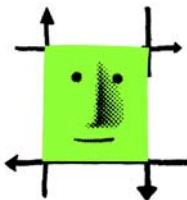


28

From April 16th to July 15th, 2012



ROBIN DES BOIS

Ship-Breaking.com

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.



Tamuno Ibi, former American oil pollution control vessel, in the Niger Delta. © News Agency of Nigeria

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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).



Swan Diana in the Irish Sea, February 2008 © Capt A Koryukin / Marinetraffic

***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-*Norasia 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.



© Boris Paulien

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

*Constructed in Shanghai by Jiangnan Shipyard (1999/2000):

- *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

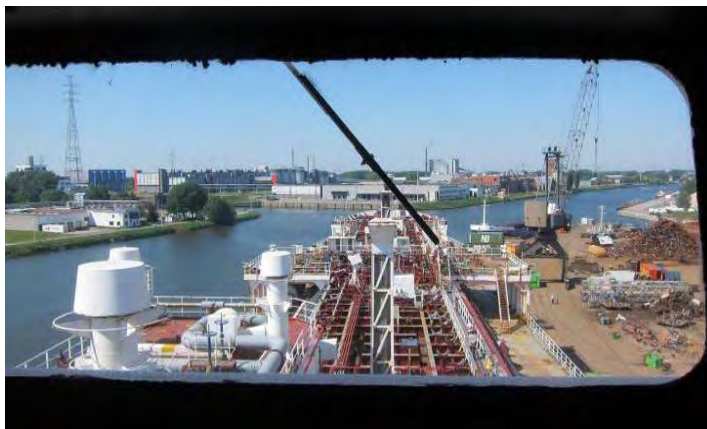
- *Norasia Samantha*, currently *MSC Edith* (Malta)
- *Norasia Savannah* currently *MSC Marylena* (Malta)
- *Norasia Shamsha* currently *MSC Caitlin* (Malta)
- *Norasia Sheba* currently *MSC Adriana* (Malta)
- *Norasia Scarlet* currently *MSC Mia Summer* (Malta)

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).

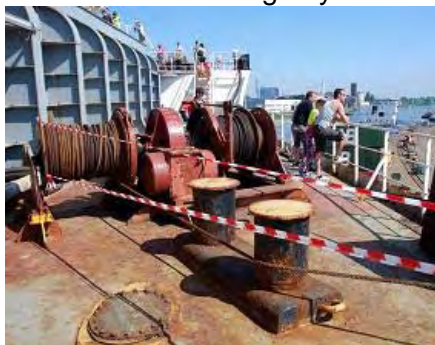


April 26th 2012, *Tellier* leaves Le Havre
© Peter Wyntin



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

The gas carrier leaves with honors. On May 28th, 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.



© www.gentblogt.be

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 become 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 6th, 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 know 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 FPSO. 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 *FSPO 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 *FSPO 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 whos 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 São Jacinto Dunes Nature Reserve and localization of the ship-scraping yard on the former Estaleiros Sao Jacinto.



Bow view of the F 484 *Augusto de Castilho*



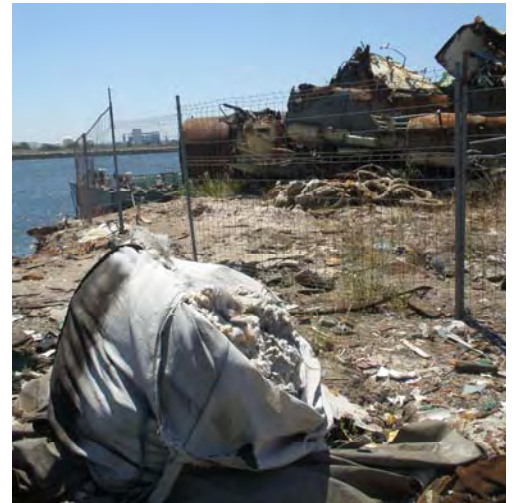
Stern view of the F484 *Augusto de Castilho*



Waste inside the F 484



Ripped big bags containing asbestos outside the ex shipyard.



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 Hermenegildo 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.

Per Unit

- 1 India, 77 (27%)
- 2 Bangladesh, 71 (25%)
- 3 China, 49 (17%)
- 4 Pakistan, 33 (12%)
- 5 Turkey, 26 (9%)
- 6 Denmark, 8 (3%)

By Tonnage of Metal Recycled

- 1 Bangladesh 848,000 t (33%)
- 2 India, 591,000 t (23%)
- 3 China, 508,000 t (20%)
- 4 Pakistan, 316,000 (13%)
- 5 Turkey, 134,000 t (5%)

By Category

- 1: Bulker, 106 (38%)
- 2: Tanker, 55 (20%)
- 3: General cargo, 43 (15%)
- 4: Container ship 36 (13%)
- 5: Reefer, 27 (10)

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 pollutants. Beyond the case of the *ex-Exxon Valdez*, this would be the turn of the Indian demolition market to be blocked. The *ex-Exxon-Valdez* is one of these few ship symbols chosen by the Court of Justice and the Indian ecologists to call for the full compliance of the regulations. Refused at first, these ships are hitherto always accepted in a second step.

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).



Slavutich-8 at Sevastopol (Ukraine) © Yevgeniy B



Celina at Esbjerg (Denmark) © Arne Jürgens

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 complain 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

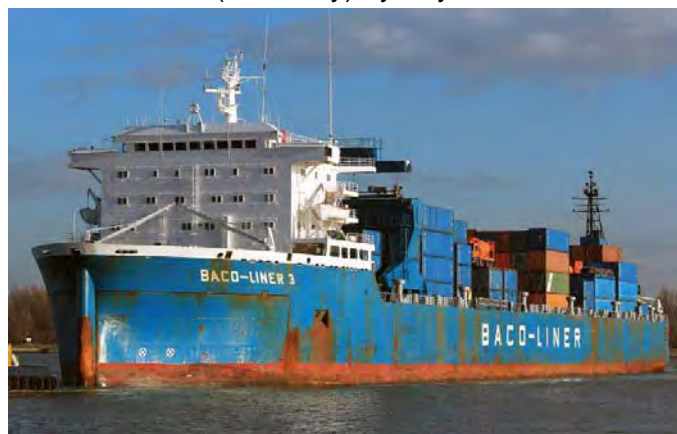
Years and Meters

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

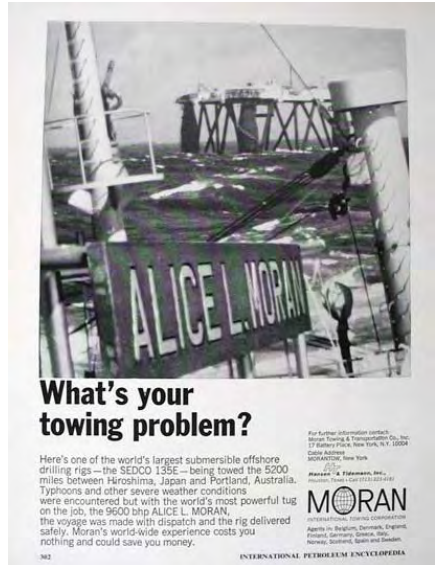
Cattle carrier

Ocean Shearer (ex-*Stella Deneb*, ex-*Deneb Prima*, ex-*Rodolfo Mata*, ex-*Med Genova*, ex-*Ming Universe*). IMO 7810935. Cattle carrier. Length 213 m, 21,588 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Detained in 2007 in Port Adelaide (Australia) and in 2011 in Fremantle (Australia). Sold for demolition in Bangladesh. See the chapter The END p. 53.



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 Zosensho. 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.



© Tugboat Enthusiasts Society of the Americas

© International Petroleum Encyclopedia

Boluda Abrego (ex-*Tara II*, ex-*Call Shot*). IMO 6402717. Tug. Length 42 m. Spanish flag. Unknown classification society. Built in 1964 in Woolston (United Kingdom) by Thornycroft JI. Owned by Boluda Group (Spain). Sold for demolition in Turkey.



Resolve Suhaili (ex-*Suhaili*). IMO 7626592. Tug. Length 55 m. Panamanian flag. Classification society American Bureau of Shipping. Built in 1977 in Higashino (Japan) by Matsuura Tekko. Owned by Resolve Marine Group Inc (United States). Detained in 2002 in Charleston (United States) and in 2008 in New Orleans (United States). Sold for an unknown destination of demolition. The ship seems to be heading to Mobile, Alabama.



Offshore supply vessel

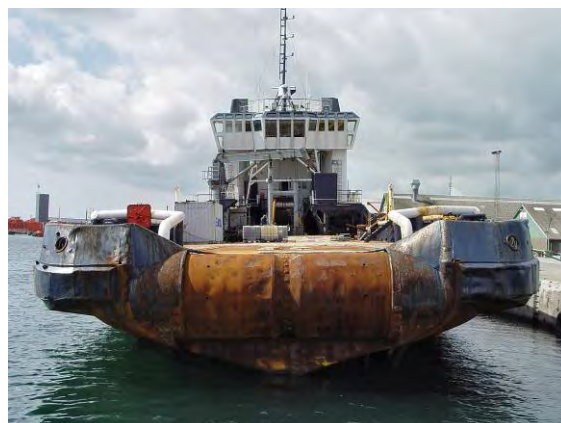
Bin Hai 244 (ex-*Jin Hai 2*, ex-*Odys Alpha*). IMO 8222886. Offshore supply vessel. Length 54 m. Chinese flag. Classification society China Classification Society. Built in 1983 in Dieppe (France) by Ateliers de la Manche. Like *Bin Hai 245*, from the day she was delivered by the Normandy shipyard until 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.



Bin Hai 245 (ex-*Jin Hai 3*, ex-*Odys Bravo*). IMO 8222898. Offshore supply vessel. Length 54 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Dieppe (France) by Ateliers de la Manche. 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**

Putford Sky (ex-*Dawn Sky*, ex-*Corella*). IMO 6607393. Ex fishing trawler converted in 1985 into an offshore supply vessel. Used by BP on the Amethyst gas field off Yorkshire. Length 40 m. United Kingdom flag. Classification society Lloyd's Register of Shipping Built in 1967 in Lowestoft South (United Kingdom) by Brooke Marine. Owned by Seacor Marine (United States). Sold for demolition in Grenaa (Denmark) by Fornæs Shipbreaking.



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

Sapphire (ex-*Princesa Oceanica*, ex-*Sea Prince V*, ex-*Sea Prince*, ex-*Ocean Princess*, ex-*Italia*). IMO 6513994. Passenger ship. Length 149 m, 9,554 t. Deflagged from Malta to Saint Kitts & Nevis for her last journey. Classification society RINA.



Sapphire leaving Piraeus (Greece) © Dimitrios P



Italia berthed in Valetta (Malta), May 1982. Costa cruiseship © Emmanuel.L / Shipspotting

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 Maltase *Sapphire* was deflagged to Saint Kitts & Nevis, renamed « *Aspire* » and ended up for demolition in India.

Tanker

Aker Smart 2 (ex-*Polar California*, ex-*Arco California*). IMO 7500889. Tanker. Length 290 m, 30,043 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in San Diego (United States) by NASSCO. Converted in 2007 into a Floating Production Storage Offshore unit (FPSO) by Jurong shipyard in Singapore. Owned by Aker Contracting FP ASA (Norway). Laid up since 2010, she is eventually sold as is in Indonesia for an unknown destination of demolition. 400 \$ per ton.



Apollo 16 (ex-*Apollo Sun*, ex-*Idemitsu Maru*). IMO 8405983. Tanker - Very Large Crude Carrier. Length 322 m, 34,673 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Asian Supply Base (Malaysia). Sold as is in Labuan (Malaysia) for demolition in Bangladesh. 461 \$ per ton.

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 (ex-*Psara*). IMO 8618906. Tanker. Length 183 m, 9,550 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Prime Marine Management Inc (Greece). Detained in 2005 in Aliaga (Turkey). Sold for demolition in Pakistan.



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

April 2009 © **Christina Drakakis**

DHT Ania (ex-*Overseas Ania*, ex-*Ania*). IMO 9053672. 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 Goodwood Shipmanagement (Singapore). Sold as is in Singapore for demolition in Pakistan. 425 \$ per ton including 400 t of bunkers.

Genmar Alexandra (ex-*Nordpacific*, ex-*Skaunord*). IMO 9007568. Tanker. Length 241 m, 15,145 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Onishi (Japan) by Shin Kurushima. Owned by General Maritime Management (United States). Sold for demolition in Pakistan. 500 \$ per ton.

Hongbo n°9 (ex-*Samjin Sun*, ex-*Selangor Express*). IMO 8317033. Tanker. Length 102 m, 2,009 t. South Korean flag. Classification society Korean Register of Shipping. Double bottom ship built in 1983 in Imabari (Japan) by Higaki. Owned by HWA Sung Marine Co Ltd (South Korea). Sold for an unknown destination of demolition.

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.



May 2004, *ISI Olive* in Europoort (Netherlands) © Frans Sanderse

Lei Tsu II. IMO 9006198. Tanker. Length 273 m, 24,377 t. Taiwanese flag. Classification society American Bureau Of Shipping. Single hull ship built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Chinese Petroleum Co - CPC (Taiwan). Sold for demolition in Pakistan where she arrived as *Tsu*.

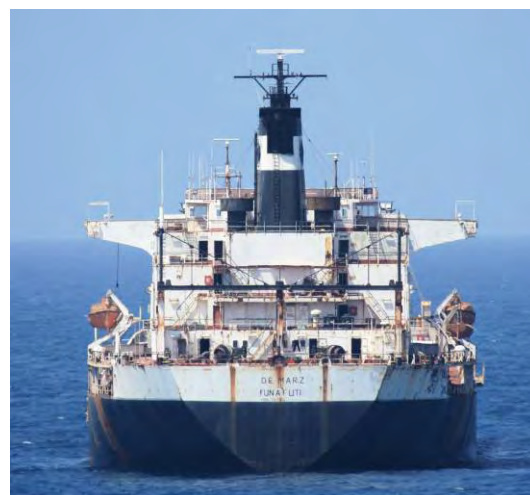
Lion (ex-Halki). IMO 8618918. Tanker. Length 183 m, 9,550 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1989 in Pusan (South Korea) by Korea Shipbuilding. Owned by Prime MarineManagement Inc (Greece). Sold for demolition in Pakistan.



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.



Still off Mexico, but under Tuvaluan flag, March 2012
© Captain Ted / Shipspotting



Pioneer (ex-Pioneer Spirit). IMO 9039676. Tanker. Length 243 m, 14,164. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1993 in Koje (South Korea) by Samsung. Owned by V Ships (United Kingdom). Sold for demolition in India. 403 \$ per ton.



Ratna Urvi (ex-Kliomar, ex-Sanko Phoenix). IMO 8813568. Tanker. Length 242 m, 14,251 t. Indian flag. Classification society American Bureau of Shipping. Double bottom ship built in 1989 in Imari (Japan) by Namura. Owned by India Steamship (India). Detained in 2002 in Kurnell (Australia) and in 2003 in San Francisco (United States). Sold for demolition in Pakistan. 410 \$ per ton.



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 (Mexico). 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.



© PEMEX

Senang Spirit. IMO 9041382. Tanker. Length 247 m, 15,911 t. Deflagged from Bahamas to Tanzaniq 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 Kadriah 1 (ex-Titan Mercury, ex-Verona, ex-Columbia). IMO 8706131. Tanker converted into a floating storage unit. Length 326 m, 33,800 t. Thai flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Ariake (Japan) by Hitachi Zosen. Owned by Nathalin Management Co Ltd (Thailand). Sold for demolition in Bangladesh. 416 \$ per ton.

Sri Kadriah I, anchored as floating storage off Tanjung Pelapas (Malaysia) until new crude oil terminal is ready. © Emilyan / Shipspotting



Sri Kadriah 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 Kadriah II* is sold to the Pakistanese Terra Marine Shipmanagement, becomes *Riah* under Saint Kitts & Nevis flag and is beached for demolition in Bangladesh.

Taka (ex-Takama, ex-Takamatsu Maru). IMO 8500472. Tanker. Length 321 m, 32,309 t. Tuvaluan flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Sold and towed 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.



Trust Navigator (ex-Rowan). IMO 8814421. Tanker. Length 182 m, 8,450 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Dalian (China) by Dalian SY Co. Owned by Trinity Ships Inc (Greece). Detained in 2007 in Augusta (Italy). Sold for demolition in Pakistan.



Unity (ex-Sea Sapphire, ex-SPT Sapphire, ex-Pacific Sapphire, ex-Burwain Helena). IMO 9047415. Tanker. Length 247 m, 18,238 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1994 in Gdynia (Poland) by Gdynia Stocznia. Owned by Tomini Ship Management (Pakistan). Sold for demolition in Bangladesh. 388 \$ per ton.



Ore Bulk Oil carrier / OBO

Adriatic Sea (ex-Genmar Champ, ex-Genmar Champion, ex-SCF Champion, ex-SKS Champion). IMO 9002269. OBO. Length 243 m, 16,562 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Sold for demolition in Pakistan. 500 \$ per ton ; probably including stainless steel tanks.



Istanbul, March 2006 © Ilhan Kermen

Alaskan Sea (ex-Genmar Star, ex-SCF Star). IMO 9002257. OBO. Length 243 m, 16,821 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Detained in 2003 in Newcastle (Australia). Sold for demolition in Pakistan. 500 \$ per ton.



Bic Clare (ex-*Allegro II*, ex-*Vancouver Spirit*). IMO 9006863. OBO. Length 244 m, 17,087 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Petro Med Shipping (Greece). Detained in 2009 in Port Kembla (Australia). Sold for demolition in India. 425 \$ per ton.



Bic Clare entering Port Kembla (Australia), October 2009 © Peter Karberg

Bic Irini (ex-*Amore Moi*, ex-*Victoria Spirit*). IMO 9006875. Tanker OBO. Length 244 m, 17,137 t. Bahamian flag. Classification society Det Norske Veritas. Double hull ship built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Petro Mar International Inc (United States). Sold for demolition in Bangladesh.

Gas carrier

Anadoluhisari (ex-*Aygaz 4*, ex-*Fridtjof Nansen*). IMO 7926447. Gas carrier. Length 89 m. Turkish flag. Classification society American Bureau of Shipping. Built in 1981 in Kristiansand (Norway) by Kristiansands MV. Owned by Anadoluhisari Tankercilik AS (Turkey). Sold for demolition in Turkey.



Pirgas (ex-*LPG Adrastea*, ex-*Henriette Kosan*, ex-*Henriette Tholstrup*, ex-*Henriette Gas Nordzee*). IMO 8012865. Gas carrier. Length 82 m, 1,690 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Svendborg (Denmark) by Svendborg Skibsvaerft. Owned by Transgas Shipping Lines (Peru). Detained in 2011 in Cuba. Sold as is in the Dominican Republic for an unknown destination of demolition.



Qi Xing (ex-*Gaz Fidelity*, ex-*Gaz Far East*). IMO 8108925. Gas carrier. Length 100 m. Chinese flag. Classification society China Classification Society. Built in 1981 in Ise (Japan) by Ichikawa. Owned by Dalian Surui Shipping Co (China). Sold for an unknown destination of demolition.

Yin Long (ex-*Goodwood*, ex-*Sun Merlion*). IMO 8004313. Gas carrier. Length 94 m. Chinese flag. Classification society China Classification Society. Built in 1981 in Saiki (Japan) by Honda. Owned by Shenzhen Southern China LPG Shipping Co (China). Sold for demolition in China.

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 Khersonskyi SZ. Owned by PT Berlian Laju Tanker (Indonesia). Detained twice in 2004 in Nakhodka (Russia) and in 2008 in Ventspils (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.



Bluefin (ex-Sitavera, ex-Petrobulk Jupiter). IMO 8715510. Chemical tanker. Length 229 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Prime Marine Management Inc (Greece). Sold for demolition in Pakistan. 507 \$ per ton.



Bonito (ex-Sitacamilla, ex-Burwain Pacific, ex-Chrisholm). IMO 8615552. Chemical tanker. Length 229 m, 14,898 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Prime Marine Management Inc (Greece). Sold for demolition in Pakistan. 403 \$ per ton.



Bonito, off Benin, August 2010 © Thomas Dyrehauge

Bow Fertility (ex-Fertility L). IMO 8420529. Chemical tanker. Length 177 m, 12,199 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Odfjell Management AS (Norway). Sold for demolition in India. 535 \$ per ton including 200 t of stainless steel.



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.



Edeva (ex-Sirtica, ex-Chembulk Westport, ex-Mimi). IMO 8920347. Chemical tanker. Length 179 m, 10,830 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Aegean Shipping Management (Greece). Sold for demolition in Pakistan.



September 2009, loading in Nikolayev (Ukraine)
© Andrey Jakimenko



June 2012, demolition in Gadani (Pakistan)
© Shipspotting

Freyja (ex-*Hordafor Pilot*, ex-*Tom Lima*, ex-*Solvent Explorer*, ex-*Essberger Pilot*). IMO 7392610. Chemical tanker. Length 77 m. Maltese flag. Classification society Germanischer Lloyd. Built in 1974 in Lauenburg (Germany) by Hitzler. Owned by Fjord Shipping AS (Norway). Detained in 2002 in Newcastle (United Kingdom). Sold for an unknown destination of demolition. In June, the ship was in Klaipeda (Lithuania).



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

Harley (ex-*Bee*, ex-*Beaver*, ex-*Dion*, ex-*Mekhanik Yakovenko*, ex-*Aniara*, ex-*Black Marlin*). IMO 8009002. Chemical tanker. Length 176 m, 9,032 t. North Korean flag. Classification society Korea Classification Society. Built in 1984 in Pula (Croatia) by Uljanik. Sold for demolition in Pakistan.



Margita (ex-*Deniz-A*, ex-*Alchemist Flensburg*, ex-*Chemathene*). IMO 7036591. Chemical tanker. Length 91 m. Swedish flag. Classification society Germanischer Lloyd. Built in 1971 in Geesthacht (Germany) by Ernst Menzer-Werft. Owned by SH Tankships AB (Sweden). Sold for demolition in Grenaa (Denmark).



Margita in Karlshamn (Germany), June 2011 © **Marinetraffic**

Noor 1 (ex-*Danum*, ex-*Tradewind Dragon*, ex-*Shoko*). IMO 8907278. Chemical tanker. Length 111 m, 2,581 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Imabari (Japan) by Asakawa. Detained in 2006 in Busher (Iran). Sold for demolition in Bangladesh.



Primula (ex-*Wels*). IMO 9038593. Chemical tanker. Length 170 m, 6,442 t. Norwegian flag (international register). Classification society Germanischer Lloyd. Built in 1992 in Kiel (Germany) by Lindenau. Owned by Vadero Ship Management HB (Sweden). Sold for demolition in China. 360 \$ per ton. Early July, *Primula* was still in Klaipeda (Lithuania).



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

Trans Holm (ex-Estrella). IMO 7931193. Chemical tanker. Length 96 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1981 in Leirvik (Norway) by Kleven Loland. Owned by Seatrans AS (Norway). Sold for demolition in Grenaa (Denmark) by Fornæs Shipbreaking Ltd.



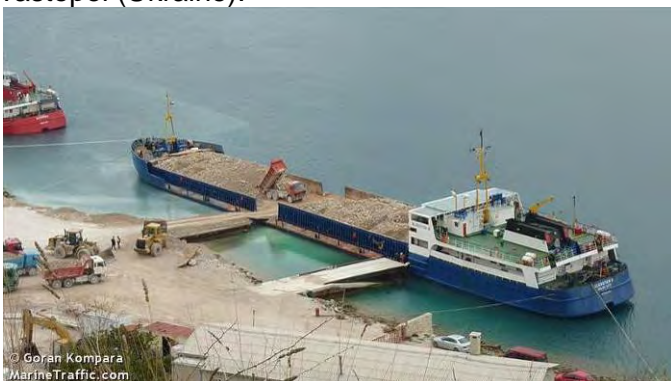
General cargo

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). IMO 8918112. General cargo. Length 155 m, 7,175 t.

Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1993 in Rostock (Germany) by Kvaerner Warnow Werft. Owned by Sea Management Ltd (United Kingdom). Detained in 2011 in Xiamen (China). Sold for demolition in Bangladesh.



Andrey Artemenko (ex-Slavutich 8). IMO 8849593. General cargo. Length 109 m, 1,312 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Kiev (Ukraine) by Kiyevskiy SSZ. Detained in 2006 in Pula (Croatia). Sold for demolition in Sevastopol (Ukraine).



December 2009 Rakalj (Croatia) © Goran Kompara



June 2012, Sevastopol (Ukraine) ©Yevgeniy B

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 (ex-Epirus, ex-Alexandros S, ex-Alexandros, ex-Judi Muhieddine, ex-Ebn Batuta). IMO 7525487. General cargo. Length 116 m, 2,952 t. Moldovan flag. Classification society Maritime Bureau of Shipping. Built in 1977 in Imabari (Japan) by Asakawa. Owned by Pyramis Shipmanagement SA (Greece). Detained in 2006 in Mersin (Turkey), in 2007 in Nikolayev (Ukraine), Odessa (Ukraine) and Novorossiysk (Russia), in 2009 in Aliaga (Turkey) and Cagliari (Italy), in 2010 in Aliaga again and then in Pylos (Greece) and in 2011 in Durban (South Africa). Silver medal on the podium of detained ships. Sold and towed for demolition in Pakistan.



Anna K in Istanbul, June 2011 © Gerolf Drebes

Asco (ex-Iran Bayan, ex-Arya Sepand, ex-Aristonimos). IMO 7360734. General cargo. Length 150 m. Cambodian flag. Classification society International Naval Survey Bureau. Built in 1974 in Bremerhaven (Germany) by Weser Seebeckwerft AG. Owned by Yass Marine Co Ltd (Lebanon). Detained in 2004 in Mumbai (India), in 2010 in Damiette (Egypt) and in 2011 in Nikolayev (Ukraine). Sold for demolition in Turkey.



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.

21 January 2012, 11h06 *Aztec Maiden* stranded in Wijk aan Zee, Dutch coast © Leonard Smit

Castle (ex-Hever Castle, ex-Timberland, ex-San Felice, ex-Cielo di Genova, ex-Barbican Success, ex-Mosman Star). IMO 7921954. General cargo. Length 183 m, 11,220 t. Maltese flag. Classification society RINA. Built in 1981 in Kure (Japan) by Kanda Zosen. Owned by Navalmar Ltd (United Kingdom). Detained in 2012 in Venice (Italy). Sold for demolition in Pakistan.



Chang Tai (ex-Betty, ex-Jetta, ex-Max Adrienne, ex-Julie Pacific, ex-Queen Denis, ex-Vela II, ex-Cristina C). IMO 8322856. General cargo. Length 97 m, 2,409 t. Panamanian flag. Classification society China Classification Society. Built in 1984 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Hengfa Shipping Inc (China). Detained in 2004 in Ulsan (South Korea), in 2006 in Nanjing (China), in 2007 in Tianjin (China), in 2011 in Vishakhapatnam (India). Sold for demolition in India.



Cranz (ex-Christian, ex-Alita). IMO 7702126. General cargo. Length 86 m, 1,182 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1977 in Wewelsfleth (Germany) by Peters H; jumboized in 1987 and lengthened from 80 to 87 m. Owned by Meyer H-U Bereederungs (Germany). Sold for demolition in Grenaa (Denmark).



Dagger (ex-SDK Italy, ex-Matua, ex-Forum Rarotonga, ex-Rarotongan Rover II, ex-Maelifell, ex-Katya, ex-Alex, ex-Stenholm). IMO 8120868. General cargo. Length 90 m, 1,530 t. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1982 in Oldenburg (Germany) by Brand H. Owned by M Shipping Ltd (Ukraine). Detained in 2000 in Rotterdam (Netherlands), in 2010 in Ashod (Israel) and again in Rotterdam and in 2012 in Kolkata (India). Sold for demolition in Bangladesh.



Dibena Happy (ex-Sun Kung n°8, ex-Eastern Corridor, ex-Lychee King). IMO 7381348. General cargo. Length 110 m, 2,505 t. Thai flag. Sans Classification society selon la dernière inspection de l'Etat du port. Built in 1974 in Ishinomaki (Japan) by Yamanishi. Owned by Dibena Maritime (Thailand). Sold for demolition in Bangladesh.



Efdim Junior (ex-Al Awa). IMO 7718163. General cargo. Length 146 m. Greek flag. Classification society American Bureau of Shipping. Built in 1979 in Yokohama (Japan) by Ishikawajima-Harima. Owned by D Efthymiou Shipping SA (Greece). Detained in 1997 in Gdansk (Poland) and in 2007 in San Antioco (Italy). Sold for demolition in India.



Elsin Rani (ex-F Blue, ex-Traun, ex-Ever Brisk). IMO 9065900. General cargo. Length 126 m, 4,256 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Detained twice in 2004 in Vladivostok (Russia), in 2006 in Szczecin (Poland), in 2009 in Bordeaux (France) and in 2011 in Barcelona (Spain). Sold for demolition in Bangladesh. 465 \$ per ton.



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.




First Sino (ex-Bao Yua, ex-Ocean Success, ex-Athenian Success, ex-Petrobulk Ruler, ex-Eulima, ex-Martita, ex-Balder Apuania). IMO 8028577. General cargo . Length 171 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Marina di Carrara (Italy) by Nuovi Cantieri. Owned by Guangzhou Kuifenghang Shipping (China). Detained in 2011 in Incheon (South Korea). Sold for demolition in China.







Gati Zipp (ex-Belkaid, ex-Asian Cosmos, ex-Kyowa Cosmos). IMO 8223531. General cargo. Length 100 m, 2,643 t. Indian flag. Classification society Indian Register of Shipping. Built in 1983 in Kochi (Japan) by Kochi Jyuko. Owned by Gati Coast To Coast (India). Detained in 2006 in Shanghai (China). Sold for demolition in Bangladesh.





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

Gold Wing (ex-*Toros Pearl*, ex-*Aruba Pearl*, ex-*Demetrios*, ex-*Betio*, ex-*Millenium Amanda*, ex-*Hawkes Bay*). IMO 8303692. General cargo. Length 183 m, 9,300 t. Panamanian flag. Classification society RINA. Built in 1983 in Marugame (Japan) by Imabari Zosen. Owned by Five Ocean Maritime Services Co (China). Detained in 2007 in Patillos (Chile), in 2008 in Tianjin (China) and in 2010 in Ningbo (China). Sold for an unknown destination of demolition. 



Hodasco 19 (ex-*Tan Binh 19*, ex-*Sea Joy*, ex-*Pakarti Enam*). IMO 8403648. General cargo. Length 97 m, 1,914 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Hakata (Japan) by Hakata Zosen. Owned by Hoang Dat Co Ltd (Vietnam). Detained in 2010 in Vishakhapatnam (India). Sold for demolition in Bangladesh. 440 \$ per ton. Late June, the ship was still in Vietnam.  

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 Shenzen (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).  



Lady Itidal in Odessa (Ukraine), November 2009 © Sergey Bykov

Lang Jiang. (ex-*Fabric*, ex-*Sang Thai Sunny*, ex-*Sqelecta*, ex-*Batangas*, ex-*Southern Cruiser*). IMO 8213689. General cargo. Length 106 m, 2,859 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1983 in Yawatahama (Japan) by Kurinoura. Owned by Langjiang Shipping Inc (China). Sold for demolition in China.  

Lian Feng (ex-*Ilovik*). IMO 8615930. General cargo. Length 99 m. Panamanian flag. Classification society China Classification Society. Built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Fujian Orient Shipping Co Ltd (China). Sold for demolition in China.

Little Princess (ex-*Anita G*, ex-*Anita I*, ex-*Anita Smits*). IMO 7712042. General cargo. Length 98 m, 2,203 t. Lebanese flag. Classification society Polski Rejestr Statkow. Built in 1979 in Slikkerveer (Netherlands) by De Groot & Van Vliet. Owned by Mody Shipping Co (Lebanon). Detained in 2005 in Casablanca (Morocco) and in 2009 in Antalya (Turkey). Sold for demolition in Pakistan.  

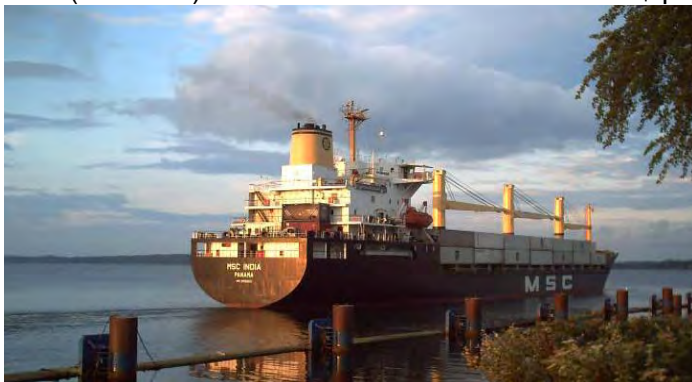
MDD Aurora (ex-*Thor Captain*, ex-*Cape Keppel*, ex-*Caledonia*, ex-*DSR African Sun*, ex-*Lanka Amitha*, ex-*Victoria Bay*, ex-*California*, ex-*Norasia Gabriele*, ex-*Gabriele Wesch*). IMO 8111752. General cargo. Length 169 m, 7,965 t. Panamanian flag. Classification society Turk Loydu. Built in 1983 in Kiel (Germany) by Howaldtswerke AG. Owned by Ataduru (Turkey). Detained in 2001 in Brisbane (Australia), in 2002 in Geraldton (Australia), in 2009 in Marseille (France) and in 2012 in Castellon de la Plana (Spain). Sold for demolition in Bangladesh.



Mikhail Isakovskiy (ex-*Santana*). IMO 8136673. General cargo. Length 124 m, 2,650 t. Pavillon Ukraine. Classification society Ukraine Shipping Register. Built in 1983 in Navashino (Russia) by Oka. Owned by Donbass (Ukraine). Detained in 2007 in Taranto (Italy) and in 2008 in Sibenik (Croatia). Sold for demolition in Turkey. 358 \$ per ton.



MSC India (ex-*Albert Bridge*, ex-*Kiribati Chief*, ex-*Niugini Chief*, ex-*Chekiang*, ex-*Nedlloyd Everest*, ex-*Aleksandr Marinesko*, ex-*Orient Shreyas*). IMO 8918069. General cargo. Length 155 m, 7,555 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1991 in Rostock (Germany) by Neptun Warnowwerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2001 in Brisbane (Australia). Sold for demolition in India. 423 \$ per ton.



Kiel canal, June 2011 © L Graupeter



Alang, June 2012 © Bansal / Marinetraffic

MSC Patricia (ex-*Torm America*, ex-*Tisno*, ex-*Vardar Delmas*, ex-*Vardar*). IMO 9000209. General cargo. Length 165 m, 7,560 t. Panamanian flag. Classification society RINA. Built in 1990 in Warnemünde (Germany) by Warnowwerft. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2008 in Antwerp (Belgium). Sold for demolition in India. 375 \$ per ton.



Musketeer (ex-*Saga Musketeer*, ex-*Hoegh Musketeer*, ex-*Star Musketeer*, ex-*Westwood Musketeer*). IMO 7516656. General cargo. Length 201 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1977 in Nagasaki (Japan) by Mitsubishi. Owned by SMT Ship Management & Transport (Cyprus). Detained in 2007 in Shanghai (China). Sold for demolition in China.



Nadin II (ex-*Simoon II*, ex-*Burg*, ex-*Orient Star*, ex-*Alpine Star*). IMO 7500267. General cargo. Length 107 m, 2,087 t. Tanzanian flag. Classification society Venezuelan Register of Shipping. Built in 1976 in Imabari (Japan) by Nishi Zosen. Owned by OMAR-MBZ Shipping Co SA (Syria). Detained in 1999 in Thessaloniki (Greece), in 2001 in A Coruña (Spain), in 2006 in Bordeaux (France), in 2007 in Izmit (Turkey) and in 2009 in Damietta (Egypt). Sold for demolition in Pakistan.



Orient Pacific (ex-*Rattana Manii*, ex-*Grace*, ex-*Chahaya Star*, ex-*Safina E Najam*, ex-*Asunaro*). IMO 7608370. General cargo. Length 132 m, 3,679 t. Sierra Leone flag. Classification society Sing Lloyd. Built in 1976 in Hashihama (Japan) by Kurushima. Owned by CTS Marine Co (Thailand). Detained in 2003 in Singapore, in 2006 in Qingdao (China) and Zhenjiang (China) and in 2007 in Singapore again. Sold as is in Singapore for demolition in Bangladesh. 405 \$ per ton.

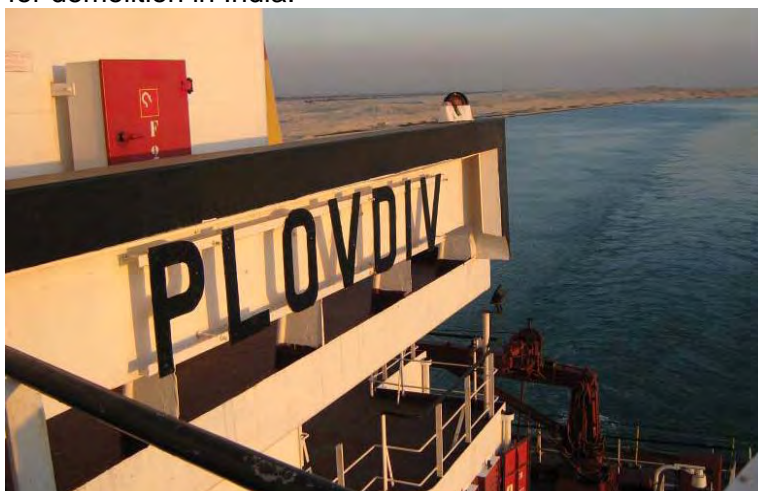


Pioneer Karel II. IMO 7733668. General cargo. Length 130 m, 4.003 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). Sold for demolition in Mumbai (India).



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

Plovdiv (ex-Nedlloyd Marne, ex-Armada Sprinter, ex-Waterdrager). IMO 8912479. General cargo. Length 157 m, 6,635 t. Bulgarian flag. Classification society Germanischer Lloyd. Built in 1989 in Wismar (Germany) by Mathias Thesen. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2011 in Koper (Slovenia). Sold for demolition in India.



Canal de Suez, January 2012 © **Mladen Todorov**

Rosethorn (ex-Rosebank, ex-Moyle, ex-Shamrock Endeavour). IMO 8028307. General cargo. Length 69 m. Saint Vincent & Grenadines flag. Classification society Polski Rejestr Statkow. Built in 1982 in Hoogezand (Netherlands) by Coops. Owned by Kurs Doo (Croatia). Sold for demolition in Denmark.



Russel Rani (ex-Russel Rania, ex-F Spirit, ex-Forum Fiji III, ex-Salzach, ex-Ever Amply) IMO 9080170. General cargo. Length 126 m, 4,256 t. Deflagged from India to Marshall Islands. Classification society Germanischer Lloyd. Built in 1995 in Varna (Bulgaria) by Varna Shipyard. Owned by Rarefield Shipping (India). Detained in 2006 in Auckland (New Zealand). Sold for demolition in Bangladesh.



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.



Sergey S (ex-Sergey Smirnov). IMO 7828724. General cargo. Length 124 m, 2,650 t. Moldovan flag. Classification society Shipping Register of Ukraine. Built in 1979 in Navashino (Russia) by Oka Navashino. Detained in 2000 and 2001 in Genoa (Italy), in 2004 in Barcelona (Spain) and in 2008 in Venice (Italy). Sold for demolition in Turkey. 358 \$ per ton.



Siboney Belle (ex-Sea Pistis, ex-Oinoussian pride, ex-Alam Talang, ex-Ikan Talang, ex-Alikmos). IMO 8306931. General cargo. Length 145 m, 4,245 t. Filipino flag. Classification society American Bureau of Shipping. Built in 1985 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Roymar Ship Management Inc (United States). Detained in 2005 in San Juan (Porto Rico) and in 2008 in Donghae (China). Sold for demolition in Bangladesh. 493 \$ per ton including 293 t of bunkers.



Tayrona Princess (ex-Cape Jervis, ex-Rickmers Shanghai, ex-Concord Jimba, ex-Golden Orchid Jr, ex-Golden Orchid, ex-CC Seattle). IMO 8220242. General cargo. Length 166 m, 7,318 t. Filipino flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Mizushima (Japan) by Sanoyasu. Owned by Roymar Ship Management Inc (United States). Detained in 2012 in Jiangyin (China). Sold for demolition in China. 439 \$ per ton including 200 t of bunkers.



Teteven. IMO 8915861. General cargo. Length 122 m, 4,543 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1990 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Navigation Maritime Bulgare (Bulgaria). Detained in 2005 in Iskenderun (Turkey). Sold for demolition in India. 355 \$ per ton.



Rotterdam, June 2010 © Frans Sanderse

Tiran (ex-Sirorat Naree, ex-Ocean Fortress, ex-Gulf Glory). IMO 8316302. General cargo. Length 172 m, 6,234 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Sea Gate Management (Egypt). Detained in 1999 in Antwerp (Belgium), in 2004 in Lyttelton (New Zealand), in 2010 in Kakinada (India), in 2011 in Posiet (Russia) and in 2012 in Saigon (Vietnam). Sold for demolition in India. 380 \$ per ton.



Valeriy Onischuk (ex-Slavutich 11). IMO 8841503. General cargo. Length 109 m, 1,310 t. Sierra Leone flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Kiev (Ukraine) by Kiyevskiy SSZ. Sold for demolition in Sevastopol (Ukraine).

Viktor Khara (ex-Scala). IMO 8033247. General cargo. Length 124 m, 2,650 t. Moldovan flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Navashino (Russia) by Oka. Owned by Donbass (Ukraine). Detained in 2003 in Barcelone (Spain), in 2004 in Galati (Romania), in 2008 in Limassol (Cyprus) and in 2010 in Taranto (Italy) and Koper (Slovenia). Sold for demolition in Turkey. 356 \$ per ton.



Wael H (ex-Wael, ex-Oylum, ex-Ferzan Kaptanoglu). IMO 7425273. General cargo. Length 79 m, 1,012 t. Tanzanian flag. Classification society Bureau Veritas. Built in 1976 in Kavak (Turkey) by Hidrodinamik. Owned by Hamadah Shipping (Syrie). Detained in 1999 in Genoa (Italy), in 2000 in Alicante (Spain), in 2001 in Las Palmas (Spain), in 2002 in Port-la-Nouvelle (France), in 2006 in Novorossiysk (Russia) and in 2007 and 2009 in Suez (Egypt). Sold for demolition in Mumbai (India).



Yuan Tong (ex-Cape Conway, ex-Delmas tourville, ex-C.D. Pointe Noire, ex C.R. Pointe Noire). IMO 8130253. General cargo. Length 170 m, 9,091 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by Hongyuan Marine Co Ltd (China). Detained in 2000 in Hong Kong, in 2001 in Singapore, in 2006 in Fremantle (Australia), in 2008 in Newcastle (Australia) and in 2011 in Novorossiysk (Russia). Sold for demolition in India.



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

Container ship

Acx Lily. IMO 8914271. Container ship. Length 184 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Onishi (Japan) by Shin Kurushima. Owned by Tostec Ltd (Japan). Sold for demolition in China.

Bunga Bidara. IMO 8907981. Container ship. Length 177 m, 7,340 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1990 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by MISC BHD (Malaysia). Detained in 2011 in Ningbo (China). Sold for demolition in India .510 \$ per ton.



Bunga Delima. IMO 8907993. Container ship. Length 177 m, 7,274 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1990 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by MISC BHD (Malaysia). Detained in 2001 in Tauranga (New Zealand). Sold for demolition in India. 510 \$ per ton.



Bunga Terasek. IMO 9009011. Container ship. Length 177 m, 7,242 t. Malaysian flag. Classification society American Bureau of Shipping. Built in 1991 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by MISC BHD (Malaysia). Detained in 2000 in Tauranga (New Zealand). Sold for demolition in India. 510 \$ per ton.



Zero incident, Zero accident
Bunga Terasek in Port Klang (Malaysia), January 2009 © Marizan Nor Basirun

Celina (ex-CMA CGM *Caucase*, 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.



The grounding and salvage of the *Celina*, March 2012 © Kystverket / Norwegian Coast Guard

Cooper River Bridge (ex-Henry Hudson Bridge). IMO 8617598. Container ship. Length 243 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sakaide (Japan) by Kawasaki. Owned by K' Line Ship Management Co Ltd (Japan). Sold for demolition in China.

Endurance (ex-CP *Endurance*, ex-Canmar *Endurance*, ex-Cast *Performance*, ex-Contship *Endeavour*, ex-Canmar *Endeavour*, ex-Alligator *Joy*, ex-Tokyo *Maru*). IMO 8204626. Container ship. Length 222 m, 13,365 t. Deflagged from Bermuda to Saint Kitts & Nevis for her last journey. Classification society Det Norske Veritas. Built in 1983 in Oppama (Japan) by Sumitomo. Owned by Hapag-Lloyd AG (Germany). Detained in 2004 in Fos-sur-Mer (France). Sold for demolition in India where she arrived shortened to « *Endura* ».



Fiducia (ex-TS *Kobe*, ex-Colombus *Florida*). IMO 9141132. Container ship. Length 168 m, 7,329 t. Deflagged from Germany to Saint-Kitts-et-Nevis for her last journey. Classification society Germanischer Lloyd. Built in 1997 in Emden (Germany) by Thyssen Nordseewerke. Owned by Maritime Dienstleistungen GmbH (Germany). Sold for demolition in India where this European arrives discreetly under the short name « *Ducia* ». 485 \$ per ton.



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

Fresena (ex-*Alianca Patagona*, ex-*Cap Cortes*, ex-*Cabo Creus*, ex-*Monte Rosa*, ex-*Azteca*, ex-*Colombus La Plata*). IMO 9141120. Container ship. Length 168 m, 7,406 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1997 in Emden (Germany) by Thyssen Nordseewerke. Owned by MARTIME - Gesellschaft für Maritime Dienstleistungen mbH (Germany). Detained in 2008 in Valparaiso (Chile). Sold as is in Cyprus for demolition in Turkey. 295 \$ per ton.



Genius I (ex-*Ever Genius*). IMO 8200137. Container ship. Length 231 m, 14,340 t. Liberian flag). Classification society American Bureau of Shipping. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Ciel Shipmanagement SA (Greece). Detained in 2005 in Valencia (Spain) Sold for demolition in China.



Gifted (ex-*Ever Gifted*). IMO 8217879. Container ship. Length 231 m, 14,340 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1984 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Ciel Shipmanagement SA (Greece). Detained twice in 2005 in Hong Kong. Sold for demolition in China.



Go Express (ex-*Santiago Express*, ex-*Isla de la Plata*, ex-*Cordillera Express*). IMO 8208268. Container ship. Length 206 m, 8,489 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1984 in Koje (South Korea) by Samsung. Owned by Hapag Lloyd (Germany). Sold for demolition in India.



June 2012, the *Santiago Express* became the *Go Express* by the grace of a paintbrush and has just been beached for demolition in Alang (India) © Soham / Shipspotting



Great Pride (ex-*Sinokor Tianjin*, ex-*Asian Progress*). IMO 8210900. Container ship. Length 138 m, 3,634 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1982 in Akitsu (Japan) by Taihei Kogyo. Owned by Gemadept Corp (Vietnam). Detained in 2003 in Hong Kong. Sold for demolition in Bangladesh. 482 \$ per ton.



Hammurabi (ex-*Australian Advance*). IMO 8117287. Container ship. Length 211 m, 13,212 t. Kuwait flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by United Arab Shipping Co (Koweit). Sold for demolition in India. 498 \$ per ton.

Han Yang (ex-*Gaia*, ex-*Tiger Bay*, ex-*Nordluck*, ex-*Tiger Bridge*, ex-*Ragna*, ex-*Eagle Tide*, ex-*Ragna Bakke*). IMO 8110576. Container ship. Length 134 m, 4,230 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Guangzhou (China) by Guangzhou SY. Owned by Korea Shipmanagers Co (South Korea). Sold for demolition in China.

Hanjin Montreal (ex-*Montreal Senator*, ex-*Pacific Bridge*, ex-*MSC Fremantle*, ex-*Zim Mumbai*, ex-*Hyundai Seattle*, ex-*Makalu*). IMO 8308109. Container ship. Length 240 m, 14,466 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding Corp ; jumboized in 1989 and lengthened from 195 to 240 m. Owned by Danaos Shipping (Greece). Detained in 2006 in Shanghai (China) and in 2010 in Cagliari (Italy). Sold for demolition in India. 482 \$ per ton.



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 Tianjn Centrans Shipping, under Honk Kong flag and is renamed *Sky Jupiter*. Sold for demolition in Bangladesh.



Departing Buff (New Zealand), November 2010

© Chris Howell

Manhattan Bridge. IMO 8604292. Container ship. Length 241 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sakaide (Japan) by Kawasaki. Owned by K' Line ShipManagement Co (Japan). Detained in 2011 in Singapore. Sold for demolition in China.



MSC Amy (ex-Pellini, ex-Esteclipper, ex-MSC Ukraine, ex-Melbridge Pride, ex-Cielo del Venezuela, ex-Nedlloyd Catarina, ex-AUroora, ex-Kalamazoo,). IMO 9003483. Container ship. Length 157 m, 6,417 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1992 in Wismar (Germany) by MTW. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in Mumbai (India).



MSC Chaneca (ex-Sinar Java, ex-Red Sea Ensign, ex-Eagle Direct, ex-Lloyd Maranhao, ex-Ville de Lumière, ex-Patricia Rickmers). IMO 8415677. Container ship. Length 163 m, 5,610 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Bremerhaven (Germany) by Rickmers. Sold for demolition in India. 483 \$ per ton.



MSC Finland (ex-West Gate Bridge, ex-George Washington Bridge). IMO 8511184. Container ship. Length 241 m, 15,957 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Kobe (Japan) by Kawasaki. Owned by Goldenport Shipmanagement Ltd (Greece). Sold for demolition in India. 475 \$ per ton.



MSC Hailey (ex-Alva Star, ex-Norasia Malta, ex-MSC Jasmine). IMO 8818180. Container ship. Length 236 m, 17,009 t. Panamanian flag. Classification society RINA. Built in 1994 in Castellammare (Italy) by Fincantieri. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2011 in Naples (Italy). Sold for demolition in India. 486 \$ per ton.



MSC Peggy (ex-Atlantic Bridge, ex-CMBT Maeterlinck, ex-Med Barcelona, ex-Ville de Canopus, ex-Scandutch Helvetia, ex-Maeterlinck). IMO 8208672. Container ship. Length 207 m, 13,845 t. Panamanian flag. Classification



society Germanischer Lloyd. Built in 1984 in Tamise (Belgium) by Boelwerf. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2001 and 2002 in Fremantle (Australia). Sold for demolition in India. 480 \$ per ton.

MSC Prospect (ex-CMA CGM Papagayo, ex-Bernhard Schulte, ex-Temastar II, ex-Maersk Paita, ex-TMM Tuxpan, ex-Calapedra, ex-Contship Tahiti). IMO 9057135 Container ship. Length 166 m, 7,200 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1994 in Szczecin (Poland) by Szczecinska. Owned by Bernhard Schulte Shipmanagement (Germany). Detained in 2004 in Novorossiysk (Russia). Sold for demolition in Turkey. 350 \$ per ton.



MSC Roberta (ex-Hyundai Challenger, ex-P&O Nedlloyd 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.



MSC Samantha (ex-Pacific Sky, ex-Safmarine Vaal, ex- Vaal, ex- SA Vaa). IMO 8013766. Container ship. Length 210 m, 13,179 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Aioi (Japan) by Ishikawajima-Harima. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2003 in Fremantle (Australia) and in 2005 in Izmir (Turkey). Sold for demolition in India. 468 \$ per ton.



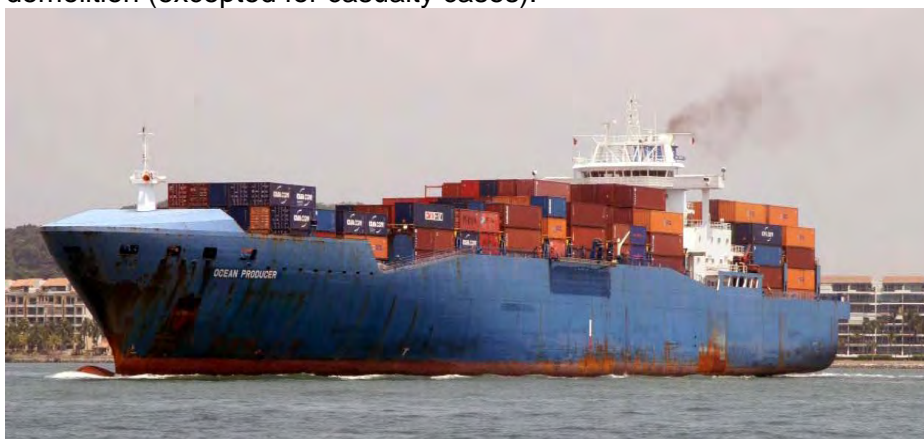
MSC Sukaiyna. (ex-La Boheme, ex-Antares, ex-Isla Gran Malvina) IMO 8310530. Container ship. Length 198 m, 10,482 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in Ensenada (Argentina) by AFNE. Owned by MSC – Mediterranean Shipping Company (Switzerland). Sold for demolition in India.



MSC Tina (ex-Ambassador Bridge). IMO 8512243. Container ship. Length 241 m, 15,806 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2000 in Long Beach (California, United States) and in 2011 in Melbourne (Australia) et La Spezia (Italy). Sold for demolition in India 487 \$ per ton.



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).



Ocean Producer in Singapore, August 2010 © John Wrightson

Porthos (ex-Ever Grade). IMO 8208220. Container ship. Length 231 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kure (Japan) by Ishikawajima-Harima. Owned by Technomar Shipping Inc (Greece). Detained in 2000 in Hong Kong. Sold for demolition in China. 438 \$ per ton.



Power (ex-CP Power, ex-Montreal Senator, ex-Cast Power, ex-Contship Success, ex-Canmar Success, ex-Alligator Excellence, ex-America Maru). IMO 8103406. Container ship. Length 222 m, 13,820 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1982 in Tamano (Japan) by Mitsui. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in India.



Stellar Pacific (ex-Stellar Bay, ex-Saipan Harvester, ex-Aizan, ex-Phuket Bridge, ex-Iris Wave, ex-Eagle Wave, ex-Iris Ace, ex-Paget). IMO 8105973. Container ship. Length 112 m, 3,632 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Yokkaichi (Japan) by Mie. Owned by Gemadept Corp (Vietnam). Sold for demolition in Bangladesh. 482 \$ per ton.

Umbul Mas (ex-Vira Bhum, ex-Cala Mediterranea, ex-Hodeidah Crown, ex-Colombus Caribic, ex-Tristan). IMO 7349845. Container ship. Length 144 m, 4,550 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1974 in Lübeck (Germany) by Orenstein & Koppel. Owned by Tirtamas Express Pt (Indonesia). Sold for demolition in Bangladesh.



YM Asia (ex-Ming Asia). IMO 8807727. Container ship. Length 276 m, 18,637 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1991 in Kaohsiung (Taiwan) by China SB Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2000 in Yokohama (Japan) and in 2011 in Singapore et Bandar Abbas (Iran). Sold for demolition in India.



Reefer

Africa Reefer (ex-Atlas Mountains, ex-Winfast Reefer, ex-Frontier Reefer, ex-Kijima). IMO 8130942. Reefer. Length 140 m, 5,220 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Shimonoseki (Japan) by Towa. Owned by Lavinia Corp (Greece). Detained in 2010 in Antwerp (Belgium). Sold for demolition in India.



Antarctic Star (ex-White Arrow). IMO 8301682. Reefer. Length 138 m, 3,802 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Akitsu (Japan) by Taihei Kogyo. Owned by Lavinia Corp (Greece). Detained in 2004 in Iquique (Chile) and in 2011 in Algeciras (Spain). Sold for demolition in Bangladesh. 320 \$ per ton.



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

Argentina (ex-Argentina Star, ex-Polar Argentina, ex-Horntide, ex-Gordian). IMO 8814304. Reefer. Length 150 m, 6,375 t. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Gdansk (Poland) by Gdanska Lenina. Owned by Star Reefers (Poland). Detained in 2009 in Galveston (United States). Sold for demolition in India.



Baltic Melody (ex-Swan Ocean, ex-Swan Lake, ex-Potomac, ex-Isla Payana). IMO 7710915. Reefer. Length 152 m, 5,900 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Tamise (Belgium) by Boelwerf. Owned by Ost-West-Handelund Schiffahrt GmbH (Germany). Sold for demolition in Turkey.



Brazilian Lady (ex-Caribbean Lady, ex-Powisle). IMO 8509521. Reefer. Length 140 m, 5,827 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Gdansk (Poland) by Gdanska Lenina. Owned by Fairwind Shipmanagement Ltd (Russia). Sold for demolition in Mumbai (India). 454 \$ per ton including 22 t of aluminium.



Capricorn (ex-Pegasus, ex-Transporter, ex-Del Monte Transporter). IMO 8713603. Reefer. Length 141 m, 5.702 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1990 in Sevilla (Spain) by AESA. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in India..



Centaurus (ex-Planter, ex-Del Monte Planter). IMO 8713574 Reefer. Length 141 m, 5,700 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1989 in Sevilla (Spain) by AESA. Owned by Chartworld Shipping Corp (Greece). Detained in 1999 in Antwerp (Belgium), in 2003 in Townsville (Australia), in 2006 in Valparaiso (Chile) and in 2007 in Antwerp again. Sold for demolition in China. 412 \$ per ton.



Frio Hamburg (ex-EW Rainier). IMO 8807478. Reefer. Length 125 m, 3,230 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Akitsu (Japan) by Shin Kurushima. Owned by Lavinia Corp (Greece). Sold for demolition in Bangladesh. 320 \$ per ton.



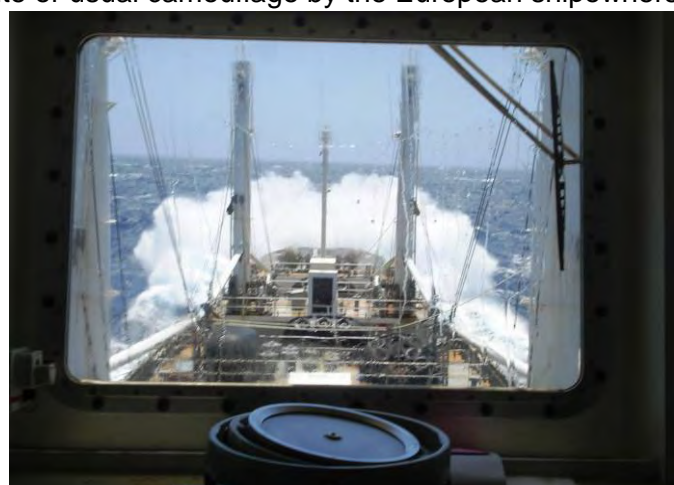
Gemini (ex-San Antonio, ex-Dubrava). IMO 8811663. Reefer. Length 153 m, 7,398 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Wismar (Germany) by Mathias Thesen. Owned by Lavinia Corp (Greece). Sold for demolition in China. 340 \$ per ton.



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 ?



Trans-shipping fish in the Marshall Islands, February 2003 ©Gena Anfimov



Storm in the Pacific, August 2006 © Gena Anfimov

Pisang (ex-Sevillan Reefer, ex-Packer, ex-Del Monte Packer). IMO 8713598. Reefer. Length 141 m, 5,702 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Sevilla (Spain) by AESA. Owned by Roswell Navigation Corp (Greece). Detained in 2002 in Townsville (Australia) and in 2004 in Zeebrugge (Belgium). Sold for demolition in Turkey. 300 \$ per ton.



Pluto. IMO 8618853 Reefer. Length 137 m, 4,161 t. Lithuanian flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Ulsan (South Korea) by Donghae SB Co. Owned by Limarko Shipping Co AB (Lithuania). Detained in 2006 in Ambarli (Turkey). Sold for demolition in India. 445 \$ per ton.



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.



Saipan Winner (ex-Hub Winner, ex-Malacca, ex-Hyundai Malacca, ex-Big Olive, ex-Oriental Hawk One, ex-Kinyo Maru). IMO 8313257. Reefer. Length 121 m, 3,603 t. Malaysian flag. Classification society Bureau Veritas. Built in 1983 in Akitsu (Japan) by Taihei Kogyo. Owned by Hub Shipping (Malaysia). Sold for demolition in Mumbai (India)

Seattle Reefer (ex-Andes Mountains, ex-Greenland Rex). IMO 8208969. Reefer. Length 142 m, 5,077 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimonoseki (Japan) by Hayashikane. Owned by Lavinia Corp (Greece). Detained in 2008 in Incheon (South Korea). Sold for demolition in Mumbai (India).



Seattle Reefer, November 2011 in Ijmuiden (Netherlands) © Willem Oldenburg

Silver Stockholm (ex-Cape Cod). IMO 8702848. Reefer. Length 120 m, 4,303 t. Norwegian flag (international register). Classification society Germanischer Lloyd. Built in 1990 in Shanghai (China) by Shanghai SY. Owned by Fjord Shipping AS (Norway). Detained in 2000 in Rotterdam (Netherlands). Sold for demolition in India. 440 \$ per ton.



Splendid Harvest. IMO 8710364. Reefer. Length 141 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Sasebo (Japan) by Sasebo HI. Owned by NYK Reefers Ltd (United Kingdom). Detained in 2008 in Gdansk (Poland). Sold for demolition in Turkey.



Spring Bear (ex-Spring Dream). IMO 8220383. Reefer. Length 152 m, 8,489 t. Liberian flag. Classification society Bureau Veritas. Built in 1984 in Ulsan (South Korea) by Hyundai. Owned by Seatrade Groningen BV (Netherlands). Sold for demolition in India. 390 \$ per ton.



Spring Bob (ex-Spring Blossom). IMO 8213665. Reefer. Length 151 m, 7,808 t. Dutch flag. Classification society Bureau Veritas. Built in 1984 in Mihara (Japan) by Koyo Docks. Owned by Seatrade Groningen BV (Netherlands). Sold as is in Fujairah (United Arab Emirates) for demolition in Bangladesh. 418 \$ per ton.



Spring Bok (ex-Spring Bee, ex-Spring Bird). IMO 8213677. Reefer. Length 151 m, 7,895 t. Dutch flag. Classification society Bureau Veritas. Built in 1984 in Mihara (Japan) by Koyo Docks. Owned by Seatrade Groningen BV (Netherlands). Sold for demolition in Turkey. 345 \$ per ton.



Spring Bok in Hamburg (Germany), July 2011 © Harmut Brockmüller

Spring Deli (ex-Spring Delight). IMO 8220424. Reefer. Length 152 m, 8,088 t. Curacao flag. Classification society Bureau Veritas. Built in 1984 in Pusan (South Korea) by Korea Shipbuilding. Owned by Seatrade Groningen BV (Netherlands). Detained in 2002 in Saint Petersburg (Russia) and in 2003 in Mackay (Australia). Sold for demolition in Turkey. 345 \$ per ton.



Spring Dragon (ex-Spring Dream, ex-Spring Desire). IMO 8220436. Reefer. Length 152 m, 4,200 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Pusan (South Korea) by Korea SB & E Corp. Owned by Roswell Navigation Corp (Greece). Detained in 2003 in Sheerness (United Kingdom), in 2004 in Rotterdam (Netherlands), in 2008 in Hamburg (Germany) and in 2009 in Hamburg and Rotterdam again. Sold for demolition in Turkey. 307 \$ per ton.



Spring Panda (ex-Spring Ballad, ex-Spring Blossom). IMO 8213653. Reefer. Length 151 m, 7,895 t. Dutch flag. Classification society Bureau Veritas. Built in 1984 in Mihara (Japan) by Koyo Docks. Owned by Seatrade Groningen BV (Netherlands). Detained in 2000 in Dunkirk (France), in 2002 in Valparaiso (Chile) and in 2006 in Hamburg (Germany). Sold for demolition in Turkey. 345 \$ per ton.



Supreme Harves.t IMO 8710376. Reefer. Length 141 m, 4,740 t. Vanuatu flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Sasebo (Japan) by Sasebo HI. Owned by NYK Reefers Ltd (United Kingdom). Sold for demolition in India.



Valencia Carrier (ex-Spring Bride). IMO 8317148. Reefer. Length 148 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Norbulk Shipping (United Kingdom). Detained in 2009 et 2010 in Galveston (United States). Sold for demolition in Turkey.



Vinson (ex-Kaneshima). IMO 8612641. Reefer. Length 146 m, 3,997 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Takamatsu (Japan) by Shikoku Dock. Owned by Agder Ocean Shipping AS (Norway). Detained in 2008 in Dalian (China). Sold for demolition in India. 350 \$ per ton.



Viviana (ex-Genoa, ex-Milano, ex-Hercules, ex-Milano Universal, ex-Chiquita Milano, ex-Chiquita Italia, ex-Nellik). IMO 8220333. Reefer. Length 137 m, 5,460 t. Cook Islands flag. Classification society Bureau Veritas. Built in 1983 in Kochi (Japan) by Shin Yamamoto. Owned by Holy House Shipping AB (Sweden). Sold for demolition in Turkey. 302 \$ per ton.



Ro Ro

Archangelos (ex-Aegean Sun, ex-Seahawk, ex-Cetam Victoriae, ex-Dana Minerva, ex-Fichtelberg, ex-Norcliff, ex-Spirit of Dublin, ex-Tor Caledonia). IMO 7383451. Ro Ro. Length 134 m, 4,551 t. Greek flag. Classification society RINA. Built in 1975 in Kristiansand (Norway) by Kristiansund MV. Owned by Melody Shipping Company (Greece). Sold for demolition in India.



ECS Cristina I (ex-Trakia). IMO 8513259. Ro Ro. Length 125 m, 5,070 t. Saint Vincent & Grenadines flag. Classification society International Naval Survey Bureau. Built in 1987 in Vigo (Spain) by J. Barreras. Owned by Foukatrans Sarl (Maroc). Detained in 2006 in Ambarli (Turkey), in 2009 in Alexandria (Egypt), in 2010 in Vlissingen (Netherlands) and in 2011 in Sagunto (Spain). Sold for demolition in Turkey. 360 \$ per ton.



Eliana M (ex-Golfo del Sole, ex-Esaryna I, ex-Espresso Veneto, ex-Languedoc). IMO 7350985. Ro Ro. Length 163 m. Italian flag. Classification society RINA. Built in 1978 in Pietra Ligure (Italy) by Nuovi Cantieri; jumboized in 1993 and lengthened from 148 to 163 m. Owned by Moby SpA (Italy). Detained twice in 2005 in Italy. Sold for demolition in Turkey.



Eliana M berthed in Genoa (Italy) after leaving dry dock, December 2008 © Baldizzone Pietro



European Trader (ex-Tor Maxima, ex-Dana Maxima). IMO 7708778. Ro Ro. Length 172 m. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Sakai (Japan) by Hitachi Zosen; jumboized in 1995 and lengthened from 141 to 172 m. Owned by P&O Ferries Holdings Ltd (United Kingdom). Sold for demolition in Turkey.



Global Carrier (ex-Stena Carrier, ex-Jolly Smeraldo, ex-Jolly Bruno, ex-Imparca Miami, ex-Imparca Express I). IMO 7528647. Ro Ro. Length 156 m. Finnish flag. Classification society Det Norske Veritas. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Lillbacka Powerco (Finland). Sold for demolition in Turkey.



Iron Monarch. IMO 7305502. Ro Ro. Length 179 m, 8.963 t. Australian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Whyalla (Australia) by Whyalla SB & E Works. Owned by Ever Rich International Marine Co (Australia). Sold for demolition in India.

Kapitan Man. IMO 8406690. Ro Ro. Length 166 m, 10,995 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Vuosaari (Finland) by Valmet Oy. Owned by Far Eastern Shipping Company (Russia). Detained in 2007 in Aliaga (Turkey). Sold for demolition in Bangladesh.



Seaboard Costa Rica (ex-Takoradi, ex-Seki Roanoke). IMO 8200591. Ro Ro. Length 165 m. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Seaboard Ship Management Inc (United States). Sold as is in Jamaica for an unknown destination of demolition. 265 \$ per ton.

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 *Ltc. 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.



Strada Gothica (ex-RoRo Gothica, ex-Stena Gothica, ex-Monawar L, ex-Stena Project, ex-Railro 2, ex-Melbourne Trader, ex-Tor Flandria). IMO 7383138. Ro Ro. Length 189 m. Italian flag. Classification society RINA. Built in 1975 in Sandefjord (Denmark) by Framnaes ; jumboized in 1990 and lengthened from 140 to 189 m. Owned by Stradeblu Srl (Italy). Detained in 2004 in Port Everglades (United States). Sold for demolition in Turkey.



Yong An Men (ex-Shahrazade Dream, ex-Lykes Raider, ex-Global Brazil, ex-Nota Libre, ex-Seaboard Venezuela, ex-Nordana Successor, ex-Bremer Voyager, ex-Barbara L, ex-Kislovodsk). IMO 8811704. Ro Ro. Length 174 m, 9,210 t. Hong Kong flag. Classification society China Classification Society. Built in 1990 in Warnemunde (Germany) by Warnowwerft. Owned by NASCO - Nanjing Ocean Shipping Co (China). Detained in 1998 in Genoa (Italy). Sold for demolition in India. 365 \$ per ton.



Bulk carrier

Al Khaliq (ex-New World, ex-New Noble, ex-Sanko Noble). IMO 8307155. Bulk carrier. Length 179 m, 6,624 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by SNP Shipping Services (India). Detained in 2002 in Incheon (South Korea), in 2003 in Singapore and in 2010 in Durban (South Africa). Sold for demolition in Pakistan. 460 \$ per ton.



Alamayn (ex-Kanok Naree, ex-Sulu Warrior, ex-Handy Bonita, ex-Mar Bonita, ex-Reina del Mar, ex-Jovian Lotus, ex-Sanko Symphony). IMO 8307519. Bulk carrier. Length 175 m, 6,727 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by Sea Gate Management Co SA (Greece). Detained in 2008 in Casablanca (Maroc), in 2010 in Shanghai (China) and in 2011 in Novorossiisk (Russia). Sold for demolition in Pakistan.



Alexa M (ex-Obi Wan, ex-Ma Guan Hai). IMO 8308771. Bulk carrier. Length 189 m, 8.926 t. Saint Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1984 in Shimonoseki (Japan) by Hayashikane. Owned by Labris Shipping Co (Russia). Detained in 2000 in Mizushima (Japan) and in 2009 in Tianjin (China). Sold for demolition in China. 354 \$ per ton.



Alexia (ex-Beth B, ex-Pantokrator, ex-Bengerir). IMO 8100894. Bulk carrier. Length 188 m, 7,717 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Owned by Alloceans Shipping Co (Greece). Detained in 2001 in Rotterdam (Netherlands) and in 2007 in Yuzhnyy (Ukraine). Sold for demolition in Pakistan.



Alexia arriving at Ilo (Peru)
© Antonio Montalvo Núñez

Amber Star (ex-*Amber*, ex-*Concorde Spirit*, ex-*Concorde Maru*). IMO 8420139. Bulk carrier. Length 290 m, 22,809 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Sakaide (Japan) by Kawasaki. Owned by Charterwell Maritime SA (Greece). Sold for demolition in Bangladesh. 490 \$ per ton.



Ariana (ex-*Space*, ex-*Eastern Pace*, ex-*World President*). IMO 8014150. Bulk carrier. Length 229 m, 12,327 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Mihara (Japan) by Koyo DY Co. Owned by Seven Seas Maritime Ltd (United Kingdom). Detained in 2003 in Porto Torres (Italy). Sold for demolition in Pakistan.



Atlantic Majesty (ex-*Searider*, ex-*Thebes*). IMO 8204286. Bulk carrier. Length 188 m, 8,352 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Chiba (Japan) by Mitsui. Owned by Pacc Ship Managers (Singapore). Detained in 2000 in Wallaroo (Australia). Sold for demolition in China. 419 \$ per ton including 300 t of bunkers.



B America (ex-*Saba*, ex-*Annika N*, ex-*Lucky Victory*). IMO 8312019. Bulk carrier. Length 186 m, 7,977 t. Panamanian flag. Classification society RINA. Built in 1984 in Tadotsu (Japan) by Hachihama Zosen. Owned by Portunato & C Srl (Italy). Detained in 2005 in Genoa (Italy) and Guangzhou (China), in 2006 in Antwerp (Belgium) and in 2011 in Foynes (Ireland). Sold for demolition in Bangladesh. 383 \$ per ton.



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

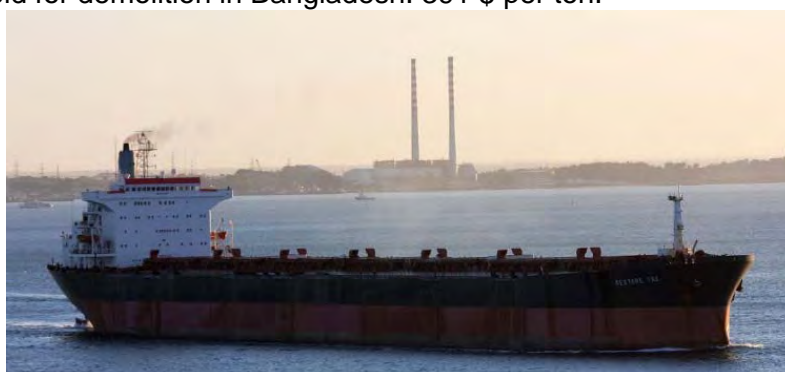
B India (ex-*Thanos*, ex-*Elena Heart*, ex-*Prabhu Parvati*). IMO 8204016. Bulk carrier. Length 197 m, 9,535 t. Panamanian flag. Classification society RINA. Built in 1983 in Kudamatsu (Japan) by Kasado Dock. Owned by Portunato & C Srl (Italy). Detained in 2000 in Camden (New Jersey, United States) and 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.



Bestore Tre (ex-*Realmar*, ex-*Docemar*, ex-*Maria do Rosario*). IMO 8124278. Bulk carrier. Length 242 m, 13,000 t. Italian flag. Classification society RINA. Built in 1984 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Augustea Atlantica SpA (Italy). Detained in 2011 in Haifa (Israel). Sold for demolition in Bangladesh. 391 \$ per ton.



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



Bet Fighter (ex-Ferosa). IMO 9004839. Bulk carrier. Length 298 m, 27,053 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1992 in Constanta (Romania) by Santierul Naval Constanta. Owned by Enterprise Shipping & Trading (Greece). Detained in 2002 in Port Headland (Australia). Sold for demolition in China. 425 \$ per ton including 500 t of bunkers.



© Marinetrtraffic

Bet Scouter (ex-Saldanha). IMO 9050010. Bulk carrier. Length 296 m, 27,984 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1995 in Constanta (Romania) by Santierul Naval Constanta. Owned by Enterprise Shipping & Trading (Greece). Detained in 2006 in Dampier (Australia) and in 2008 in Esperance (Australia). Sold for demolition in China.



Blue Mariner (ex-Afea, ex-Impériale, ex-Prodigy, ex-Neptune Sirius). IMO 8103286. Bulk carrier. Length 187 m, 7,604 t. Cyprus flag. Classification society Bureau Veritas. Built in 1982 in Aioi (Japan) by Ishikawajima-Harima. Owned by Blue Shipmanagement Corp (Greece). Detained in 2000 and 2001 in Port Pirie (Australia). Sold for demolition in India. 472 \$ per ton.



Bonafide (ex-Samsun Veritas, ex-Fertilia, ex-Mineral Ordaz). IMO 9047439. Bulk carrier. Length 296 m, 27,828 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1997 in Constanta (Romania) by Santierul Naval Constanta. Owned by Samsun Logix Corporation (South Korea). Sold for demolition in Bangladesh. 453 \$ per ton.






At Newcastle (United Kingdom), December 2009 © Rick Banyard

By Ford (ex-Orient Pearl, ex-Maritime Chiangmai, ex-Maritime Integrity, ex-Sun Glorious). IMO 8024911. Bulk carrier. Length 160 m, 5,698 t. Panamanian flag. Classification society RINA. Built in 1981 in Imabari (Japan) by Imabari Zosen. Owned by Auspicious Shipping Ltd (China). Sold for demolition in Bangladesh.

Cape Warrior (ex-Silver Constellation, ex-Orient Brilliance, ex-Champel, ex-Cape Cosmos, ex-Cape Daisy). IMO 8417883. Bulk carrier. Length 273 m, 20,538 t. Panamanian flag. Classification society Isthmus Bureau Of Shipping. Built in 1986 in Tsu (Japan) by Nippon Kaiji Kyokai. Owned by Courage Maritime Technical Service Corp (China). Detained in 2012 in Yingkou (China). Sold for demolition in China. 440 \$ per ton.




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 (Virginie, United States). Sold for demolition in Pakistan. 437 \$ per ton including 540 t of bunkers.



Caravos Horizon (ex-Bestore Due, ex-Mount Popa, ex-Cygnus Maru). IMO 8419257. Bulk carrier. Length 225 m, 9,907 t. Marshall Islands flag. Classification society RINA. Built in 1985 in Oppama (Japan) by Sumitomo. Owned by Iason Hellenic Shipping Co Ltd (Greece). Sold for demolition in Bangladesh. 




Caravos Horizon in Aqaba (Jordan), April 2012 © Marinetrffic

Caribbean Wind (ex-Aegean Wind). IMO 8130746. Bulk carrier. Length 185 m, 8,913 t. Belizean flag abandonné pour celui de Saint-Kitts & Nevis. Classification society American Bureau of Shipping. Built in 1983 in Oshima (Japan) by Oshima SB. Owned by Tunja Ltd (United States). Sold for demolition in India where she arrives shortened to « C Wind ».

Central Carrier (ex-Adaro, ex-Orient Eternity, ex-Adamas). IMO 8204028. OBO Converted in Bulk carrier in 2004. Length 253 m, 14,880 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1983 in Kobe (Japan) by Kawasaki. Owned by Sinokor (South Korea). Sold as is in Singapore for demolition in Bangladesh. 425 \$ per ton including bunkers for the journey. 

Chios Wind (ex-Capetan Lefteris, ex-Pine Beauty, ex-Sanko Beauty). IMO 8309414. Bulk carrier. Length 183 m, 7,154 t. Greek flag. Classification society Det Norske Veritas. Built in 1984 in Mizushima (Japan) by Sanoyas Corp. Owned by Harbor Shipping & Trading SA (Greece). Detained in 2006 in Gladstone (Australia) et Qingdao (China) and in 2007 in Vlissingen (Netherlands). Sold for demolition in Pakistan.  

Courage (ex-Ming Courage). IMO 8026933. Bulk carrier. Length 230 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding. Owned by Courage Maritime Technical Service Corp (China). Detenu in 2002 in Newcastle (Australia), in 2003 in Qinhuangdao (China) and in 2008 in Dangjin (South Korea). Sold for demolition in China. 360 \$ per ton.  

CS Alpha (ex-Gozde D, ex-Lady Mafra, ex-Bulk Sapphire, ex-Hong Qi 206). IMO 8404836. Bulk carrier. Length 163 m, 6,126 t. Comorian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Shanghai (China) by Jiangnan Shipyard. Owned by Palaemon Marine Services (Pakistan). Sold for demolition in Pakistan.

Danica (ex-Miljet). IMO 8113372. Bulk carrier. Length 190 m. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1982 in Split (Croatia) by Brodosplit. Owned by Losinjska Plovidba Brodarstvo (Croatia). Detained in 2006 in Philadelphie (United States) and in 2010 in Foynes (Ireland). Sold for demolition in China.



Emine (ex-Khudozhnik Moor). IMO 8222575. Bulk carrier. Length 185 m, 7,755 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Cosmos Shipping AD (Bulgaria). Detained in 2008 in Contrecoeur (Canada). Sold for demolition in Pakistan. 447 \$ per ton.



Francesco (ex-Maritime Dignity). IMO 8011421. Bulk carrier. Length 225 m, 11,099 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1983 in Namura (Japan) by Imari. Owned by Gestion Maritime SAM (Monaco). Detained in 2002 in Geraldton (Australia), in 2005 in Gladstone (Australia) and in 2011 in Xiamen (China). Sold for demolition in Bangladesh. 450 \$ per ton.



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.



Enhanced anti piracy protection on *Front Climber's* deck , March 2012 © V Basko

Front Rider. IMO 9002764. Ex-Ore Bulk Oil carrier converted into bulk carrier carrier. Length 285 m, 23,473 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Detained twice in 2004 in Port Headland (Australia). Sold as is in Singapore for demolition in Bangladesh. 440 \$ per ton.



Georgete K (ex-Star Castor, ex-Star Orchid, ex-High Challenge). IMO 8309220. Bulk carrier. Length 176 m, 6,880 t. Greek flag. Classification society Bureau Veritas. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Genimar Shipping & Trading (Greece). Sold for an unknown destination of demolition.



Glory Fuzhou (ex-Castillo de Gormaz, ex-Alhambra, ex-Marvelous). IMO 8719126. Bulk carrier. Length 289 m, 24,289 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Sea Star Ships Management Co (China). Detained in 2008 in Ningbo (China). Sold for demolition in Bangladesh. 484 \$ per ton.



Glory Rizhao (ex-Front Leader). IMO 8906860. Ex-Ore Bulk Oil carrier converted into bulk carrier in 2005. Length 285 m, 23,269 t. Panamanian flag. Classification society RINA. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by Sea Star Ships Management Co Ltd (China). Sold for demolition in Bangladesh. 484 \$ per ton.

Glorysun (ex-*Jadran*, ex-*Atlant I*, ex-*Atlant 1*, ex-*Orion Tecumseh*, ex-*Cast Polarbear*). IMO 7925364. Bulk carrier. Length 234 m, 13,966 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by COSCO (China). Sold for demolition in Bangladesh. 440 \$ per ton including 200 t of bunkers.



Golden Huahai (ex-*Ocean Island*). IMO 8109242. Bulk carrier. Length 224 m, 11,688 t. Sierra Leone flag. Classification society RINA. Built in 1983 in Pusan (South Korea) by Korea Shipbuilding. Owned by Hua Yang International Marine Transportation (China). Sold for demolition in Bangladesh.

Good Purpose (ex-*Alexandroupolis*, ex-*Theomitor*, ex-*Berlinda*, ex-*Sumatra*, ex-*La Chakra*). IMO 8010776. Bulk carrier. Length 230 m, 12,445 t. Indian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Deptford Yard (United Kingdom) by Sunderland SB. Owned by Goodearth Maritime Ltd (India). Detained in 2011 in Qingdao (China). Sold as isin China for demolition in Bangladesh. 435 \$ per ton including bunkers for the journey.



Good Union (ex-*Captain George II*). IMO 9071715. Bulk carrier. Length 216 m, 13,630 t. Indian flag. Classification society Indian Register of Shipping. Built in 1994 in Nikolayev (Ukraine) by Okean. Owned by Good Earth Maritime Ltd (India). Detained in 2006 in Shenzhen (China). Sold for demolition in Bangladesh. 493 \$ per ton.



Grand Sea (ex-*Docecape*). IMO 8317813. Bulk carrier. Length 277 m, 21,896 t. Panamanian flag. Classification society RINA. Built in 1987 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Huayang Maritime Center (China). Sold for demolition in China. 400 \$ per ton.

Green Sky (ex-*Jin Ace*, ex-*Naftilos*, ex-*Alkimos*). IMO 8316546. Bulk carrier Length 188 m, 9,000 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Toyama (Japan) by Nipponkai. Owned by Hanaro Shipping Co (South Korea). Detained in 2000 in Nantong (China), in 2004 in Guangzhou (China) and in 2007 et 2008 in Gladstone (Australia). Sold for demolition in Bangladesh. 480 \$ per ton.



Guo Shun (ex-*Blade Runner*, ex-*Akmi*). IMO 7530468. Bulk carrier. Length 177 m, 6,617 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1977 in Osaka (Japan) by Namura. Owned by Fujian Province Zhangzhou Shipping Co (China). Detained in 2011 in Beihai (China). Sold for demolition in China. 417 \$ per ton.



Guo Shun in Halong Bay, November 2011 © Patrick Lawson

Hanjin Dampier. IMO 8811144. Bulk carrier. Length 309 m, 25,812 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh. 490 \$ per ton.

Harissa (ex-Sea Luck V, ex-Green Trader, ex-Spiro, ex-Semena, ex-Behice Urkmez, ex-Elaine, ex-Alani, ex-Mulpha Jasin, ex-Tugking Career, ex-Lilac, ex-Akitsuiki Maru). IMO 7530418. Bulk carrier. Length 161 m, 5,826 t. Panamanian flag. Classification society Turk Loydu. Built in 1977 in Kochi (Japan) by Kochiken. Owned by Ismail MaritimeCo (Syrie). Detained in 2000 in Novorossiysk (Russia), in 2001 in Lisbonne (Portugal), in 2002 in Lisbonne (Portugal), in 2004 in Bandar Khomeini (Iran) and in 2011 in Nikolayev (Ukraine). Sold for demolition in India. 380 \$ 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.



July 2010, *Hebei Ambition* off Puerto de La Luz y Las Palmas (Canary Islands) © Charran

Hebei Pride (ex-Triwati, ex-Trijata, ex-Sevilla Spirit, ex-Sandra Tapias, ex-Front Melody). IMO 8910110. Bulk carrier. Length 274 m, 22,570 t. Hong Kong flag. Classification society China Classification Society. Built in 1991 in Puerto Real (Spain) by AESA. Owned by Hebei Ocean Shipping Co (China). Sold for demolition in Bangladesh. 485 \$ per ton.

Heng Shun Xing (ex-Arosia, ex-Cielo di Vancouver, ex-Atlas, ex-Fjord Star). IMO 8028876. Bulk carrier. Length 183 m, 9,168 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Kawajiri (Japan) by Kanda Zosenho. Owned by JOSCO Yuansheng Shipping Management Co (China). Detained in 2006 in Houston (Texas), in 2007 in Porsgrunn (Norway) and Murmansk (Russia). Sold for demolition in Bangladesh. 360 \$ per ton.



Hong Qi 202. IMO 8226909. Bulk carrier. Length 163 m, 4,547 t. Chinese flag. Unknown classification society. Built in 1980 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Intermodal (China). Sold for demolition in China. 407 \$ per ton.



Hong Qi 203. IMO 8226894. Bulk carrier. Length 163 m, 4,567 t. Chinese flag. Unknown classification society. Built in 1980 in Shanghai (China) by Jiangnan Shipyard. Owned by China Shipping Intermodal (China). Sold for demolition in China. 407 \$ per ton.

Ivan Susanin. IMO 8131879. Bulk carrier. Length 162 m, 8,365 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemunde (Germany) by Warnowwerft. Owned by Murmansk Shipping Co (Russia). Detained in 2005 in Muuga (Estonia). Sold for demolition in China.



Kapitan Vodenko. IMO 8225498. Bulk carrier. Length 162 m, 8,088 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Warnemunde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Sold for demolition in China.



Katsuragi Maru. IMO 8416138. Bulk carrier. Length 298 m, 23,800 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Oppama (Japan) by Sumitomo. Owned by Johann M K Blumenthal GmbH & Co (Germany). Detained in 2004 in Dampier (Australia), in 2005 in Shanghai (China) and in 2009 in Port Walcott (Australia). Sold as is in Singapore for demolition in Bangladesh. 490 \$ per ton.



Khaled T (ex-Sea Power, ex-Magna Power, ex-Green Rainier, ex-Toyo Maru, ex-Shinto Maru). IMO 7913141. Bulk carrier. Length 173 m, 6,668 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Onishi (Japan) by Kurushima. Detained in 2004 in Vladivostock (Russia). Sold for demolition in Pakistan.



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).



Kholmsk, in Bristol Bay (United Kingdom), June 2011 © Pavel Strukov

Khudozhnik Kraynev. IMO 8521012. Bulk carrier. Length 185 m, 7,755 t. Vanuatu flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Varna (Bulgaria) by Georgi Dimitrov shipyard. Owned by Far-Eastern Shipping Co - FESCO (Russia). Detained in 1999 in Hull (United Kingdom), in 2004 in Ijmuiden (Netherlands) and in 2008 in Bordeaux (France). Sold for demolition in Turkey. 312 \$ per ton.



Krissa (ex-Kao Cheng). IMO 7626504. Bulk carrier. Length 159 m, 5,653 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1979 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Good Faith Shipping Co Greece). Detained in 1999 in Genoa (Italy), in 2001 in New Orleans, in 2008 in Klaipeda (Lithuania), in 2011 in Paranagua (Brazil) and in 2012 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



KS Challenger (ex-Sea Wind I, ex-Sea Wind, ex-New Wind, ex-Idee Fixe, ex-Ma Quan Hai). IMO 8322923. Bulk carrier. Length 189 m, 9,332 t. Panamanian flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2009 in Mersin (Turkey) and in 2011 in Ashdod (Israel). Sold for demolition in Bangladesh. 445 \$ per ton.



KS Frontier (ex-Planica, ex-Western Mariner, ex-Belnor, ex-Tairu, ex-Taichu, ex-Cape Wrath). IMO 8109046. Bulk carrier. Length 183 m, 8,126 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2010 in Paradip (India) and in 2011 in Chennai (India). Sold for demolition in Bangladesh. 445 \$ per ton.



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 Shiogama (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.



Leon V (ex-New Bright, ex-Ohtori Maru). IMO 8600569. Bulk carrier. Length 268 m, 18,080 t. Domenica flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Polembros Shipping Ltd (Greece). Detained in 2003 in Newcastle (Australia) and in 2010 in Tianjin (China). Sold for demolition in Bangladesh. 385 \$ per ton.



December 2007, *Leon V* bunkering in Gibraltar ©

Lindos (ex-Ling Xian). IMO 8922383. Bulk carrier. Length 216 m, 13,736 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1990 in Nikolayev (Ukraine) by Okean. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2003 in Kobe (Japan), in 2008 in Changshu (China), in 2010 in Kobe again and in 2011 in Rizhao (China). Sold for demolition in Bangladesh.

Lingayen Star (ex-Orchid Sky, ex-Bright Queen, ex-ex-Grand Ocean, ex-Soarer Bellona). IMO 8319691. Bulk carrier. Length 186 m, 8,071 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Numakuma (Japan) by Tsuneishi. Owned by Dusung Shipping Co (South Korea). Detained in 2000 in Singapore, in 2002 in Newcastle (Australia) and in 2011 in Tianjin (China). Sold for demolition in Bangladesh. 412 \$ per ton.



Lively Falcon (ex-Glory Qingdao, ex-Tyhi, ex-Rainier, ex-Elise). IMO 7525475. Bulk carrier. Length 179 m, 7,359 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kawajiri (Japan) by Kanda. Owned by Falcon Shipping Co (Vietnam). Detained in 2009 in Khark Island (Iran), in 2010 in Shanghai (China) and in Vishakhapatnam (India). Sold for demolition in Bangladesh.



Magda (ex-Sibotura, ex-Futura). IMO 9002934. Bulk carrier. Length 228 m, 14,650 t. Liberian flag. Classification society Det Norske Veritas. Built in 1992 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Goodwood Ship Management Pte (Singapore). Detained in 2011 in Port Kembla (Australia). Sold for demolition in India.

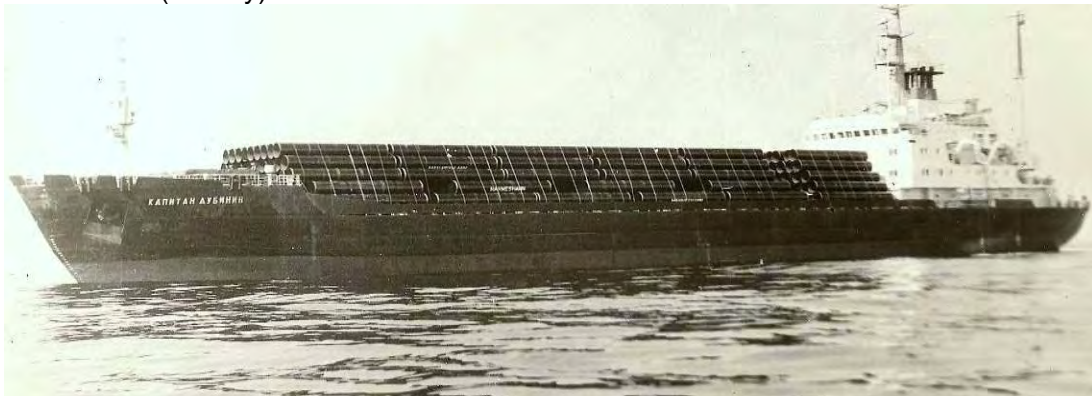


Majestic (ex-Ocean Regina, ex-Lucky Union, ex-Hortensia Estrella, ex-Hydrangea Star, ex-Sanko Salvia). IMO 8307399. Bulk carrier. Length 189 m, 7,778 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Sea Lion Shipmanagement (India). Detained in 2009 in Mersin (Turkey) and in 2011 in Damiette (Egypt). Sold for demolition in Pakistan.



Maranata (ex-Ocean, ex-Chemi Ocean, ex-Irene Oldendorff, ex-Margarita, ex-Santa Teresa Maru). IMO 8103963. Bulk carrier. Length 228 m, 12,073 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Tadotsu (Japan) by Hashihama. Owned by Daeyang Shipping Co Ltd (South Korea). Sold for demolition in China. 425 \$ per ton.

Maya Land (ex-Kapitonas Sevchenko, ex-Kapitonas Dubinin, ex-Kapitan Dubinin). IMO 7645134. Bulk carrier. Length 146 m, 5,615 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Kherson (Ukraine) by Khersonskiy SZ. Detained in 2008 in Iskenderun (Turkey). Sold for demolition in India.



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

Mexico City (ex-Lamyra). IMO 8025288. Bulk carrier. Length 224 m, 10,979 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Tsurumi (Japan) by Nippon Kokan. Owned by Cyprus Maritime Co (Greece). Detained in 2005 in Savona (Italy) and in 2009 in Ghent (Belgium). Sold for demolition in China. 367 \$ per ton.



Ming Zhou 28 (ex-Baltic Mermaid). IMO 8108614. Bulk carrier. Length 225 m, 12,257 t. Chinese flag. Classification society China Classification Society. Built in 1984 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Ningbo Marine Co Ltd (China). Sold for demolition in China. 367 \$ per ton.



Ming Zhou 3 (ex-Pandelis L, ex-Andreas Spirit, ex-Tolten). IMO 7628112. Bulk carrier. Length 186 m. Chinese flag. Unknown classification society. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by Ningbo Marine Group (China). Sold for demolition in China. 3,6 million \$.



Mohave Maiden (ex-Diasozousa, ex-Tecam Sea, ex-Alam University, ex-University, ex-Monte Bonita, ex-Rich Alliance). IMO 8308824. Bulk carrier. Length 178 m, 6,408 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Innoshima (Japan) by Hitachi. Owned by Roymar Ship Management Inc (United States). Detained in 2009 in Vostochny (Russia). Sold for demolition in India. 471 \$ per ton.



Morgiana (ex-Mugungwha). IMO 8712099. Bulk carrier. Length 291 m, 22,162 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1988 in Ulsan (South Korea) by Hyundai. Owned by TMS Dry Ltd (Greece). Detained in 2007 in Dampier and Port Headland (Australia). Sold for demolition in India and renamed *Dikoni* for her last journey. 485 \$ per ton.



Nassau Paradise (ex-Golden Prince). IMO 8110318. Bulk carrier. Length 177 m, 7,899 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Trojan Maritime Inc (Greece). Detained in 2003 in Manila (Philippines), in 2005 in Constanta (Romania) and in 2012 in Quangninh (Vietnam). Sold for demolition in Bangladesh.



New Coast (ex-New Shanghai, ex-Eurydice, ex-Jahre Prince, ex-Friendship Venture). IMO 8319938. Bulk carrier. Length 244 m, 18,699 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by New Shanghai Shipping Co Ltd (China). Detained in 2012 in Lianyungang and Weihai (China). Sold for demolition in Bangladesh.



Nightwhisper (ex-*Seakoh*, ex-*Takami Maru*). IMO 8309177. Bulk carrier. Length 290 m, 22,761 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Alcyon Shipping Co Ltd (Greece). Sold for demolition in Bangladesh. 430 \$ per ton.

Niitaka Maru. IMO 8606159. Bulk carrier. Length 290 m, 21,500 t. Deflagged from Japan to Marshall Islands for her last journey and renamed « *Niitak* ». Classification society Nippon Kaiji Kyokai. Built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Detained in 2003 in Qingdao (China). Sold for demolition in China. 370 \$ per ton including 400 t of bunkers.



Norsul Tubarao. IMO 8128640. Bulk carrier. Length 175 m, 6,513 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Rio de Janeiro (Brazil) by Caneco. Owned by Norsul Navegacao (Brazil). Sold for demolition in Mumbai (India). 458 \$ per ton.

Ocean Merry (ex-*Mitec*, ex-*Captain George Tsangaris*, ex-*World Jade*). IMO 8100959. Bulk carrier. Length 223 m, 12,040 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1982 in Mihara (Japan) by Koyo Dock. Owned by Hengfa Shipping Inc (China). Detained in 2002 in Rotterdam (Netherlands). Sold for demolition in China. 360 \$ per ton including 400 t of bunkers.



Ocean Olympic. IMO 8323446. Bulk carrier. Length 179 m, 6,865 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1985 in Kobe (Japan) by Kawasaki. Owned by STX Pan Ocean Co (South Korea). Detained in 2011 in Tyne (United Kingdom). Sold for demolition in Bangladesh. 410 \$ per ton including 360 t of bunkers.



Ocean Star (ex-*Miranda Rose*, ex-*Western Team*, ex-*Western Shore*, ex-*eastern Jay*). IMO 8307973. Bulk carrier. Length 186 m, 8,384 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1984 in Numakuma (Japan) by Tsuneishi. Owned by Tuan Huy Shipping Co Ltd (Vietnam). Detained in 2004 in Novorossiysk (Russia) and in 2008 in Nikolayev (Ukraine). Sold for demolition in Bangladesh.



Le mongol *Ocean Star* dans la zone de transbordement de Koh Si Chang (Thailand) © Geir Vinnes

Odigitria (ex-*Nego Lombok*, ex-*New Marquesa*, ex-*Sanko Marquesa*). IMO 8307105. Bulk carrier. Length 179 m, 7,208 t. Saint Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Kawajiri (Japan) by Kanda Zosensho. Owned by Vamvaship Maritime SA (Greece). Detained in 2012 in Nantong (China). Sold for demolition in China. 347 \$ per ton.



Olemare (ex-*starlight*, ex-*Helena Oldendorff*, ex-*Noble River*). IMO 8118815. Bulk carrier. Length 196 m, 7,742 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1984 in Shanghai (China) by Jiangnan Shipyard. Owned by Skoukla Inc (Greece). Detained in 2003 in Baie Comeau (Canada) and in 2008 in Algeciras (Spain). Sold for demolition in India. 435 \$ per ton.



Oriental Key (ex-*Soukai Maru*, ex-*Mrinal*, ex-*Winco Trader*, ex-*Alliance Trader*, ex-*Atlantic Bulker*, ex-*Iloilo Victory*, ex-*Oceanic Spring*, ex-*Yuben Spring*). IMO 7916222. Bulk carrier. Length 174 m, 8,329 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kudamatsu (Japan) by Kasado Docks. Owned by Seatime Shipping (Singapore). Detained in 2003 in Nakhodka (Russia), in 2005 in Chennai (India), in 2006 in Hong Kong, in 2007 in Qingdao (China), in 2008 in Shenzhen (China), in 2010 in Tianjin (China) and in 2011 in Paradip (India) and Quangninh (Vietnam). Sold for demolition in Bangladesh. 482 \$ per ton.



Panamax Anna (ex-*Striggl*, ex-*Madonna Lily*, ex-*Magnolia I*, ex-*Santa Amelia Maru*). IMO 8202678. Bulk carrier. Length 228 m, 12,272 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Tadotsu (Japan) by Hashihama. Owned by Chian Spirit Maritime Enterprises Inc (Greece). Detained in 2005 in Baltimore (United States). Sold for demolition in Pakistan. 432 \$ per ton.



Panamax Strength (ex-*Pantodinamos*, ex-*Co-op Express V*). IMO 8204420. Bulk carrier. Length 209 m, 10,982 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1983 in Imabari (Japan) by Namura. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 1999 in New Orleans, in 2004 in Ravenna (Italy) and in 2012 in Fangcheng (China). Sold for demolition in India. 473 \$ per ton.



Protector (ex-*Naganita*, ex-*Azalea Estrella*, ex-*Azalea Star*, ex-*Sanko Magnolia*). IMO 8307349. Bulk carrier. Length 189 m, 7,783 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Nagasaki (Japan) by Mitsubishi HI. Owned by SNP Shipping Services (India). Detained in 2011 in Taman (Russia). Sold for demolition in India. 375 \$ per ton.



Raku Yoh. IMO 9004102. Bulk carrier. Length 200 m, 9,022 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Mizushima (Japan) by Sanoyasu. Owned by Magsaysay (Philippines). Detained in 2003 and 2010 in Geelong (Australia). Sold for demolition in China. 405 \$ per ton including 600 t of bunkers.



Royal Diamond (ex-*St.Georgij*, ex-*Sincere Gemini*, ex-*Gemini*). IMO 8300391. Bulk carrier. Length 160 m, 5,834 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1984 in Imabari (Japan) by Imabari Zosen. Owned by Blue Fleet Management Co Ltd (Greece). Detained in 2004 in Cardiff (United Kingdom), in 2005 in Tees (United Kingdom), in 2009 in Vishakhapatnam (India) and in 2011 in Kanda (India). Sold for demolition in Pakistan.



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 Proprietaire 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

Santa Suria I (ex-*Spar Emerald*, ex-*Mockingbird*). IMO 8512841. Bulk carrier. Length 177 m, 7,410 t. Malaysian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Shimizu (Japan) by Nippon Kokan. Owned by Hellas Marine Services (Malaysia). Sold for demolition in Bangladesh.

Santos (ex-*Norsul Santos*, ex-*Doceduna*, ex-*Fernado Frota*). IMO 8128652. Bulk carrier. Length 225 m, 12,434 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Rio de Janeiro (Brazil) by Ishikawajima Brasil. Owned by Companhia de Navegacao Norsul (Brazil). Detained in 2001 in Charleston (United States), in 2005 in Taranto (Italy) and in 2007 in Seattle (United States). Sold for demolition in Bangladesh.



Sea Pride (ex-*Red Cherry*, ex-*Massimiliano*, ex-*D. Francisco de Almeida*, ex-*Pacific Patriot*). IMO 8011794. Bulk carrier. Length 228 m, 11,902 t. Maltese flag. Classification society Korean Register of Shipping. Built in 1983 in Govan (United Kingdom) by Govan SB. Owned by Hellenic Star Shipping Co (Greece). Detained in 2000 in Sept-Iles (Canada) and Dampier (Australia), in 2001 in Ghent (Belgium) and in 2002 in Qinhuangdao (China). Sold for demolition in Pakistan.



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.



Sersou anchored after her collision, Lanoraie (Quebec, Canada), April 13th 1991 © Eastsailor – Shipspotting



Shagang Sunrise (ex-*Ogishima*). IMO 9164457. Bulk carrier. Length 289 m, 24,896 t. Panamanian flag. Classification society Nippon Kaiji Kyoka. Built in 1997 in Tsu (Japan) by NKK. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2011 in Zhoushan, (China). Sold for demolition in China. 355 \$ per ton.



October 2008, *Shagang Sunrise* is leaving Port Headland (Australia) for Qingdao (China) with an iron ore cargo © Tropic Maritime Photos

Spyros B (ex-*Wadi Al Natroon*). IMO 8309880. Bulk carrier. Length 195 m, 6,261 t. Maltese flag. Classification society Bureau Veritas. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by AB Maritime Inc (Greece). Detained in 2004 in Geraldton (Australia) and in 2011 in Naples (Italy). Sold for demolition in India. 484 \$ per ton.



St Peter (ex-Pioneer Wave, ex-Jade Breeze, ex-Seadrive, ex-Don Catarino, ex-Sedge). IMO 8001036. Bulk carrier. Length 198 m, 8,680 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Fedcomshipping (Ukraine). Sold for demolition in India.



St. Marfa (ex-Anageia, ex-Olevsk, ex-Vasiliy Matuzenko, ex-Maritime Pride). IMO 8011469. Bulk carrier. Length 189 m, 8,559 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Osaka (Japan) by Osaka Zosen. Owned by Unimor Shipping Agency (Ukraine). Detained in 2003 in Port Headland (Australia). Sold for demolition in India.



Stellar Fortune. IMO 9109380. Bulk carrier. Length 273 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tsu (Japan) by NKK Corp. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2004 in Gladstone (Australia) and in 2011 in Dampier (Australia). Sold for demolition in China. 355 \$ per ton.



Stonegate (ex-Sunny Ocean), ex-River Star). IMO 8216875. Bulk carrier. Length 305 m, 22,737 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Ariake (Japan) by Hitachi Zosen. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2007 in Ningbo (China). Sold for demolition in China. 425 \$ per ton.



Sun Enterprise (ex-Sahar, ex-Sea Angel, ex-Star Antares, ex-Nordvind, ex-Kelvin Enfeavour, ex-Tai, ex-Taian, ex-Sea Taian, ex-cape Breton). IMO 8109022. Bulk carrier. Length 183 m, 8,157 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Atlantic Wave Management (Malaysia). Detained in 2007 in Bandar Abbas (Iran) and in 2008 in Guangzhou (China). Sold for demolition in Pakistan. 450 \$ per ton.



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)



Swatirani (ex-Navjee Vani, ex-Ocean Beauty, ex-Beaufort Career, ex-Pacific Treasure, ex-Tetsuho Maru, ex-Teppo Maru). IMO 5356686. Ex ore carrier used as trans-shipment vessel. Length 178 m, 7,948 t. Indian flag. Classification society Indian Register of Shipping. Built in 1962 in Uraga (Japan) by Uraga Dock. Veteran of this edition of Ship-breaking.com. Owned by Salgaocar Mining Industries (India). Sold for demolition in Mumbai (India). 403 \$ per ton.



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

Sydney (ex-*Hanjin Sydney*, ex-*Westin Nine*). IMO 8606329. Bulk carrier. Length 291 m, 23,019 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Koje (South Korea) by Samsung. Owned by Tsakos Columbia Shipmanagement (Greece). Sold for demolition in Bangladesh. 500 \$ per ton.



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 ... Detained in 2009 in Auckland (New Zealand). Sold for demolition in China.



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

Trader (ex-*M Pioneer*, ex-*S Pioneer*, ex-*Pisces Pioneer*). IMO 8117055. Bulk carrier. Length 177 m, 7,714 t. Greek flag. Classification society RINA. Built in 1984 in Shimizu (Japan) by Nippon Kokan. Owned by Mega Shipping Line Corp (Greece). Detained in 2005 in New Orleans (United States) and in 2006 in Port Elizabeth (South Africa). Sold for demolition in India.



Trans Gulf (ex-*Bandar*, ex-*Bulkgulf*, ex-*Red Ivy*, ex-*Porto Ercole*, ex-*Cetra Vega*, ex-*Manga*, ex-*Robert LD*, ex-*Purple Planet*) IMO 8020185. Bulk carrier. Length 259 m, 16,997 t. Liberian flag. Classification society RINA. Built in 1982 in Monfalcone (Italy) by Italcantieri. Owned by Pioneer Ship Management Services (United Arab Emirates). Sold for demolition in India. 446 \$ per ton.



Troy (ex-*Wrestler I*, ex-*Loucas H*, ex-*Ocean Razor*). IMO 8029521. Bulk carrier. Length 153 m, 5,216 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Kochi (Japan) by Shin Yamamoto. Owned by Crown Shipman (Greece). Detained in 2000 in Hong Kong (China), in 2006 in Gdynia (Poland), in 2007 in Antwerp (Belgium) and in 2010 in Antalya (Turkey). Sold for demolition in Bangladesh. 410 \$ per ton.



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.



Union Trader (ex-Imandra, ex-Brookhaven, ex-Berga Pride, ex-Bergen Pride, ex-Finnwhale). IMO 8116336. Bulk carrier. Length 195 m, 9,270 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Sovereign Shipmanagement Ltd (United Kingdom). Detained in 2000 in Fredericia (Denmark), in 2010 in Saint Petersburg (Russia) and in 2012 in Rizhao (China). Sold for demolition in China. 370 \$ per ton.



Welmountain (ex-Causeway, ex-Genmar Harriett, ex-Harriet, ex-Nausicaa). IMO 8802430. Bulk carrier OBO. Length 277 m, 24,308 t. Panamanian flag. Classification society China Classification Society. Built in 1989 in Sakaide (Japan) by Kawasaki HI. Owned by Oriental Jinrong Ship Management (China). Detained in 2011 in Coquimbo (Chile). Sold for demolition in China. 360 \$ per ton. Late June, the ship was heading to Brazil.



Welwater (ex-Star Alpha, ex-A Duckling, ex-Hebei Puma, ex-Great Lady, ex-Euterpia, ex-Tocumen, ex-Pierre LD). IMO 8800391. Bulk carrier. Length 282 m, 24,308 t. Panamanian flag. Classification society RINA. Built in 1992 in Gdynia (Poland) by Gdynia Stocznia. Owned by Oriental Jinrong Ship Management (China). Detained in 22008 in Dampier (Australia), in Ningbo (China) et Tianjin (China). Sold for demolition in China. 355 \$ per ton including bunkers for the journey.



Welwind (ex-Ocean Opal, ex-Front Spirit, ex-Sea Spirit, ex-Sea Empress). IMO 8906999. Bulk carrier. Length 274 m, 23,533 t. Deflagged from Panama to Saint Vincent & Grenadines for her last journey. Classification society China Classification Society. Built in 1993 in Puerto Real (Spain) by AESA. Owned by Oriental Ocean Shipping (Singapore). Detained in 2002 in Whangarei (New Zealand) and in 2006 in Quanzhou (China). Sold for demolition in Bangladesh. 448 \$ per ton plus bunkers for the journey.



Car carrier

Atlantic Spirit (ex-Honmoku Maru). IMO 8517372. Car carrier. Length 190 m, 13,134 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sumitomo (Japan) by Oppama. Owned by Nissan Motor Car Carrier Co Ltd (Japan). Detained in 2002 in San Diego (United States), in 2006 in Seattle (United States), in 2008 in Brisbane (Australia) and in 2011 in Galveston and Baltimore (United States). Sold for demolition in India. 494 \$ per ton.



Atlantic Spirit in Bremerhaven (Germany), July 2010 © Martin Groothuis

The END

Ocean Shearer, end of the cruise for the sheep



Ocean Shearer at Fremantle, July 2010 © Tania Dottore

The container ship *Ming Universe* was built 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.



Ming Universe at Cuxhaven (Germany), June 2000 © A Spörri

In 2001, the Taiwanese shipowner rejuvenated its fleet and decided to get rid of a ship already 20 years old : he sold the *Ming-Universe* 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 Singapour for Fremantle (Australia) and transported for her maiden voyage 117,000 sheep to Saudi Arabia. She is the largest livestock carrier in the world.



Conversion in Singapour
© Pan-United Shipyard Pte Ltd



Container Version
© Gerald Sorger



Cattle Truck Version
© Bob Prins



Rodolfo Mata, 2006 © Shipspotting

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.



The *Deneb Prima* loads cattle at Napier (New-Zealand), May 2007 © Tony des Landes



Ocean Shearer in Portland (Victoria, South Australia), March 2011 © Joy Loughnan

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.



January 18th 2012, entering Port Adelaide (South Australia) © Les Blair

Sources

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