 100$ and a ship markets today less than $400. The gap was still reduced between the subcontinent and China, and also Turkey where ships reach $320 per ton.
Europe is exporting. 45 % of the ships leaving for demolition in Asia, Turkey included, are under a European or EFTA state flag or their owner is European or from an EFTA state. The ship-breaking yard scarcity in Europe is a cause for exporting but it is not the only one. Asian yards pay a much higher price for disused hulls than European yards do. European owners do not complaint about this scarcity. The Marfret Mejean, damaged in Marseille, owned by Marfret Company whose director is also the President of Armateurs de France, has just been sold according to an information to be confirmed to a non European ship-breaking yard.

**After the bars, the scrap yard**

38 (14%) of ships departing for the scrap yard were controlled by a classification society not belonging to the IACS (International Association of Classification Societies) or unclassified. The sub-standard ships are leaving in priority: at least 170 (60%) were the subject of preliminary detentions(s) in worldwide ports with a rate of detentions of more than 80% for general cargo carriers and 75% for bulk carriers. The detention rate is 18% for oil tankers. The small cargo carrier flying the Togolese flag, *Lady Itidal* broke the detention records: no less than 16 between 2000 and 2008, in Asian ports and the Middle East (p 23). It is accompanied on the detention podium by two other general cargo carriers, the Moldovan *Anna K* (p. 21), 9 detentions between 2006 and 2011, and Panamanian *Lady Bana K* (p. 23), 8 detentions between 1999 and 2010, and by two bulk carriers the *La Jolla Belle* (p. 23), and *Oriental Key* (p. 48), also 8 detentions each

**Years and Meters**

The age of ships leaving the fleet ranges between 10 years for container ship *Celina*, victim of a stranding off the Norwegian coasts and 50 years for Indian ore carrier *Swatirani*. The average age is 27 years. 74 ships have an inferior length of 150 m, 115 measuring between 150 and 199 m and 93 m over 200m. 7 ships measure more than 300m; the largest ship to leave for the scrap yard is the ore carrier ex-single hull *Hebei Ambition* VLCC, of a length of 327 m.

![Ship built in a shipyard of a member-State in the European Union or of the European Free Trade Association (EFTA).](image)

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.](image)

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.](image)

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.](image)

Ship and crew detained in a port for deficiencies.

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

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

**Barge and container carrier**

*Baco Liner 3*. IMO 8203696. Barge and container carrier. Length 205 m, 9,104 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1984 in Emden (Germany) by Thyssen Nordseewerke. The *Baco Liner 3* is a member of the Seereederei Baco-Liner Gmb family (Germany) (see « The Eventful Life of a Family», March 10th 2010). In 1991 in Hamburg, 600 kg of marijuana were discovered onboard the ship sailing from Nigeria; in 1993 she struck a submerged wreck while entering the port of Nouadhibou in Mauritania. Detained in 2011 in Hamburg (Germany). Sold for demolition in India. 365 $ per ton, including 18 barges.

*Baco Liner 3*, December 2011, Antwerp (Belgium) © Stan Muller
Cattle carrier

Tug
Amsterdam (ex-Salvanguard, ex-Statesman, ex-Statesman I, ex-Alice L Moran). IMO 6607525. Tug. Length 66 m. Bahrain flag. Classification society Bureau Veritas. Built in 1966 in Kure (Japan) by Kure Zosenko. Owned by Gulf Corp (Bahrain). The 9600 bhp Alice L Moran starred in the Moran International Towing Corporation advertising. In 1969, presented as the world’s most powerful tug, she towed the offshore drilling rig SEDCO 135E the 8,400 km between Yokohama (Japan) and Portland (Victoria, Australia) where she delivered the rig safely. Sold for demolition in India.


Offshore supply vessel
Bin Hai 244 (ex-Jin Hai 2, ex-Odys Alpha). IMO 8222886. Offshore supply vessel. Length 54 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Dieppe (France) by Ateliers de la Manche. Like Bin Hai 245, from the day she was delivered by the Normandy shipyard until her sale in 1991 to Chinese interests, she remains French and property of Compagnie Nationale de Navigation, a subsidiary of Elf oil company; she was operated on the offshore fields of the West African coast. Owned by China Oilfield Services Ltd (China). Sold for demolition in China.

**Hebron Sea (ex-Tuna Service, ex-Wimpey Seatiger).** IMO 7403471. Offshore supply vessel. Length 78 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1975 in Millingen (Netherlands) by Bodewes H.H.; jumboized in 1994 and lengthened from 64 to 78 m. Owned by Secunda Canada LP (Canada). Underpowered by today’s needs, plus that one of the two main engine is not working anymore, the ship is sold for demolition in Grenaa (Denmark). She was towed all the way from Canada escorted by the Icelandic coast guard vessel Tyr.

*Hebron Sea, in Grenaa (Denmark), June 2012 © Bendt Nielsen*


**Ferry**

**Joshu Maru (ex-Sutoretia Maru).** IMO 7727762. Ferry. Length 111 m, 3,012 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1978 in Shimonoseki (Japan) by Mitsubishi.

This ship was built as the japanese **Sutoretia Maru** for Tokai Kisen company. She was decommissioned in 2002. In 2005 she was acquired by the Japanese group Kambara (shipowner and otherwise holder of the Tsuneishi shipbuilding yard). She was then converted to carry prefabricated ship elements from the Japanese to the Chinese facilities. Most of the superstructures was demolished to clear a large storage deck. The ship was renamed **Joshu Maru** flying the Hong Kong flag and managed by the Chinese CPN Frontier Shanghai Company. Owned by Astro Shipmanagement Inc (Philippines). Sold for demolition in China. 330 $ per ton.

**Spodsbjerg (ex-Aero-Pilen).** IMO 7204394. Ferry. Length 68 m. Danish flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Husum (Germany) by Husumer. Owned by Danske Faerger A/S (Denmark). This little ferry operated all her life on domestic lines in the Danish islands, first as the **Aero-Pilen** from 1972 to 1974 (Soby/Faborg line), then **Spodsbjerg** (Nakskov/Spodsbjerg line, then Lohals/Korsor). She was lengthened by 12 m in 1976. Sold for demolition in Frederikshavn (Denmark) by Orlas Produktforretning/Jatob.
Passenger ship


Deflagged from Malta to Saint Kitts & Nevis for her last journey. Classification society RINA.

Built in 1967 by Cantiere Navale Felszegi, in Trieste, as Italian Italia for Crociere Oltremare, this ship, first leased for Princess Cruises, was acquired by Costa in 1973 without changing her name. In 1983 she became Ocean Princess (Bahamas) for Ocean Cruise Line. This company having been rebought in 1990 by the French group Croisières Paquet, she made her entry into the “French controlled” fleet without changing name and flag. March 1st 1993, she was voluntarily grounded in the Amazon with serious damages after having hit a wreck near Belem (Brazil). A crack in the hull caused a strong column of water to flood the engine room and both bottom decks. The evacuation of the ship was carried out without injuries. Refloated March 20th and first considered as a total loss, she was finally resold as is to Greek owners who had her towed in May 1993 to Piraeus for refurbishment as Sea Prince (St. Vincent). May 26th 1995, at the end of work, she suffered a fire at Drapetzona. She was commissioned in 1996 as Princess Oceanica (Cyprus) by the Cyprian company Louis Cruise Lines and renamed Sapphire the same year following a charter by the English company Thompson Holidays. She is reported in 1999 as chartered for three years by the French company France Croisières. Since 2004 and until 2010, she has been flying the Marshall Islands flag. Not complying with the new Solas standards, she was laid up since 2010.

Detained in 2009 in Limassol (Cyprus). In April, the Maltese Sapphire was deflagged to Saint Kitts & Nevis, renamed « Aspire » and ended up for demolition in India.

Tanker


Archimid (ex-Archimidis, ex-Solaris). IMO 8322014. Tanker. Length 244 m, 17,269 t. Comorian flag. Classification society Lloyd’s Register of Shipping. Double sided ship built in 1985 in Ulsan (South Korea) by Hyundai; Converted into a floating storage unit in 2009 like her sistership Trust IMO 8322038. Sold for demolition in Bangladesh where she arrived renamed Arch 1.

Tanker Archimid anchored with her sistership Trust in Subic Bay (Philippines), January 2009. The two ships are then waiting for conversion into floating storage units. © Stuart Scott


Cougar before and after new painting at Neorion Shipyard, Syros (Greece) March 2009 © M Kavallaris April 2009 © Christina Drakakis


**ISI Olive (ex-Mastera).** IMO 9003237. Tanker. Length 274 m, 20,608 t. Sierra Leone flag. Classification society Bureau Veritas. Double hull ship built in 1992 in Okpo (South Korea) by Daewoo. Owned by Isim Olive Ltd, subsidiary of Islamic Republic of Iran Shipping Lines (Iran). In December 2007, *ISI Olive* ran aground on the western bank of the Suez Canal due to steering problems. All traffic was blocked for 6 hours; the forepeak and n°1 port ballast tank have been breached but no pollution is reported though; In 2012, the ship was deflagged twice from Malta to Bolivia in March, then Sierra Leone in May and sold for demolition in Pakistan. 405 $ per ton.


**Meizhen (ex-18 de Marzo).** IMO 7383346. Tanker. Length 207 m, 11.195 t. Deflagged from Sierra Leone to Tuvalu. Classification society Lloyd's Register of Shipping. Single hull ship built in 1977 in Horten (Norway) by Horten Verft. Banned from transporting heavy fuel in European waters since January 2005. In summer 2011, the ship was announced sold for demolition by an Indian ship-breaking yard at 185 $ per ton (Cf Ship-breaking # 25). Pemex has been playing for time. One renaming and two deflaggings later, « *Meizhen* » eventually leaves for demolition in Pakistan. The Indian crew hired for the initial journey has been staying onboard while waiting for the speculation to end.

![Meizhen](https://www.ship-breaking.com/images/Meizhen.jpg) Still off Mexico, but under Tuvaluan flag, March 2012 © Captain Ted / Shipspotting


**Sebastian Lerdo de Tejada** (ex-*Viken Vest*). IMO 7383293. Tanker. Length 207 m, 11,962 t. Deflagged from Mexico to Saint Kitts & Nevis for her last journey. Unknown classification society. Single hull ship built in 1976 in Horten (Norway) by Horten Verft. Banned from transporting heavy fuel in European waters since January 2005. Owned by PEMEX (Mexique). Laid up since late 2006. Announced sold for demolition in China, at 357 $ per ton, *Sebastian Lerdo de Tejada*, sailing from Mexico, just passed Singapore. On July 13th she was beached for demolition in Bangladesh. The ship has been playing cat and mouse; late 2010, her sale for demolition in India had already been announced (cf Shipbreaking # 22), at a modest 220 $ per ton.

**Senang Spirit**. IMO 9041382. Tanker. Length 247 m, 15,911 t. Deflagged from Bahamas to Tanzania for her last journey. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by Teekay Navion Offshore (Singapore). Sold for demolition in Bangladesh. 490 $ per ton.

**Sri Kadria II** (ex-Crystal Ace, ex-Provence, ex-Provence I). IMO 9051856. Tanker. Length 327 m, 33,534 t. Saint Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1994 in Okpo (South Korea) by Daewoo. In April 2012, the Thai **Sri Kadria II** is sold to the Pakistani Terra Marine Shipmanagement, becomes **Riah** under Saint Kitts & Nevis flag and is beached for demolition in Bangladesh.


**Tamuno IBI** (ex-Clean Waters 1, ex-Response 1, ex-Stacey Tide, ex-Martha Theriot). IMO 6709165. Tanker. Length 42 m. Nigerian flag. Unknown classification society. Built in 1964 in New Orleans (United States) by American Marine Corp. Previously a ship of the American MSRC - Marine Spill Response Corp.; lately a bunkering tanker in the Niger delta. Owned by GFL Marine Services Ltd (Nigeria). In May 2012, the Joint Military Task Force intercepted the vessel carrying 600,000 l of stolen crude oil off Akassa Island. The 17 crewmen were arrested and evacuated. The ship and cargo were set ablaze by the JTF in the delta. See photo p 1.


**Ore Bulk Oil carrier / OBO**


![Bic Clare entering Port Kembla (Australia), October 2009 © Peter Karberg](image)


**Gas carrier**


**Chemical tanker**

**Anjasmoro**. IMO 9117234. Chemical tanker. Length 179 m, 10,830 t. Deflagged from Singapore flag to Saint Kitts & Nevis for her last journey. Classification society Det Norske Veritas. Double hull ship built in 1996 in Kherson (Ukraine) by Khersonskiy SZ. Owned by PT Berlian Laju Tanker (Indonesia). Detained twice in 2004 in Nakhodka (Russia) and in 2008 in Ventspills (Latvia). Sold as is in Singapore for demolition in Bangladesh where she arrives as « Jas ». 490 $ per ton.

**Asia Star** (ex-Sea Braves, ex-Tulipan, ex-Petersfield, ex-Arianna). IMO 8007987. Chemical tanker. Length 158 m, 6,277 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Double bottom ship built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by CSC Oil Transportation (Singapore). Detained in 1999 in Houston (Texas, United States) and in 2000 in Bremen (Germany). Sold for demolition in India.


**Bow Peace** (ex-Peaceventure L). IMO 8420464. 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 Chemical Tankers (Norway). Sold for demolition in India. 535 $ per ton including 265 t of stainless steel.

**Bow Pride** (ex-Prideventure L). IMO 8420488. 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 Chemical Tankers (Norway). Sold for demolition in India. 535 $ per ton including 200 t of stainless steel.


Freyja, Breisundet (Norway), March 2012 © Magnar Lyngstad


Margita in Karlshamn (Germany), June 2011 © Marinetraffic


Sea Lion 1 (ex-Veesham Pokatfinn 1, ex-Pokatfinn, ex-Ivyan, ex-Tol Runner, ex-Chemtrans Sirius). IMO 7414781. Chemical tanker. Length 125 m, 3,077 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Double bottom ship built in 1976 in Rendsburg (Germany) by Kroegerwerft; jumboized in 1987 and lengthened from 114 to 125 m. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 1997 in Rotterdam (Netherlands) and in 2006 in Tuzla (Turkey). Sold for demolition in India.
**Theresa Blossom (ex-Nordic Blossom, ex-Nordic, ex-Nordic Sun).** IMO 8000276. Chemical tanker. Length 154 m, 6,793 t. Tuvaluan flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1981 in Shimonoseki (Japan) by Hayashikane. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2003 in Quebec (Canada), in 2009 in Mundra (India), in 2010 in Guangzhou (China) and in 2011 in Dumai (Indonesia), Shenzhen (China) and again in Guangzhou. Sold for demolition in India.

![Theresa Blossom, anchored off Dumai, Indonesia, June 2011 © Knut Helge Schistad](image)


**General cargo**


![Andrey Artemenko (ex-Slavutich 8), December 2009 Rakalj (Croatia) © Goran Kompara](image)

![African Lark (ex-NDS Proteus, ex-Westminster Bridge, ex-Jolly Giada, ex-Zim Mexico 1, ex-CSAV Rauten, ex-Isla Bartolomeex-Nedlloyd Cartagena, ex-Kapitan L Golubev), June 2012, Sevastopol (Ukraine) © Yevgeniy B](image)

**Angola (ex-Safmarine Angola, ex-Aeolian Sun, ex-Torm Agnete, ex-Rama, ex-Kupres).** IMO 8701064. General cargo. Length 165 m, 7,528 t. Cyprus flag. Classification society Lloyd’s Register of Shipping. Built in 1987 in Warnemunde (Germany) by Warnowwerft. Owned by Oceanstar Management Inc (Greece). Sold for demolition in India. 460 $ per ton.

Anna K in Istanbul, June 2011 © Gerolf Drebes


Aztec Maiden (ex-Kibishio Maru). IMO 8408753. General cargo. Length 155 m, 5,500 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Shin Yamamoto. Owned by Roymar Ship Management Inc (United States). Detained in 2002 in Antwerp (Belgium), in 2005 in Nordenham (Germany) and in 2012 in Amsterdam (Netherlands). In January 2012, the Aztec Maiden ran aground on the Dutch coast shortly after departing Amsterdam. She was towed away, proceeded on voyage towards Germany, then North and South America and finally arrived for demolition in China. 350 $ per ton.

Aztec Maiden in Wijk aan Zee, Dutch coast © Leonard Smit


Chang Tai in Venice © Leonardo Smit


Esther (ex-Melissa, ex-Daewoo Dalian, ex-Pioneer Spirit). IMO 9037044. General cargo. Length 159 m, 6,492 t. South Korean flag Classification society Korean Register of Shipping. Built in 1999 in Galati (Romania) by Damen Galati. Owned by Han Kook Capital co Ltd (South Korea). Detained in 2007 in Bandar Abbas (Iran), in 2009 in Bandar Khomeini (Iran) and in 2010 in Novorossiysk (Russia) and Mersin (Turkey). Sold as is in South Korea in damaged conditions for an unknown destination of demolition. 260 $ per ton.


Gati Zipp anchored at Port Blair, Andaman Islands (India), January 2011 © Brian Crocker


Lady Bana K (ex-Princess Juana, ex-Sunrise I, ex-Majestic, ex-Yamburg, ex-Petra, ex-Pyotr Dutov). IMO 7830959. General cargo. Length 162 m, 4,858 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Metkar Shipping & Trading Co (Romania). Detained in 1999 in Antwerp (Belgium), in 2000 in Sines (Portugal), Tampa (Florida, United States) and Houston (Texas, United States), in 2005 in Aliaga (Turkey), in 2006 and 2007 in Nikolayev (Ukraine) and in 2010 in Damietta (Egypt). Sold for demolition in Turkey.

Lady Itidal (ex-Jia Cheng, ex-Lucky City, ex-Adonis, ex-Hai Hong n°1, ex-Sun Flora, ex-Koshin Maru, ex-Asahizan Maru n°1). IMO 7724681. General cargo. Length 95 m, 1,857 t. Togolese flag. Classification society Dromon Bureau Of Shipping. Built in 1978 in Iwagi (Japan) by Iwagi Zosen. Owned by Yifeng Shipping (China). Detained in 2000 in Bangkok (Thailand) and Ulsan (South Korea), in 2001 in Onomichi and Kashima Ibaraki (Japan), in 2002 in Osaka (Japan) and Incheon (South Korea), in 2003 in Nagoya (Japan), in 2004 in Shenzhen (China) and Hong Kong, in 2005 in Gunsan (South Korea), in 2006 in Chinhae and Yeosu (South Korea), in 2007 in Gunsan again and in 2008 in Tangshan (China), Niigata (Japan) and Port Saïd (Egypt). Record holder and gold medal on the podium of detained ships. Sold for demolition in Mumbai (India).


*Pioneer Karel II, Corinthian Gulf, January 2012* © Evangelos Patsis


*Canal de Suez, January 2012 © Mladen Todorov*


**Sea Wind (ex-Paico, ex-Sammarina, ex-Plataresti).** IMO 8503852. General cargo. Length 131 m, 3,551 t. Cook Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Braila (Romania) by Santierul SN. Owned by Sammarina Shipping & Trading Ltd (Romania). Detained in 2000 in Setubal (Portugal), in 2001 in Antwerp (Belgium) and in 2002 in Santander (Spain). Announced sold for demolition in India, the ship actually never left Constanta (Romania) and was broken up there.


Malacca Strait, March 23rd 2012, Yuan Tong's last voyage towards India © nmj / Shipspotting

**Container ship**


Zero incident, Zero accident
*Zero incident, Zero accident* Bunga Terasek in Port Klang (Malaysia), January 2009 © Marizan Nor Basirun
Celina (ex-CMA CGM Caucasian, ex-CMA CGM Alger). IMO 9235373. Container ship. Length 123 m. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 2002 in Ruichang (China) by Jiangxi Jiangzhou. Owned by Klingenberg Bereederungs- und Befrachtungs GmbH (Germany). On March 9th 2012, the Celina ran aground on rocks at Gang Island off the Norwegian coast. The 14 Russian, Ukrainian and Filipino crewmen were safe and 12 of them evacuated ; at least two cargo holds and the engine room flooded. There were about 270 t heavy oil and 70 t diesel oil onboard the ship ; according to the Norwegian coast guard, the oil leak was contained by booms. Salvors pumped out the fuel, the cargo was removed and the ship was then towed for demolition in Esbjerg (Denmark) by Smedegaarden.


Fiducia, in Maputo (Mozambique), March 2010 © Jean Mandeville


Genius I became the Go Express by the grace of a paintbrush and has just been beached for demolition in Alang (India) © Soham / Shipspotting


Jupiter (ex-Sky Jupiter, ex-Maersk Nara, ex-P&O Nedlloyd Brisbane, ex-Raleigh Bay, ex-Sea Cavalier, ex-Nedlloyd Tokyo, ex-Maersk Tokyo, ex-C.R. Tokyo). IMO 8308719. Container ship. Length 243 m, 16,322 t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society Lloyd’s Register of Shipping. This container ship of 2,536 TEU was delivered in November 1985 as the French CR Tokyo by Chantiers de l’Atlantique, at Saint-Nazaire, to maritime company Chargeurs Réunis (after her sister ship CR Paris, which was handed over in September 1985). She is assigned to the Northern Europe/ Far East line. In 1987 Chargeurs Reunis sell their Middle East business to Maersk and the CR Tokyo, chartered by Maersk, became Maersk Tokyo. 

Acquired in 1990 by the “Compagnie Générale Maritime” (CGM), she enters service on the Mediterranean/Far East line from the Scandutch/CGM consortium and takes the name Nedlloyd Tokyo (Nedlloyd is a member of the consortium). In 1994, she is acquired by Nedlloyd and flies the Dutch flag. She changes names several times owing to external chartering periods (Sea Cavalier in 1994, Raleigh Bay in 1994 as well, returns to Nedlloyd Tokyo in 1996). After the merger between Nedlloyd and P&O Containers, she becomes in 1997 P&O Nedlloyd Brisbane, then in 2006 the Maersk Nara after the acquisition of P&O Nedlloyd by Maersk. Then she changes over in 2007 to Tianjin Centrans Shipping, under Honk Kong flag and is renamed Sky Jupiter. Sold for demolition in Bangladesh.

Departing Buff (New Zealand), November 2010 © Chris Howell


MSC Roberta (ex-Hyundai Challenger, ex-P&O Nedloyd Panama). IMO 8511287. Container ship. Length 244 m, 15,137 t. Panamanian flag. Classification society RINA. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2002 in Vancouver (Canada) and in 2005 in Ambarli (Turkey). Sold for demolition in Bangladesh.


Ocean Producer (ex-MSC Kiwi, ex-Perth, ex-CP Master, ex-Lykes Master, ex-ADCL Sultana, ex-Norasia Sultana). IMO 9162605. Container ship. Length 217 m, 9,890 t. Deflagged from United Kingdom to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1999 in Shanghai (China) by Jiangnan shipyard. Owned by Lomar Shipping Ltd (United Kingdom). Detained in 2007 in Bremerhaven (Germany). In May 2012, the British Ocean Producer becomes the Comorian Ocean before being beached for demolition in Alang (India) (see also p. 2). At the age of 13, this 1388 TEU container ship wins the title of youngest container ship to leave for demolition (excepted for casualty cases).


**Reefer**


*Antarctic Star, on April 25th 2012, Ijmuiden (Netherlands) © Marcel & Ruud Coster*


Marsas (ex-Reefer Moon, ex-Future, ex-Matema Lumo). IMO 8818893. Reefer. Length 106 m, 2,302 t. Lithuanian flag. Classification society Det Norske Veritas. Built in 1989 in Hachinohe (Japan) by Kitanihon. Owned by Limarko Shipping Co (Lituanie). Detained in 2002 in Whangarei (New Zealand) and in 2008 in Bangkok (Thailand). Sold for demolition in India. 440 $ per ton. The ship has just been renamed Amina H, flying the Tanzanian flag; in the mean time, the obscure Intertek Maritime Bureau took charge of the statutory surveys and certificates instead of Det Norske Veritas. Respite or usual camouflage by the European shipowners?


Ref Vega (ex-Bereg Yunosti). IMO 8422709. Fish carrier. Length 153 m, 7,261 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Wismar (Germany) by Mathias Thesen. 27 fish carriers of this Kristall II class were built between 1983 and 1993 by the East-German shipyard; 21 are still in service. Owned by Aquaship Ltd (Latvia). Sold for demolition in Bangladesh.


Ro Ro


SP5 Eric G Gibson (ex-Lykes Adventurer, ex-Sea Wolf, ex-American North Carolina, ex-Sea Wolf). IMO 8320547. Container ship. Length 199 m, 13,494 t. United States flag. Classification society American Bureau of Shipping. Built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by APL Maritime Ltd (United States). Sold for an unknown destination of demolition. 370 $ per ton. After the Lt. Calvin P. Titus, the CPL Louis J. Hauge Jr, the 1st Lt Alex Bonnyman, the PFC James Anderson Jr, this is one more vessel chartered by the Military Sealift Command to carry supply to the US troops which is leaving for an unidentified destination of demolition; unidentified but considering her selling price obviously Asian and not American.


**Bulk carrier**


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*Alexia arriving at Ilo (Peru) © Antonio Montalvo Núñez*


B India (ex-Thanos, ex-Elena Heart, ex-Prabhu Parvati). IMO 8204016. Bulk carrier. Length 197 m, 9,535 t. Panamanian flag. Classification society RINA. Built in 1983 in Kudamatsu (Japan) by Kasado Dock. Owned by Portunato & C Srl (Italy). Detained in 2000 in Camden (New Jersey, United States) and Galveston (Texas, United States), in 2003 in Stockton (California, United States), in 2004 in Rotterdam (Netherlands), in 2005 in Fredericia (Denmark), in 2007 in Oristano (Italy) and in 2009 in Newport (United Kingdom). Sold for demolition in Bangladesh. 383 $ per ton.


November 2011, Bestore Tre is leaving Setubal (Portugal) © Antonio Almeida Serra

B America passing by Inishowen lighthouse (Ireland), August 2008 © Michael Doherty


Capt Ore (ex-Capt. Thomas J. Hudner, ex-Akritas, ex-Iliad, ex-Sinbad, ex-). IMO 8613994. Bulk carrier. Length 185 m, 11,992 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2007 in Algeciras (Spain) and in 2010 in Norfolk (Virginia, United States). Sold for demolition in Pakistan. 437 $ per ton including 540 t of bunkers.


**Front Climber**. IMO 8906896. Ex-Ore Bulk Oil carrier converted into bulk carrier. Length 285 m, 23,067 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Sold as is in Singapore for an unknown destination of demolition. Mid July, the ship was still in Ukraine. 400 $ per ton.


Hebei Ambition (ex-Napa, ex-Argo Athena). IMO 8715651. Very Large Ore Carrier (VLOC). Length 327 m, 38,720 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Okpo (South Korea) by Daewoo. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in Bangladesh. 480 $ per ton. This is the largest ship to leave for demolition this trimester.


**Kholmsk (ex-Jamno, ex-Kopalnia Gottwald).** IMO 7725738. Bulk carrier. Length 159 m. Domenica flag. Classification society Inclama. Built in 1980 in Hebburn (United Kingdom) by Swan Hunter. Owned by Sadent Shipping Ltd (Cyprus). Detained in 2006 in Rouen (France), in 2010 in Trieste (Italy) and Nikolayev (Ukraine) and in 2012 in Venice (Italy). Sold for demolition in Mumbai (India).


La Jolla Belle (ex-Rockaway Belle, ex-Marine Universal II, ex-Sea Tiger II, ex-Marine Universal, ex-Ho Yu). IMO 8123030. Bulk carrier. Length 176 m, 7,755 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shigokama (Japan) by Tohoku. Owned by Roymar Ship Management Inc (United States). Detained in 2000 in Incheon (South Korea, in 2001 in Brisbane (Australia), in 2003 in Hong Kong, Vancouver (Canada) and Albany (Australia), in 2010 in Odessa (Ukraine) and Aliaga (Turkey) and in 2011 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh. 375 $ per ton.


December 2007, Leon V bunkering in Gibraltar ©


1987, Kapitan Dubinin is carrying pipes in the English Channel © Shipspotting


Sakhalin (ex-Leonid Sobolev). IMO 8325925. Bulk carrier. Length 184 m, 8,000 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyard Proprietary Interfleet Shipmanagement (Bulgaria). Detained in 1998 in Emden (Germany), in 2000 in Thessalonique (Greece) and in 2011 in Amsterdam (Netherlands). Sold as is in Hong Kong for an unknown destination of demolition. 355 $ per ton including 250 t of bunkers.

June 2008, le Leonid Sobolev, futur Sakhalin dans le canal de Kiel © Michael Neidig


Sersou (ex-Epson Trader, ex-Pepe le Moko). IMO 8103822. Bulk carrier. Length 178 m. Algerian flag. Classification society Bureau Veritas. Built in 1982 in Shimonoseki (Japan) by Mitsubishi. Owned by Nolis-Spa (Algérie). In 1991, the Sersou is damaged after colliding on the St Lawrence river with the Canadian bulk carrier Silver Isle. Detained in 2002 in Leixoes (Portugal). Sold for demolition in Turkey, she is only a bit late to meet with the ex-Silver Isle, renamed Algoisle and broken up in Turkey in 2010.


Swan Diana (ex-Priority, ex-Triobulk, ex-Eide Rescue III, ex-Allvag, ex-Werdau). IMO 8843848. Bulk carrier. Length 90 m. Cook Islands flag. Classification society International Naval Surveys Bureau. Built in 1983 in Rostock (Germany) by Neptun VEB comme ravitailleur de la marine est-allemande ; jumboized in 1998 and lengthened from 76 to 90 m. Owned by Swanland Shipping (United Kingdom). Detained in 2000 in Hamburg (Germany), in 2003 in Goteborg (Sweden) and Swinoujscie (Poland) and in 2007 in Drogheda (Ireland). Sold for demolition in Ghent (Belgium). (see picture on p. 1)


April 2012, the veteran Swatirani anchored off the port of Mormugao, Goa iron ore terminal (India) © Lee Brown

Taharoa Express (ex-Stellar Cape). IMO 8903117. Bulk carrier. Length 269 m, 18,348 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Hachiuma Teamship Co Ltd (Japan). The Taharoa Express is operated by New Zealand Steel off Taharoa, on the west coast of the North Island. The “black sands” forming dunes up to 90 m high were first noted by James Cook in 1769. This potential iron reserve has been known for centuries but mining started only in 1972 on a site “leased” from the local Maori landowners. The ironsands - rich in titanomagnetite - are extracted by a floating dredge; the ore is concentrated by magnetic and gravity separation processes in a plant which can produce 200 to 300 t an hour. The concentrate is pumped in a slurry form to a stockpiling area ashore. The ore extracted in Taharoa will be exported towards Asia – Japan, Korea, China. The slurry is pumped via pipeline to an offshore buoy and from there transferred to the bulk carrier. After dewatering onboard, the ore can be exported while the process waters are obviously discharged in the sea …


Taharoa Express is part of the New Zealand Steel mining facilities in Taharoa (New Zealand) and discharges process waters in the ocean, January 2007 © Alison Mac Master
Turhan Bey (ex-Haci Resit Kalkavan, ex-Staholm, ex-John M, ex-Thekos, ex-Korean Dool). IMO 7640316. Bulk carrier. Length 177 m, 6,855 t. Tanzanian flag. Classification society Turk Loydu. Built in 1978 in Pusan (South Korea) by Korea SB & E Corp. Owned by Umar Denizcilik (Turkey). Detained in 1999 in Rotterdam (Netherlands) and Rostock (Germany), in 2002 in Santa Cruz de Tenerife (Spain), in 2004 in Novorossiysk (Russia) and in 2011 in Kavkaz (Russia) and Nikoayev (Ukraine). Sold for demolition in Turkey. 310 $ per ton.


Car carrier

The container ship *Ming Universe* was built in 1980 in Kaohsiung by Taiwanese yards China Shipbuilding Corp for Yang Ming Marine Transport Corporation. For a time renamed *Med Genova*, she then became *Ming Universe* again, she assumed the missions of a conventional container ship of a capacity of 1988 container, with the casual accidents from sea voyages. A hazy morning in August 1985, she was seriously damaged after colliding with the bulk carrier *Regent Tampopo*, towed, then repaired in Yokohama (Japan); in September 1986, she was more lightly damaged after her confrontation with the bulk carrier *Bouira* in the Red Sea and can continue her route.
In 2001, the Taiwanese shipowner rejuvenated its fleet and decided to get rid of a ship already 20 years old: he sold the *Ming-Univers*e to a subsidiary company of the Lebanese Fare Group for the sum of $8 million dollars, a good operation and, according to Ming Yang, an estimated $6 million dollars gain on the sale.

The new owner is specialized in livestock transport and conversion of old ships; he owned the *Farid Fares*, *Fernanga F*, *Danny F*, and *Danny F II*, former tankers, and general cargo carriers, converted for livestock transport. In 1980, the *Farid Fares* sank following a fire in the engine room: one sailor and 40,000 sheep died.

The *Ming Universe* was converted by Pan United yards in Singapore and became the *Rodolfo Mata*. In January 2002, she left Singapore for Fremantle (Australia) and transported for her maiden voyage 117,000 sheep to Saudi Arabia. She is the largest livestock carrier in the world.

According to her designers, the ship was ideally laid out for shipping 120,000 sheep or 25,000 cattle, or a combination of both, and a crew of 100 men: a top speed of 25 knots, 14 decks, 2,000 pens supplied with fresh air by a ventilation system, 5 generators provide the main electrical power supply and another five secondary generators could produce 4.5 MW, 3 reverse osmosis plants have a capacity to deliver 1,800 tons of fresh water per day, a storage capacity of 5,000 tons of fodder and 8,000 tons of fresh water... In case of unexpected delay, the cruise agency guarantees the same conditions of comfort to more than 8 days beyond the anticipated 24 days allowed for the longest voyage.
Despite the specialized carriers pretend to take the animal welfare into account, the deaths of their cattle passengers and especially sheep are often by the several hundreds and thousands, not to say dozens of thousands when an incident occurs. In 1996, after the Uniceb took fire, nearly 70,000 sheep perished in the flames or drowned while no rescue operation was triggered for at least nine days. In 2003, 17,000 sheep died during the wandering of the Como Express, refused entry to the Middle East ports; after 3 months, the survivors were unloaded and abandoned in Eritrea.

In September 2003, after the owner Fares group reneged on the payment for the conversion costs, Pan United seized the Rodolfo Mata then entrusted her to its subsidiary company Advantec Shipping. It sold her in 2006 to the Italian Siba Ships for 23 million dollars. The ship became the Deneb Prima. She changed hands and names several times, continuing her voyages as Stella Deneb, then Ocean Shearer from Australia or from New Zealand to the Middle East, from Fremantle, Darwin, Townsville, Port Adelaide, Napier…. was detained at least twice, in 2007 at Port Adelaide and in 2011 at Fremantle.

The super livestock cruise ship just made her last voyage from Doha (Qatar) and was beached for demolition in Chittagong (Bangladesh) May 17th 2012.
Sources
American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson’s ; Daily Independent (The) ; Det Norske Veritas ; EMSA – European Maritime Security Agency ; Equasis ; Expresso ; Germanischer Lloyd ; Global Marketing Systems ; Global Security.org ; Indian Ocean Memorandum of Understanding ; Journal of Commerce (the) ; Legal Oil ; Lloyd’s List ; Lion Shipbrokers ; Live Export Shame ; Lloyd’s Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime and Cost Guard Agency ; Mediterranean Memorandum of Understanding ; Mer et Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; New Zealand Steel ; NAN – News Agency of Nigeria ; Nigel Gee & Associates Ltd ; Nippon Kaiji Kyokai ; Norwegian Coast Guard ; Optima Sh brokers ; Ouest-France ; Pan United Marine ; Presse-Ocean ; Riyadh Memorandum of Understanding ; Robin des Bois, sources personnal sources and archives ; Russian Maritime Register of Shipping ; SBM – Single Buoy Mooring Inc ; Ship Nostalgia ; Shipspotting ; Simplon Postcards ; Télégramme (le) ; Tokyo Memorandum of Understanding ; Tugboat Enthusiasts Society of Americas (The) ; Ugly Ships.com ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping ; Yang Ming Marine Transport Corporation.

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