

ROBIN DES BOIS

November / December 2013
171 ships to be broken up. In a
single file, they would form a **31**
km long convoy

34

from November 1st to 31 December 31st 2013

Ship-breaking

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A Giant (338 m) returning to land

NASA Unity hits the beach in Gadani (Pakistan), November 5th, 2013 © Shahid

Sentenced to breaking

The **Abou Karim IV** (IMO 7711866) sails under Lebanese flag. When she boarded cows in Philadelphia mid-December 2013, American inspectors omitted noting certain deficiencies on the cattle carrier. Two weeks later, dead Holstein cows, their stomachs ripped open and their ears mutilated, beached on the Zealand Island in Denmark and in South Sweden in Ystad. The cut stomachs and partial ear mutilation aim to sink the carcasses and, in case they still reached land or were caught by fishermen, to prevent identification. Some cows had their legs tied to make easier throwing them into the water. Others were killed by gun shot.

© Associated Press



First elements of the investigation point the finger towards the *Abou Karim IV* heading toward a port in Lithuania. During the second half of the trip, the cattle carrier was tossed and turned by winter storms and several cows died. Their bodies were thrown overboard, some of them landed on the shore. The *Abou Karim IV* is now sailing in the Mediterranean Sea heading for Beirut.

Built in 1978 as the *Oulmes*, a general cargo carrier, the ship was converted to a cattle carrier in 2011.



Before © Aleks Lindström



After © Edvin SKRLJ/MarineTraffic

During her career she was notably operated under Cambodian, Georgian, Tanzanian flags before joining the Lebanese flag. Between 2012 and 2013, she has changed classification companies three times, the last since February 2013 being the marginal International Naval Surveys Bureau based in Greece, Bulgaria and Romania that specializes in accompanying commercial ships under the flags of Comoros, Togo, Sierra Leone and the Cook Islands. The International Naval Surveys is a specialist of last voyages.

It is forbidden to throw animal carcasses into sensitive maritime zones, particularly into the Baltic Sea but the ship-owner Khalifeh Shipping Line cannot be bothered with such details. Dead cows thrown into the sea while risking to infect maritime food chains causes less hassle than veterinarian controls at the port of arrival. With a full toll of more than 300 technical deficiencies over her inspections in ports of Europe and the United States, 4 non-conformities with regards to life on board and crew qualifications and 6 detentions in ports, the ex- *Oulmes*, *Leftallah*, *Atherton 1* should have been sent to demolition years ago. But when one cannot carry much, one can still carry animals.

Demolition on the spot (sequel):

Edoil



Edoil, December 2007 © Régis Zaia



[Video of the silos demolition](#), March 27th, 2013 © Patoch 85

Let us hope that ship breaking in Sète will take place with more care and evaluation of impact on marine environment than the silos demolition © Patoch 85

The *Edoil*, a chemical tanker sailing under the Tonga Isles flag, built in 1975 and re-affected to the transport of edible wet cargo, arrived in the port of Sète (France) in February 2003 to unload 1,000t of colza oil. Already signaled by the European Commission as a high risk ship and listed among the 66

ships banned from European waters for multiple detentions (5 in 5 years), she was once again immobilized by the Sète Security Center for about 30 deficiencies including failure of the electrical generator. The Greek ship-owner has vanished into the scenery, abandoning the crew of 3 Greek and 5 Pakistani sailors; they will be repatriated in June 2003 after surviving 5 months thanks to the solidarity from the seafaring community. The cargo was retrieved by the buyer in Sète. A complaint filed by the International Human Rights Federation was shelved without pursuit.

End of December 2003, the ship was bought by another Greek ship-owner and re-named *Manolis I* but she will never be repaired and will continue to take up space in former oil basin. Over the years, several attempts to auction her off failed. At the last one in November 2013, the starting price was 30,000 euros. With no buyer, the *Edoil* was definitively bound for demolition, in situ and afloat in the port of Sète. Residue of hydrocarbons and bilge water were pumped; asbestos will be removed on site. Petrofer, a branch of Veolia, is in charge of the final cutting operations.

Except for a few tuna fishing vessels broken up on land in precarious conditions, this is a first for the Port of Sète but maybe not a last for other ships, orphans unable to navigate, are cluttering and polluting the basin waters. In any case, the crews were released only after long months of waiting. If the Port of Sète obtains termination of ownership rights for the ships, it would be able to attempt to sell them or scrap for metal on site or elsewhere.

The *Bni Nsar*, 42 years old, and the *Marrakech*, 28 years old, two ferry boats owned by the bankrupt Moroccan Comarit-Comanav, have been immobilized since January 2012. In July of this year, the *Biladi* belonging to the same ship-owner was sent to Aliaga (Turkey) for demolition. (See [Ship-breaking # 33](#), p 30).



Marrakech (December 2012) and *Bni Nsar* (December 2013) in Sète © Roland Delhaxhe

The chemical tanker *Rio Tagus* arrived in November 2010 with a cargo of urea; the ship-owner was based in Panama. The ship was detained for structural deficiencies and hull damage that caused ingress of water. The 12 sailors from Ghana, Egypt and Ukraine have remained on board for 4 months; one still is, in charge of surveillance. 3 years later the auctioning failed, despite a starting price set at a very low 195,000€. *The Rio Tagus* is 35 years old.



Rio Tagus in Sète (December 2012) © Roland Delhaxhe

Luno, the TK Bremen the other way round

It can reveal dangerous to let go a freighter when weather forecasts are very bad, when the ship holds deficiencies known of specialized databases, when navigation in the exit channel is declared difficult and finally when salvage and towing means immediately available are insufficient with regards to the present and to come state of the sea. The example of [the TK Bremen stranded on a beach in Erdevén](#) (Brittany) on December 16, 2011 after having drifted a whole night and left Lorient in the afternoon of the 15th is evidence of this.

It can also be dangerous to have entered, under bad sea conditions and into a harbour with the reputation of being difficult to access, a ship such as the *Luno* that also has been signaled for repeated deficiencies. Deficiencies concerning vital organs such as main and auxiliary propulsion engines had been reported in several European ports, notably Bayonne (March 2010, August 2012, and October 2012).

After pumping part of the fuel and after the other part was dispersed into the sea, remains to put in action the legal and technical means for ship demolition that necessarily will take place on site while avoiding dispersion of plastics, on board waste, neon lights and other toxic accessories.

A Prefectural order establishing guidelines for the demolition is expected. This should take in account feedback from the experience of the demolition of the *TK Bremen* on the site where she ran aground and ensure that metal scraps from cutting or metallic micro-residue left on the hull bottom will not be spread into the sea or the surrounding beaches.

Two years after the scrapping of *TK Bremen* and despite some screening operations, the grounding beach still hides metal pieces that surface from the hassled sand and become safety hazards for people. At the beginning of January 2014, a cut piece of metal over a meter long was uncovered. In the case of the *Luno*, a metal and steel carrier, surfers and bathers will be exposed to risks such as cuts and other wounds.



A resurgence of the *TK Bremen* in Erdevén, January 2nd, 2014, © Le Télégramme

Just as it had been planned to follow up the demolition of the *TK Bremen*, there must be a vigilance agreement, jointly signed by State, the town of Anglet, the agglomeration of Côte Basque-Adour (former agglomeration of communities Bayonne-Anglet-Biarritz) and the *Luno* ship-owner for the coming period aiming to gather the technical and financial means to recover all waste. Concerning the *TK Bremen*, such agreement never came into effect.



On the morning of February 5th, 2014, the *Luno* was heading to the entrance channel of the port of Bayonne (France). The storm Petra was raging. Before a tow line could be secured, the ship suffered a total electrical failure, went adrift and broke against the south dyke into two, then three pieces.

© Marine Nationale

Scrapping or sea-dumping, bis repetita placent

In January 2014, the Greek ocean salvage tug *Christos XXII* was not able to reach the French Harbour of Saint Malo (Brittany) with the towed vessel *Victoriaborg* which had a mechanic breakdown after storm Dick (See the press release "[Christos XXII, the rescue tug which brings bad luck](#)", January 14th, 2014). One year earlier, the same tug had failed to tow the German *Emsstrom*, an ex Coast Guard patrol ship devoted to the fishery survey and converted since 1977 to training ship. Following the closing down of Leer Training School, the *Emsstrom* had been sold to be beached and demolished in Aliaga, Turkey. The German State ships and German Navy ships show indeed a marked preference for Turkish breakers. While she was under tow and heading towards Turkey, the *Emsstrom* was the property of the Turkish demolition yard and it was a Turkey-flagged ship which sunk in 27 m of water off Torquay on the British shoreline. After a few months of monitoring, the wreck site was allowed to divers and the Lyme Bay Diving Club is running submarine tours there.



© Royal Navy



© Rodge Musselwhite



© Teign Diving Center

In spite of these repetitive failures in the exercise of her duty, *Christos XXII* was allowed to leave Saint Malo on January 16th, 2014, bound for the Mediterranean Sea. The name of her next victim is yet unknown. *Christos XXII* exemplifies the risk of towing towards remote demolition areas.

Military vessels

There is no European rule with regard to the fate of end-of-life military vessels and the practises of the different National Navies range from recycling in a European ship-dismantling yard to sea-dumping, to say nothing of the exportation to non European yards.

France

On December 11th, 2013 the French Navy announced to have awarded the contract for the dismantling of 6 vessels decommissioned in the 90s to the Belgian ship-breaking yard Galloo. It is estimated that on the whole, 13,000 tons of metal will be scrapped. The deliveries – the ships will be towed – are scheduled by the second part of 2014 and will be in accordance with the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal.

Considering the end-of-life saga of its aircraft carrier, the French Navy has since then been applying the Clemenceau Policy to its laid-up vessels: decommissioning and securing, inventory and cartography of hazardous substance and call for tenders only open to European petitioners. The ex-*Clemenceau* was dismantled in Hartlepool (United Kingdom), *Bouvet* in Ghent (Belgium) and *Saône*, *Argens*, and *Dives* in Toulon (France). The contract for the dismantlings of the helicopter carrier, training ship and Embassy of the French Navy *Jeanne d'Arc* and of the cruiser *Bouvet* should be awarded in the coming months. A coalition gathering multiple interests is wishing the *Jeanne* be sunken off Reunion Island for use as an artificial reef.

The trial of seven protagonists involved in the removal of asbestos from the ex aircraft carrier *Clemenceau* has been held in early February at the Marseille Trial Chamber. The 9 million € worth contract had been awarded by the French State to Ship Decommissioning Industry Corp (SDIC), subsidiary of the German conglomerate Thyssen Krupp. Which did not prevent the streams of subcontracts and irregularities regarding the asbestos management and the invoicing. The Panama-based SDIC had subcontracted the removal of asbestos to the Marseille-based Technopure. The tonnage of asbestos officially removed from the ex *Clemenceau* was higher than the tonnage actually landfilled: it appeared that 30 tons were missing. The seven defendants were charged with falsified invoices and misuse of public funds. A 4-year unconditional imprisonment and a 150.000 € fine were requested against the Technopure boss, a 3-year imprisonment, of which two years with suspension, against Briac Beilvert, then director of the SDIC, today ship broker/advisor and lecturer at the University of Nantes. The judgment will be delivered on March 24th.

Portugal

In Portugal, ship-breaking is going wrong (see [Ship-breaking # 33](#), p 4) or ships are sea-dumped. The Portuguese Navy has “given off” four ships to an association promoting tourism on the Algarve shorelines. The recreational submarine theme park off Portimao in southern Portugal is gathering four elder ships. They have been scuttled under the eyes of TV cameras and a grand display of fireworks. Experts of CARC (Canadian Artificial Reef trading Consultant) took the preliminary steps for the dumping according to the usual practice in Canada. The last of the four ships has been sunk in Fall 2013. Asbestos, wiring, PCB paints, toxic coatings, brominated plastics are remaining on board the four surface ships turned into underwater ones.



Blowing up the ex corvette *Oliveira e Carmo* F 489 © Ocean Revival

Other National Navies decide in favour of Turkis breakers, in spite of the dubious working conditions in some yards (see fatal accidents while [demolishing the ex “Love Boat”](#) cruise liner in August 2013 and [the video of the Ostend Spirit](#) ex-*Pride of Calais* hitting the beach). In 2013, the British aircraft carrier *Ark Royal* and some type 22 frigates of the Royal Navy have been towed to Aliaga yards to be broken up. The Hartlepool try with the ex French aircraft carrier *Clemenceau* dismantling has not been converted. What will be the fate of the 5 type 42 British destroyers, as the last of them, *HMS Edinburgh* “The Fortress of the Sea”, has just been decommissioned?

Letters to the Editor

Received from Edward, Nova Scotia, Canada, December 21st, 2013

In 2010, ([Ship-breaking # 20](#)) you announced *the Ice Maiden I* was to be scrapped. This is now confirmed.

Ice Maiden I (ex-*Paardeberg*, ex-*Outeniqua*, ex-*Yuvent*). IMO 9056894. General cargo. Length 166 m. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kherson (Ukraine) by Khersonskiy SZ. Owned by C & M Group (United Kingdom). Unknown destination of demolition.



Ice Maiden I, being broken up in Wallsend (United Kingdom),
November 1st 2013 © **Steve Ellwood**

Robin des Bois' answer

We thank you for your watchful awareness. It is correct that in April 2010 the *Ice Maiden I* was declared sold for demolition and her official status in the Equasis database was changed to « to be broken up », hence her presence in the listed 290 ships compiled in [Ship-breaking # 20](#) (p 21).

The *Ice Maiden I* died hard for it's only towards the end of 2013 that the demolition effectively began in the ex Neptune shipyard in Wallsend (United Kingdom). Such endurance in time compels to again cover her remarkable career. The chapter The END (p 53) is dedicated to this ship.

Received from Dmitriy, January 27th, 2014

Just one correction for your demolition bulletin.

M/V *Buccleuch* was not scrapped. Her new name is *Elounda Bay*.

Robin des Bois' answer

Thank you for your vigilance. From information published by specialized sources and according to the status of the ship in the Equasis database become “to be broken up”, [Ship-breaking # 33](#) announced the demolition of *Buccleuch* (IMO **9040508**), though noting she had been renamed *Elounda Bay* and

deflagged to Domenica. Equasis updated the status of the ship on January 14th, 2014 and had the *Elounda Bay* classified as "in service" again, her flag being until further notice that of the Marshall Islands. Those practices very often precede demolition. Thus, the ship deserves a close eye to be kept on her. There may be a few months from the announcement of a sale until the effective demolition.

Ship info September 24th, 2013

IMO number :	9040508
Name of ship :	ELOUNDA BAY (since 01/09/2013)
Call Sign :	J7CI3
MMSI :	325584000
Gross tonnage :	90820 (during 1993)
DWT :	182675
Type of ship :	Bulk Carrier (during 1993)
Year of build :	1993
Flag :	Dominica (since 01/09/2013)
Status of ship :	To Be Broken Up (since 13/09/2013)
Last update :	24/09/2013

Ship info January 14th, 2014

IMO number :	9040508
Name of ship :	ELOUNDA BAY (since 01/09/2013)
Call Sign :	UNKNOWN
MMSI :	538005395
Gross tonnage :	90820 (during 1993)
DWT :	182675
Type of ship :	Bulk Carrier (during 1993)
Year of build :	1993
Flag :	Marshall Islands (since 01/12/2013)
Status of ship :	In Service/Commission (since 31/08/1993)
Last update :	14/01/2014

Received from Giorgio, Florida, United States, January 13th, 2014

I would appreciate your help in identifying the ship shown in the attached photographs (the quality of which is lamentably poor: they were shot soon after sunset).

The photos were taken on January 3, 2014 near the Panama exit of the Panama Canal. The ship seems to be a former USN oiler of the Henry J. Kaiser class ... but which one?

All ships of that class are reported to be still in service, except Benjamin Isherwood and Henry Eckford, which were never completed. The unfinished hulls were kept in the Reserve Fleet and then, according to press releases, sent to Brownsville for demolition in 2011. But... one of them (which one?) is still in Panama, if my partial identification is correct. Neither of the oilers was ever in naval service and so the law that a US naval ship can only be scrapped in an American yard probably does not apply.

I have been in my younger years an active naval photographer (I had a large number of photos published in Jane's Fighting Ships in the 80's and 90's, mainly in the USA section) and I would like to know the name of my latest subject, if possible: my own research stops with the two ships headed for Brownsville.



Panama Canal, January 2014 © Giorgio Arra

Robin des Bois' answer

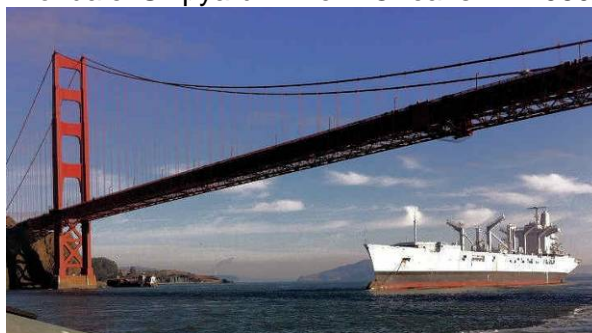
As you said the *Henry J Kaiser* oilers are all still in service (except the 2 vessels you mentioned).

NDRF vessels are usually broken up in American Ship-breaking yards even though they are not exactly Navy vessels (an attempt to export ships to the UK in 2003 -2004 encountered hostility from the local population so ever since these vessels have been dismantled in Texas, in Louisiana or in Mare Island, California).

So we also checked the vessels from the National Defense Reserve Fleet in Suisun Bay recently sold for demolition as they are usually towed to Texas via the Panama Canal. And precisely, just around the date you took your photo, one of them was anchored at Balboa waiting to leave for Brownsville. From the photos I'm pretty sure this is the one, not a *Henry J Kaiser* class but *Cimarron* Class, actually slightly longer.

The name of the vessel is *Willamette* AO-180 built at Avondale Shipyard - New Orleans in 1980. Jumboized in 1991 and lengthened by 33 m. Her capacity was increased from 150,000 to 180,000 barrels of oil. She was decommissioned in 1999 and has been laid up in Suisun Bay since then.

She left the Bay on November 26th to be cleaned up in San Francisco. She left San Francisco on December 6th. Her ETA in Brownsville is January 19th. The scraping of the hull aims at avoiding the transfer of invasive marine species from the Pacific Ocean to the Atlantic.



Willamette leaving San Francisco in December 2013 © Marsha Coates

Received from Denise, United States, January 13th, 2014

I thought you might be interested in a recent case involving a US Coast Guard cutter that was allowed to leave the US and be scrapped in Mexico.

The US govt allowed the vessel to leave even though there is a strong possibility that the vessel still contains PCBs (she was built in 1942). The Mexican govt tested the vessel for PCBs in December and we are currently waiting for the results (...)

Robin des Bois traces the career of *Storis*

The vessel in question is the *Storis*, an old Coast Guard servant built 71 years ago in Toledo (Ohio) as a salvage and supply ship with moderate ice-breaking capability. She was to be named *Eskimo*, but was in the end commissioned as *Storis* (after Norwegian words "Stor Is" meaning "Great Ice"). She opened up her career during World War II. Boston was then her homeport. Her mission was to escort the ship convoys heading to the Canadian Arctic territories and Greenland and to assist ships or crews in troubles. After the war, she kept up this part, still homing Boston. In 1957, The *Storis* was chosen along with the *Bramble* and the *Spar*, two other Coast Guard vessels, to clear the Arctic Northwest Passage. This expedition was crowned with success, after 8,300 km (5,200 ml) and 64 days of navigation with the only help of uncomplete nautical charts.



1944, camouflage-dressed



© US Coast Guard

September 12th, 1957, Northwest Passage

Back from the Arctic Ocean, the *Storis* left Boston and was reassigned to Kodiak, Alaska, committed to patrol and salvage duties, and until 1959 to supply the DEW Line stations (Distant Early Warning), the US air surveillance radar network in charge of locating possible raids of USSR bombers. The *Storis* went to the rescue of a number of fishing boats and caught others red-handed in the act of illegal fishing.

In 1972, she was refitted and her ice-breaking capability reinforced. In 1975, she led the way to merchant ships carrying heavy equipments to build the pipe line connecting Prudhoe Bay in the Northern Alaska and Valdez in the South.



October 1st, 1975, on the way to Prudhoe Bay

© US Coast Guard

Storis was decommissioned in February 2007. She was then handed over to the US MARAD and laid up in Suisun Bay with other vessels of the National Defense Reserve Fleet waiting for demolition.



In November 2013, the *Vila Queen* arrived at the Amaya Curiel Group ship-breaking yard in Ensenada, Mexico; the arrival of the so-called *Vila Queen* made a stir in town. The ship was suspected to conceal radioactive materials and was inspected by representatives of the Public Security Department, the Navy, and the federal prosecutor in charge of environmental issues. No radiological hotspot was located on board; meanwhile the shipyard could not provide the authorities in time with the import certificates giving proof the tanks and the hull were gas and hazardous substances free.

Vila Queen, at berth in Ensenada, November 2013 © [Ensenada.net](#)

In the United States, shiplovers understood that *Vila Queen* was actually the *Storis*. They alerted the Mexican authorities on the remaining on board of persistent pollutants as PCBs and asbestos likely to be harmful to the demolishing workers. According to *Storis* oldhands, the early electrical wiring coated with PCBs and asbestos was not removed to avoid blowing away toxic fibres and dust when a new one was fitted. Further testimonies questioned a report dated more than 10 years to make easier the exportation of the *Storis*. For instance, the PCB cartography would be far from comprehensive.

The *Vila Queen ex Storis* might have been sold by the US MARAD to the Mexican yard for 70,000 US \$, i.e. around 35 \$ \$ per ton. Pollutants are for free.

Will the ex-*Storis* come back to the United States, as maritime historians are calling out on account of her merits, hand in hand with jurists and environmentalists worried for their part about a crack in the US MARAD rules regarding the dismantling of her laid up ships in US yards?

United States NDRF (National Defense Reserve Fleet) vessels

The aforementioned *Willamette AO 180* and *Storis* were both laid up in the US Defense Reserve Fleet (NDRF National Defense Reserve Fleet).

Since 1946, the NDRF has been devoted to serve as a reserve of ships likely to be activated for the replenishment of the US Navy in case of war or for the supply of emergency aid in case of disaster, natural or not

The RFF (Ready Reserve Fleet, later Ready Reserve Force), was established in 1976 as a subset of the NDRF to provide ships for a rapid deployment. It is typically the case of the *Ro Ro Cape Ray*, appointed for the destruction at sea of the Syrian chemical weapons. NDRF ships are mostly cargo ships, oilers and military auxiliary vessels. The ships said to be “in retention” are maintained and ready to be deployed; the others are waiting for disposal in compliance with the 4 methods set up since 2001 by the US MARAD in charge of the Navy end-of-life ships: dismantling in a US ship-breaking yard, scuttling as artificial reef, donation and sea-dumping after use as floating targets. The NDRF laid up vessels are waiting for disposal on three sites throughout the United State: in Beaumont (Texas), Fort Eustis (Virginia) and Suisun Bay, (California). Numbers of these ships have been disposed of but the Suisun Bay Reserve Fleet still holds a few dozens of them due to the lack of yards on the West Coast likely to operate with the best environmental standards at reasonable economic conditions; in year 2009, an agreement was reached with the State of Texas, bordering the Gulf of Mexico. The deadline for the disposal of the so-called mothball fleet is set by September 30th, 2017 at the latest.

Holland AS-32. US Navy *Hunley*-class submarine tender. Apart from servicing all the submarine bases in the Atlantic and in the Pacific, *Holland* also helped in the clean up and rebuilding operation after cyclon Hugo in 1989; she was awarded the Humanitarian Service Medal. Length 183 m, 12,652 t. United States flag. Built in 1962 in Pascagoula (Massachussets, United States) by Ingalls Shipbuilding Corp. Owned by the US MARAD (United States). Decommissioned in 1996, struck from the naval register in May 2000 and laid up since then in the Suisun Bay Reserve Fleet. In Fall 2013, *Holland* was towed to demolition to Brownsville (Texas, United States).

The-USS *Holland* (AS-32) in tow in the Panama Canal © [David Walker](#)



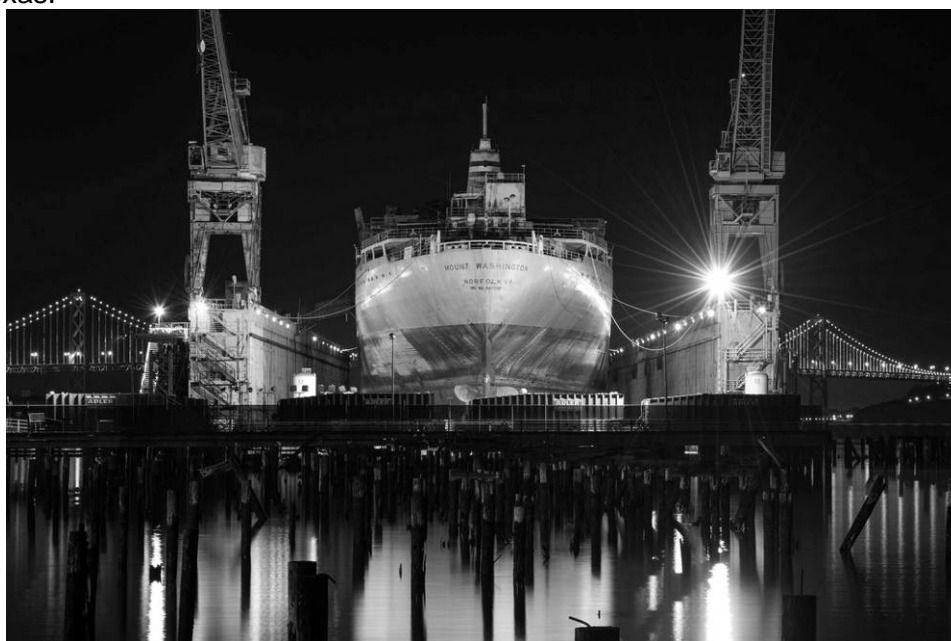
Kansas City AOR-3. US Navy *Wichita*-class replenishment oiler. Length 201 m, 14,048 t. United States flag. Built in 1968 in Quincy (Massachusetts, United States) by General Dynamics Corp. Decommissioned in 1994, struck from the naval register in 1997 and laid up in the Suisun Bay Reserve Fleet. Owned by the US MARAD (United States). *Kansas City* is being broken up in Brownsville, Texas by All Star Metals.

Mount Hood AE-29. US Navy *Kilauea*-class ammunition ship. Length 172 m, 9,340 t. United States flag. Built in 1967 in Sparrows Point (United States) by Bethlehem Steel Corp. Decommissioned and struck from the naval register in August 1999, laid up in Bremerton (Washington State) and then in Suisun Bay (California). Owned by the US MARAD (United States). *Mount Hood* is being broken up in Brownsville, (Texas, United States) by International Shipbreaking.



Mount Hood (AE-29), off Philippines, September 22nd, 1981. © Fred Weis

Mount Washington T-AOT-5076. IMO 6407585. US Navy replenishment oiler. Length 224 m, 17,859 t. United States flag. Built in 1963 à Quincy (United States) by Bethlehem Steel for Victory Carriers of New York, the Greek Aristote Onassis' company operating under United States flag. She was also occasionally chartered by the US Military Sealift Command to supply the US troops in Vietnam with oil. In 1965, *Mount Washington* and her sistership *Mount Vernon* transported grain to India, Pakistan and the Soviet Union, hit by drought and grain shortage. Acquired by the US MARAD in 1987. In 1993 she was equipped with an offshore Petroleum Distribution System (OPDS) designed to transfer petroleum products directly to storage facilities ashore. *Mount Washington* was kept in active service until struck from the naval register in April 2005 and laid up in the Suisun Bay Reserve Fleet in California. Late November, she left her anchorage and was towed to San Francisco before heading for demolition in Brownsville, Texas.



In dry dock at BAE System in San Francisco, being cleaned up prior to the towage towards Texas
© Freeside 510

Shasta AE-33. US Navy *Kilauea*-class ammunition ship. Length 172 m, 9,340 t. United States flag. Built in 1969 in Pascagoula (United States) by Ingalls Litton Shipbuilding. Decommissioned and struck from the naval register in April 2011. Vessel title transferred from the US Navy to the US MARAD and then immediately to International Shipbreaking for demolition. In Fall 2013, *Shasta* was towed from Hawaii bound for demolition in Brownsville (Texas, United States).

Storis. US Coast Guard cutter. Length 70 m. Built in 1942 in Toledo (United States) by Toledo Shipbuilding Co. Decommissioned in February 2007 and laid up at the care and custody of the US MARAD with the NDRF vessels in Suisun Bay. In late 2013, she left to be demolished in Mexico. See also « Letters to the Editor », Denise (p 8-9).



© Marine Exchange of Alaska

Willamette AO-180. IMO 7816563. US Navy *Cimarron*-class oiler. Length 216 m, 11,645 t. United States flag. Built in 1980 in New Orleans (United States) by Avondale Shipyard. Decommissioned and struck from the naval register in April 1999. Owned by the US MARAD (United States). Sold for demolition by All Star Metals in Brownsville, Texas. On November 26th, *Willamette* left Suisun Bay, then on December 6th proceeded still in tow for her last voyage through the Panama Canal. She was expected in Texas on January 19th. See also « Letters to the Editor », Giorgio (p 7-8).



Launching in New Orleans
© Tommy Trampp

Other NDRF auxiliary vessels have left for demolition in American ship-breaking yards during the first semester of 2013. Considering the delayed updates of the US MARAD website, they have not been mentioned in the previous Ship-breaking bulletins

Gulf Banker AK-5044. IMO 6407872. US Navy cargo supply vessel. Length 144 m, 5,843 t. United States flag. Built in 1964 in New Orleans (United States) by Avondale Shipyard for Gulf & South American Steamship Co, a cooperative commercial service of Grace Line and Lykes Brothers (United States). Transferred to the US MARAD in 1984 after Lykes started developing its container ship fleet. *Gulf Banker* was assigned to the Ready Reserve Fleet and was activated by the Military Sealift Command as a logistical support vessel, notably for the Desert Shield / Desert Storm operation in Iraq in 1990. Downgraded and laid up since 2001 in the NDRF in Beaumont, Texas ; in March 2013, she left and was towed for demolition to Brownsville, still in Texas.

Gulf Trader AK-2036. IMO 6407884. US Navy cargo supply vessel Length 144 m, 5,442 t. United States flag. Decommissioned and struck from the naval register in 2001. Built in 1963 in New Orleans (United States) by Avondale Shipyard. Sistership of the *Gulf Banker* (see above) as well as *Gulf Merchant*, *Gulf Shipper* and *Gulf Farmer*. Acquired by the US MARAD in 1984 and also assigned to the Ready Reserve Fleet and activated during the first Gulf War. Laid up since October 2001 in the NDRF in Beaumont, Texas ; in June 2013, she left and was towed for demolition to Brownsville, still in Texas.



Gulf Trader, Rotterdam (Netherlands), July 1980 © Dulko

Kiska T-AE-35. US Navy ammunition ship, the last one of the *Kilauea*-class. Length 172 m, 9,340 t. United States flag. Built in 1971 in Pascagoula (United States) by Ingalls Shipbuilding. Vessel title transferred to the Military Sealift Command in 1996 then to the US MARAD. Struck from the naval register and laid up in Pearl Harbor, Hawaii, since 2011. She was planned to be sunk in 2012, but in May 2013, *Siska* was finally towed for demolition by ESCO Marine in Brownsville, Texas.

Mount Vernon (ex-*Mount Vernon Victory*). N° ID 284178. US Navy replenishment oiler. Length 224 m, 12,929 t. United States flag. Built in 1961 in Quincy (United States) by Bethlehem Steel Co for Aristote Onassis' Victory Carriers of New York. Acquired by the US Navy in 1988, she was assigned to the Ready Reserve Force but was never activated. Part of her equipment was transferred to *Mount Washington* which was kept active. From 2007 on, she was laid up in the NDRF in Beaumont, Texas ; she will not leave the state and in March 2013 was towed for demolition in Brownsville.



Mount Vernon Victory, around year 1981-1982
© Ship Nostalgia-Gulf Solar

Merrimack AO-179. US Navy *Cimarron*-class replenishment oiler. Length 216 m, 11,645 t. United States flag. Built in 1979 in New Orleans (United States) by Avondale Shipyards. Owned by the US MARAD (United States). Decommissioned and struck from the naval register in December 1998 and laid up since in the James River Reserve Fleet, Virginia. Sold for demolition to Southern Recycling and towed to Amelia (Louisiana, United States) in May 2013.

Wichita AOR-1. US Navy replenishment oiler. Length 201 m, 14,048 t. United States flag. Built in 1966 in Quincy (Massachusetts, United States) by General Dynamics Corp. Decommissioned in March 1993 and laid up since then in the Suisun Bay Reserve Fleet, California. Struck from the naval register in February 1995. Owned by the US MARAD (United States). Sold for demolition to International Shipbreaking and towed to Brownsville, Texas in March 2013.

Alang, Bay of refuge for the German gas tankers

In [Ship-breaking # 33](#), Robin des Bois was wondering about the final destination of *Isabella* and *Annabella*, two gas tankers pre-retired in the Spanish Port of Algeciras. Their departure for demolition could not be doubted, in spite of the German ship-owner's denials, especially as the *Isabella* had been renamed *Marisa* flying the flag of Saint Kitts and Nevis. The mystery is being lifted. On December 11th, the ex-*Isabella* arrived for demolition in Alang in tow of the *Global Destiny*.

The tug *Global Destiny*, remained anchored off Alang for a while, suggesting an imminent beaching for demolition as this veteran, built in 1975 and launched as *Smit Rotterdam*, had been acquired in January 2013 and renamed *Global Destiny* by Global Marketing System (GMS), specialized in the purchase of ships to be scrapped; her sistership *Smit London* renamed *Global Change* was part of the same deal and has already been beached for demolition (Cf. [Ship-breaking # 32](#)). Meanwhile in late December, *Global Destiny* left her anchorage and headed for Colombo (Sri Lanka) where she, to date, would still be hanging around. In remission or waiting for an ultimate mission ?

Nuclear is not dead ...

In [Ship-breaking # 31](#), Robin des Bois announced the *Sevmorput*, the last of the 4 nuclear-powered merchant vessel ever built, was to be dismantled in Russia without a scheduled deadline though.

New development after an outcast life, an aborted conversion to oil drilling ship and a withdrawal from the Russian Register in July 2012! On December 26th, 2013, *Sevmorput* entered dry dock in Roslyakovo, near Murmansk to go through extensive repairs before entering service again in 2016. Rosatom, her owner since 2009 has planned to employ her in both commercial and military operations. Her huge cargo capacity would make it possible to transport one year's requirements of supplies to all settlements along

the Northern Coast of Russia on one single journey and would give a massive support to Russia's enhanced presence in the Arctic and to the eventual re-opening of cold war-era airbases.

Overview, from November 1st to December 31st 2013

171 ships left for demolition during the last two months of the year. The cumulative demolition will recycle more than **1,6 million tons** of metal. **51** (30%) were built in Europe, **49** (29%) belonged to European ship-owners, **152** (89%) went to Asia.

The pace of vessels set out for demolition has slightly slowed down by the end of 2013 (**19** ships per week compared to **21** for the previous trimester and 22 for the whole year).

At least 26 of the scrapped ships have been deflagged just prior to their departure for a ship-breaking yard. With 13 new citizens, **Saint Kitts and Nevis** proves to be the favourite one among the last voyage flags, ahead of Comoros. Deflaggings are going along with renamings, more or less imaginative and shortened. Our preference this time goes to the fruit juice tanker *Southern Juice* turned to *Ice* prior to sailing down the Suez Canal and to be beached for demolition in Bangladesh (Cf. p 20). The ex-*President Kennedy*, lately *Ken*, deserves a special mention though (p 32).



by tonnage of recycled metal

- 1 Bangladesh, 483,000 t (30%)
- 2 India, 454,000 t (28%)
- 3 China, 302,000 t (19%)
- 4 Pakistan, 194,000 t (12%)
- 5 Turkey, 47,000 t (3%)

by unit

- 1 India, **56** (33%)
- 2 Bangladesh, **38** (22%)
- 3 China, **32** (19%)
- 4 Pakistan, **13** (8%)
- 5 Turkey, **13** (8%)

by category

- 1 : bulker, 49 (29%)
- 2 : general cargo, 40 (23%).
- 3 : tanker, 32 (19%)
- 4 : container ship, 28 (16%)

India maintains the lead with regard to the number of ships broken up, 56 (33%) ahead of Bangladesh and China, but in terms of tonnage of metal recycled, gets overpassed, this time by Bangladesh.

After the bars, demolition

38 (22%) of vessels sent to demolition were controlled by a classification society not belonging to the IACS (International Association of Classification Societies) or without any classification. Substandard ships are still the first ones to leave: at least **97** (57%) have been previously detained in ports worldwide with a detention rate of 75% for general cargo carriers and bulk carriers, 67% for chemical tankers and 50% for container ships.

The gold medal of substandard ships goes to the Moldovan *Ghada D* with 10 detentions (p 26), the silver medallist is the Maltese *Rio Gold* (9 detentions, p 45)) and the two bronze medallists are the Panamanian *Faola* and the Tanzanian *Tarhuna A* (8 detentions, p 25 and 29). The Moldovan *Energy 3* is a remarkable vessel with regard to the frenzy in her renamings: 16 different names in 33 years, a performance overtaken by *Trader 2*, 17 different names in 35 years (see also p 21).

Merzario Saudia, 1984 © Brian Fisher



Energy 3 (ex-*Ya Kareem*, ex-*Star Carrier*, ex-*Destiny Carrier*, ex-*Haydee*, ex-*Luso*, ex-*Monte Verde*, ex-*Luso*, ex-*Medipas Sun*, ex-*Ea Princess*, ex-*Tauria*, ex-*Independent Pursuit*, ex-*Tauria*, ex-*Holcan Maas*, ex-*Tauria*, ex-*BCR King*, ex-*Tauria*, ex-*Merzario Saudia*, ex-*Louisiane*, ex-*Tauria*, ex-*Arabian Eagle*, ex-*Tauria*).

Fadl M 2010 © Bengt-Rune Inberg



Trader 2 (ex-*Fadl-M*, ex-*King A*, ex-*Timber Carrier*, ex-*Elisabeth S*, ex-*Saipan Pioneer*, ex-*Alexio*, ex-*Ville De Shanghai*, ex-*Alexio*, ex-*Rijnmond*, ex-*Tiger Stream*, ex-*Manaslu*, ex-*Sentosa*, ex-*Vira Bhum*, ex-*Lhotse*, ex-*Matthias Claudius*, ex-*Lak Muthu*, ex-*Matthias Claudius*, ex-*Karthago*, ex-*Matthias Claudius*).

Years and meters

The age of ships leaving the merchant fleet ranges from **13 years** for the small general cargo carrier *Coastal Success* broken up in Mumbai, India and **71 years** for the ex US Coast Guard vessel, *Storis*, pioneer of the Northwest Passage and exported to a Mexican ship-breaking yard (Cf. p 8-9). The average age is **29 years**. It is **25** for tankers and **22** for container ships. 55 ships have a length less than 150 m, 53 are between 150 and 199 m and 63 over 200 m. The largest ship is the ex tanker *NASA Unity*, 338 m, beached in Gadani, Pakistan (Cf. p 18).

In a single file, the 171 scrapped ships would form a **31 km** long convoy



Le doyen © US Coast Guard



Le plus grand © Shahid



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.

(Fish) Factory ship

General Radzievskiy IMO 7941174. Factory ship. Length 111 m, 4,843 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Nikolayev (Ukraine) by Okean. Owned by Robinson Co Ltd (Russia). Sold for demolition in Turkey.

General Radziyevskiy, Kola Bay. Murmansk, Russia August 16, 2013 © Gilmiyarov Evgeny



Sodruzhestvo. IMO 8610253. Factory ship able to process, freeze or can 300 t of fish or 120 t of crab per 22 hours (i.e. respectively 400,000 and 50,000 cans of a standard 1/6 size). Length 179 m, 16,434 t. Reflagged to Sierra Leone for her last voyage as *Hokuyo*. Classification society Russian Maritime Register of Shipping. Built in 1988 in Rauma (Finland) by Rauma-Repola. Owned by Morskoj Sud Tekh Garant Co Ltd (Russia). Sold for demolition in China by Zhangjiang Scrapyard.



Sodruzhestvo at anchor, Sea of Okhotsk near Sakhalin Island. August 2001 © Gena Anfimov



Sodruzhestvo, Vladivostok, Russia August 2012
© Gena Anfimov

Chemical tanker

Comanche (ex-Saribay, ex-Comanche). IMO 7928639. Chemical tanker. Length 98 m. Turkish flag. Classification society Germanischer Lloyd. Built in 1980 in Kiel (Germany) by Lindenau. Owned by AK-Yakit Akaryakitnakliyat (Turkey). Detained in 2002 in Lisbon (Portugal) and in 2011 in Constanta (Romania). Sold for demolition in Turkey.



Concord I (ex-New Concord, ex-Jo Rowan, ex-North Sea, ex-Torator, ex-Orator). IMO 7901485. Chemical tanker. Length 174 m, 10,299 t. Panamanian flag. Classification society RINA. Built in 1980 in Forde (Norway) by Ankerlokken. Owned




by Sea World Management (Monaco). Sold for demolition in Pakistan.





Concord I, Port of Rio Grande – Brazil, November 2006 © Marcelo Vieira

Edoil (ex-Dynamic Oil, ex-Kapa Lion, ex-Thita Lion, ex-Bisho Maru). IMO 7501429. Chemical tanker. Length 60 m, 600 t. Tonga Isles flag. Classification society Hellenic Register of Shipping until May 2003. Built in 1975 in Mihara (Japan) by Kyoei. Detained in 1998 in Heraklion (Greece), in 1999 in Sevilla (Spain), in 2001 in Messina and Pescara (Italy) and in 2003 in Genoa (Italy) and Sète (France). Ship banned from European harbours by the EU directive on Port State Control. In December she was sold by her Greek owner Carnival Enterprises to another Greek ghost company, the Panama-based Newton Shipping, and renamed *Manolis I* flying the Panamanian flag. See the chapter « Demolition on the spot (p 2) ». She would actually never leave Sète and is being dismantled afloat.





Kaliopé (ex-Fjordnes, ex-Drawa). IMO 8908856. Molten sulphur tanker. Length 149 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska; general cargo carrier converted to molten sulphur tanker in 1997. Owned by Polska Zegluga Morska PP - POLSTEAM (Poland). Sold as is in Tampa (United States) for an unknown destination of demolition. 



Simple I (ex-Avana I, ex-Arabian Wind, ex-Gali, ex-Vekua, ex-Akademik Vekua). IMO 8517011. Chemical tanker. Length 151 m, 6,137 t. Deflagged from Panama to Saint Kitts and Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1987 in Split (Croatia) by Brodosplit. Owned by Fujian Huarong Marine Shipping Group (China). Detained in 1997 in Rotterdam (Netherlands) and in 2007 in Brindisi (Italy). Sold and towed for demolition in Bangladesh. 285 US \$ per ton.  

Theresa Atlantic (ex-Nordic Hanne, ex-Difko Hanne, ex-Sitalene, ex-Burwain Nordic, ex-Nordkap). IMO 8420622. Chemical tanker. Length 229 m, 14,910 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1987 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2002 in Daesan (South Korea), in 2010 in Zhangjiagang (China) and in 2012 in Davao (Philippines), New Orleans (United States) and Zhangjiagang again. Sold for demolition in India.  




Theresa Atlantic, Rozenburg (Germany), January 2010
© Hannes van Rijn

Theresa Pacific (ex-Princess Marina, ex-Kantan Jaya Express, ex-Norita, ex-Protank Norita, ex-Norita). IMO 8400012. Chemical tanker. Length 229 m, 14,910 t. Tuvaluan flag. Classification society Bureau Veritas. Built in 1986 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Raffles Shipmanagement Services (Singapore). Detained in 2008 in Hong Kong and Tianjin (China), in 2009 in Zhangjiagang, (China) and in 2011 in Rotterdam (Netherlands). Sold for demolition in India.  

Wisdom (ex-Biscaglia, ex-Cielo di Biscaglia, ex-Maersk Biscay, ex-Ras Maersk). IMO 8406339. Chemical tanker. Length 170 m, 7,790 t. Liberian flag. Classification society Bureau Veritas. Built in 1986 in Lindø (Denmark) by Odense Stalskibs. Owned by Zigana Gemi Isletmeleri AS (Turkey). Detained in 2011 in Chalkis (Greece) and in 2012 in Illichivsk (Ukraine). Sold for demolition in India.  

Gas tanker.

Norgas Challenger (ex-San Francisco). IMO 8121458. Gas tanker. Length 115 m, 3,400 t. Deflagged from Singapore to Saint Kitts and Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1984 in Ulsteinvik (Norway) by Kleven Mek Versted AS. Owned by Norgas Carriers Pte Ltd (Singapore). Sold as is in Fujairah for demolition in India. 



Norgas Challenger inbound to Singapore, August 2008 © Knut Helge Schistad

Tanker

Barawati (ex-Seamaster). IMO 8902814. Tanker. Length 242 m, 14,567 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1990 in Imari (Japan) by Namura. Owned by Berlian Laju Tankers (Indonesia). Sold for demolition in Pakistan.



F Elephant (ex-World Prospect). IMO 8618841. Ex tanker converted to ore carrier in 2008. Length 322 m, 40,300 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage. Classification society Det Norske Veritas. Built in 1989 in Okpo (South Korea) by Daewoo SB. Sold by her Taiwanese owner TMT Taiwan Maritime Transport to a Saint Kitts and Nevis-based shell company, renamed *Elephant* in July 2013 and beached for demolition in Bangladesh as **Rayna**.



Falcon Carrier (ex-United Will). IMO 9007776. Tanker. Length 226 m, 14,157 t. Deflagged from Liberia to Saint Kitts and Nevis for her last voyage as **Alcon**. Classification society Nippon Kaiji Kyokai. Built in 1992 in Shanghai (China) by Hudong Shipyard. Owned by J Bekkers Co (Netherlands). Sold for demolition in Bangladesh. 412 US \$ per ton.



Front Champion. IMO 9166687. Tanker. Length 334 m, 41,144 t. Deflagged from Bahamas to Comoros for her last voyage as **Champ**. Classification society Lloyd's Register of Shipping. Double hull ship built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Frontline Management AS (Norway). Sold as is in Singapore to Trinidad Shipping Inc, a Saint Kitts and Nevis-based shell company, prior to her departure for demolition in Pakistan. 420 US \$ per ton.



© Frontline Management AS



Champ arrived in Gadani (Pakistan), December 15, 2013 © Shahid

Golden Victory. IMO 9153537. Tanker. Length 333 m, 38,953 t. Deflagged from Marshall Islands to Saint Kitts and Nevis for her last voyage as **Victory**. Classification society Det Norske Veritas. Double hull ship built in 1999 in Ariake (Japan) by Hitachi. Sold as is in Singapore by her Norwegian owner Frontline Management AS to a Bahamas-based shell company and beached for demolition in Bangladesh. 420 US \$ per ton.



Groton. IMO 7901928. Integrated Tug Barge (ITB), pusher tug and barge. Length 41 m for the tug and 170 m for the barge, 11,621 t. Nigerian flag. Unknown classification society. Pusher tug built in 1982 in Mobile (United States) by Halter Marine and double bottom single sided barge in Sparrows Point by Bethlehem Steel. Like her sistership *Jacksonville* (see [Ship-breaking # 33](#)), she was utilized at the end of her American carrier to transport grain cargoes to Africa for humanitarian organizations; she was sold in 2009 to J Marine Logistics Ltd (Nigeria). She was the last one of the sisters *Baltimore*, *Jacksonville*, *Mobile*, *New York* and *Philadelphia*. Sold for demolition in India.



Guadalupe Victoria II. IMO 8024569. Tanker. Length 202 m, 10,890 t. Mexican flag. Classification society American Bureau of Shipping. Built in 1983 in Sestao (Spain) by AESA. Owned by PEMEX (Mexico). Detained in 2004 in Setubal (Portugal). Sold as is on the Mexican West Coast for an unknown destination of demolition. 114 US \$ per ton.



Halifax (ex-Stardust, ex-Hawk, ex-Maritime Prudence). IMO 8810932. Tanker. Length 164 m, 7,077 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Guangzhou (China) by Guangzhou Shipyard. Owned by Ancora Investment Trust Inc (Greece). Detained in 1999 in Novorossiysk (Russia). Sold as is Western Africa and beached for demolition in Bangladesh. 300 US \$ per ton.



Jin Hai Hu (ex-Jian She 34). IMO 9109677. Tanker. Length 115 m. Hong Kong Flag. Classification society China Classification Society. Built in 1995 in Pusan (South Korea) by Daedong SB Co. Owned by Shanghai Jinhai Shipping & Trading Co (China). Detained in 2001 in Incheon (South Korea). Sold for demolition in Xinhui, China.



Lazaro Cardenas II. IMO 8024557. Tanker. Length 202 m, 10,890 t. Mexican flag.



Classification society American Bureau of Shipping. Built in 1982 in Sestao (Spain) by AESA. Owned by PEMEX (Mexico). Sold as is on the Mexican West Coast for an unknown destination of demolition. 90US \$ per ton.



Lazaro Cardenas II Taken at Mazatlan, Mexico, May 2008. Ship is owned by Pemex, the Mexican national oil company. She is named after the former president of Mexico, 1934-1940. © William Freeman

Motilal Nehru. IMO 8503113. Tanker. Length 238 m, 17,037 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Cochin (India) by Cochin SY. Owned by SCI – Shipping Corporation of India (India). Detained in 2009 in Khark Island (Iran). Sold for demolition in India. 440 US \$ per ton.



NASA Unity (ex-Pacific Superior, ex-Apollo Akama). IMO 9058634. Tanker converted to floating storage unit in 2011. Length 338 m, 33,483 t. Deflagged to Saint Kitts and Nevis for her last voyage as *Unity*. Classification society Nippon Kaiji Kyokai. Built in 1994 in Sakaide (Japan) by Kawasaki. Owned by Nathalin Co Ltd (Thailand). Sold for demolition in Pakistan. 420 US \$ per ton.



NASA Unity November 05, 2013 This is just moment before beaching © Shahid



NASA Unity November 05, 2013 Complete View of Ship DeckLength of the Vessel is 338 meters.....Massive Structure © Shahid.

North Star. IMO 9114593. Tanker. Length 269 m, 22,676 t. Greek flag. Classification society American Bureau of Shipping. Built in 1996 in Chiba (Japan) by Mitsui. Owned by Nereus Shipping SA (Greece). Sold for demolition in Bangladesh. 451 US \$ per ton.



Nuevo Pemex I. IMO 8126886. Tanker. Length 202 m, 10,890 t. Mexican flag. Classification society American Bureau of Shipping. Built in 1987 in Veracruz (Mexico) by Astilleros Unidos Veracruz. Owned by PEMEX (Mexico). Sold as is on the Mexican East Coast for an unknown destination of demolition. 114 US \$ per ton.

Orion Voyager (ex-Chevron Employee Pride). IMO 9051600. Tanker. Length 274 m. Bahamian flag. Classification society American Bureau of Shipping. Double hull ship built in 1994 in Rio de Janeiro (Brazil) by Ishibras. Owned by Chevron Shipping Co Llc (United States). Sold for demolition in China.



Chevron Employee Pride, April, 1997, Philadelphia, United States in from Nigeria. Discharged and sailing for bunkers at Marcus Hook before moving back to sea. Delaware River. © **Shipjohn / Shipspotting**

Pergiwo. IMO 9044396. Tanker. Length 177 m, 7,415 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Tokyo (Japan) by Ishikawajima-Harima. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Pakistan.

Salix (ex-Sali, ex-Bravery, ex-Seabravery II, ex-Unisina). IMO 8919075. Tanker. Length 247 m, 19,718 t. Togolese flag. Classification society Croatian Register of Shipping. Double hull ship built in 1984 in Rijeka (Croatia) by 3 Maj. Owned by Tomini Ship Management (Pakistan). Detained in 1999 in Philadelphia (United States), in 2000 and twice in 2002 in Trieste (Italy). Sold for demolition in Pakistan. 425 US \$ per ton.



Sali spotted in the Port of Valletta (Malta), May 2007 © **Marius Esman**

Shanghai (ex-Prima Maersk). IMO 7924475. Tanker FSU. Length 183 m, 10,229 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Kure (Japan) by Ishikawajima-Harima. Owned by Raffles Shipmanagement Services Pte Ltd (Singapore). Sold for demolition in Bangladesh. 440 US \$ per ton.

Shinyo Navigator (ex-Majestic Unity). IMO 9081186. Tanker. Length 330 m, 42,448 t. Deflagged from Hong Kong to Comoros for her last voyage as **Senorita**. Classification society Lloyd's Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Artena Transportation Corp (Hong Kong). Sold to DTA Ship Agency LLC (United Arab Emirates) just prior to be beached for demolition in Pakistan. 441 US \$ per ton.

Southern Juice (ex-Southern Dawn, ex-Trade Rich, ex-FMG Lima, ex-Trade Rich, ex-CTE Mari Conscience, ex-Lanka Amila, ex-Isar Express, ex-Conscience). IMO 8208024. Ex general cargo carrier converted to refrigerated fruit juice tanker in 1997. Length 169 m, 8,017 t. Deflagged from Bahamas to Saint Kitts and Nevis for her last voyage as **Ice**. Classification society Det Norske Veritas. Built in 1983 in Kiel (Germany) by Howaldtswerke-DW. Detained in 1997 in Antwerp (Belgium). Sold by her Norwegian owner Northern Navigation AS to North Star Ship Management SA, United Arab Emirates-based shell company just prior to her departure for demolition in Bangladesh.



November 16, 2013 fruit juice tanker *Ice* most likely heading for an Asian beach.

Pictured by Piero Corona from his hotel room whilst the vessel is passing the Suez Canal in the Southbound convoy. Published with his explicit consent. Robert Smith

Vigdis Knutsen. IMO 9052989. Tanker. Length 264 m. Isle of Man flag. Classification society Det Norske Veritas. Double bottom ship built in 1993 in Sestao (Spain) by AESA. Owned by Knutsen OAS Shipping AS (Norway). Sold for demolition in China by Jiaojiang scrapyard.



In Rotterdam (Netherlands), August 2013 © T Sobianski

General Cargo

From *Matthias Claudius* to *Trader 2*

Trader 2, IMO 7711751, built in 1978 by Husum shipyards on the Western coast of the Land of Schleswig-Holstein (Germany), sets a record with regard to renamings. Delivered as *Matthias Claudius*, named after the German poet (1740-1815) author of «Der Tod und das Mädchen», (Death and the Maiden), she was designed as a container ship, 300 teus and thus bearing the name chosen for commercial reasons by her charterers, even if it was only for a couple of months. She was renamed no less than twenty times all along the 35 years of her lifetime (bearing three times her initial name).

Owned by the German ship-owner Schluter, she switched charterers and names, successively *Matthias Claudius*, *Karthago*, *Matthias Claudius* again, *Lak Muthu*, *Matthias Claudius* still, *Lhotse*, *Vira Bhum*, *Sentosa*, *Manaslu*, *Tiger Stream*, *Rijnmond*, *Alexio*, *Ville De Shanghai*, *Alexio* again.

In February 1997, she was acquired by the Singapore-based Hub Continental Shipping Sendirian Berhad and stabilized as the Malaysian *Saipan Pioneer*, notably operated on a feeder service between Singapore, Malaysia and Burma; she has been sailing under this name until September 2005. For her last 8 years of duty, her owner, name and flag have changed several times: first *Elisabeth S* in 2005, *Timber Carrier* in 2006, and *King A* in 2007, all under Georgian flag, then still *King A* but deflagged to Moldova in 2008, *Fadl M* under Sierra Leone flag in 2010 and ultimately as the Tanzanian *Trader 2* in February 2013. On December 19th, 2013, she was beached for demolition in India.



© Bangsbo Museum

Karthago, 1979



© Gerald Sorger

Alexio, January 1997



© Waterweg

Saipan Pioneer (1997-2005)



© Ilhan Kermen

Elisabeth S, March 2006



© Wil Weijsters

Timber Carrier, March 2007



© Mahmoud Shd

King A, February 2008



© Edi Gjata

King A, January 2010,



© Valeriy Balalaev

Fadl M, May 2011

An Kang Jiang. IMO 8400816. General cargo. Length 149 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shimonoseki (Japan) by Hayashikane. Owned by COSCOL (China). Sold for demolition in China.

Banglar Gourab. IMO 8020032. General cargo. Length 145 m, 4,680 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1983 in Le Havre (France) by Société Nouvelle des Ateliers et Chantiers du Havre (ACH). This ship was not the last one to be built in Le Havre. After her and until 1999, the ACH have delivered about 15 vessels, among which the wind sail passenger liners *Wind Star*, *Wind Song*, *Wind Spirit*, *Club Med 1* and *Club Med 2*, the cable layer *Léon Thévenin* and the research vessel *Marion Dufresne*. However, *Banglar Gourab* has been the only large classical merchant ship built in Le Havre since the 50s, as the ACH mostly constructed passenger ships, ro ro's or specialized vessels. Owned by Bangladesh Shipping Corp (Bangladesh); the Bangladeshi State-owned company had its ships built in different countries. The 9 remaining ones of the fleet were built in Japan (3), China (3), Denmark (2) and Germany (1). *Banglar Gourab* was the only one ever built in France. Detained in 2006 in Cochin (India). Sold for demolition in Bangladesh.



Banglar Gourab, port of Santos, in São Paulo (Brasil)
September 2005 © Marcelo Lopes

Banglar Mookh. IMO 8710039. General cargo. Length 159 m, 6,768 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1989 in Guangzhou (China) by Guangzhou SY. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2001 in Szczecin (Poland), in 2003 in Pohang (South Korea), in 2010 in Lumut (Malaysia) and in 2012 in Cochin (India). Sold for demolition in Bangladesh.



Banglar Mookh September 01, 1999 moored in Antwerp, Belgium
© bs1mrc / Shipspotting

Banglar Robi (ex-Merkur Island, ex-Hoegh Apapa, ex-Merkur Island). IMO 8131594. General cargo. Length 150 m, 6,050 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1981 in Rostock (Germany) by Neptun VEB. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 2000 in Singapore, in 2003 in Lisbon (Portugal) and in 2004 in Singapore again. Sold for demolition in Bangladesh.



Banglar Urmi (ex-Chandan Star). IMO 8121599. General cargo. Length 144 m, 4,395 t. Bangladeshi flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Bangladesh Shipping Corp (Bangladesh). Detained in 1998 in Leith (United Kingdom), in 2007 in Banglar Khomeini (Iran) and in 2012 in Mangalore (India). Sold for demolition in Bangladesh. The Bangladesh Shipping Corp is destocking; another ship of its fleet, *Banglar Maya*, has just been beached for demolition on February 5th.



Banglar Urmi September 2010, in Chittagong, Bangladesh © Ivan Meshkov

Barentszee (ex-*Gersom*, ex-*Realta*). IMO 7349467. General cargo. Length 71 m. Dutch flag. Classification society Germanischer Lloyd. Built in 1973 in Emden (Germany) by Cassens. Owned by Hartman Shipping BV (Netherlands). Detained in 1999 in Faskse Ladep (Denmark) and in 2003 in Szczecin (Poland). Sold for demolition in Grenaa (Denmark).



Barentszee arrived under her own power on November 23, 2013 to Fornaes Shipbreaking Ltd. Grenaa / Denmark for scrapping. © **Bendt Nielsen**



Charlotte (ex-*Thutmose*). IMO 7721378. General cargo. Length 130 m, 3,578 t. Togolese flag. Classification society RINA. Built in 1981 in Alexandria (Egypt) by Alexandria Shipyards. Owned by GMZ Ship Management Co (Lebanon). Detained in 2000 in Antwerp (Belgium), in 2002 in Naples (Italy), in 2011 in Mariupol ((Romania) and Novorossiysk (Russia) and in 2012 in Pula (Croatia). Sold for demolition in Mumbai (India).



Charlotte, then *Thutmose*, on Pilotstation Westereems (Netherlands), May 1998. © **Frits Olinga**

Coastal Success (ex-*Maratha Coral*). IMO 8635265. General cargo. Length 85 m, 1,259 t. Indian flag. Classification society Indian Register of Shipping. Built in 2000 in Sirigao (India) by Chowgule. Owned by Coast Line Shipping India Pvt (India). Sold for demolition in Mumbai (India).

Condor (ex-*Cihan*, ex-*Orlan*, ex-*Torland*, ex-*Malling*). IMO 7004251. General cargo. Length 86 m. Cook Islands flag. Classification society Hellenic Register of Shipping. Built in 1970 in Aberdeen (United Kingdom) by Hall Russell. Owned by Maksimum Denizcilik Nakliyat (Turkey).



Maltese flag general cargo vessel *Condor*, southbound in the Bosphorus on June, 2006. © **Gerolf Drebes**



January, 2012 *Condor* chained in the docks of Brugge (Belgium). © **Noel Goegebuer**

Detained in 2008 in Bari (Italy). 47 deficiencies were reported by inspectors in April 2010 during a stopover in Zeebrugge (Belgium) while the *Condor* was enroute from the Caribbean to Poland with a cargo of 1200 t rice, and the ship has since then been detained; provisional repairs were carried out but were not sufficient to prove seaworthiness. The crew members, considered as illegal migrants, were expelled in 2010 except a Burmese sailor who had escaped from this maritime jail. In the summer 2011, the Port Authorities pumped off the remaining bunker fuel. In 2013, the abandoned ship started taking on water and was at risk of sinking. The leaks were fixed to enable her to be towed to Galloo dismantling yards in Ghent.

January 2014 *Condor* at Van Heyghen recycling (Galloo), Ghent, Belgium © **bs1mrc / Shipspotting**



Diamond Way (ex-*Vinashin Express 2*, ex-*Lauriergracht*). IMO 8611128. General cargo. Length 113 m, 3,655 t. Deflagged from Panama to Comoros for her last voyage in tow as ***Diamond***. Classification society Vietnam Register of Shipping. Built in 1988 in Shimizu (Japan) by Miho. Detained in 2005 in Vladivostok (Russia), in 2007 in Fremantle (Australia), in 2009 in Guangzhou (China) and in 2011 in Lianyungang (China). Sold by her Vietnamese owner Vinashin Ocean Shipping Co Ltd to Monteros Maritime Inc, a Saint Kitts and Nevis-based shell company prior to her departure for demolition in India.



In Singapore, November 2010 © **A Mackinnon. www.aquamanships.com**

Energy 3 (ex-*Ya Kareem*, ex-*Star Carrier*, ex-*Destiny Carrier*, ex-*Haydee*, ex-*Luso*, ex-*Monte Verde*, ex-*Luso*, ex-*Medipas Sun*, ex-*Ea Princess*, ex-*Tauria*, ex-*Indiependent Pursuit*, ex-*Tauria*, ex-*Holcan Maas*, ex-*Tauria*, ex-*BCR King*, ex-*Tauria*, ex-*Merzario Saudia*, ex-*Louisiane*, ex-*Tauria*, ex-*Arabian Eagle*, ex-*Tauria*). IMO 7920429. General cargo. Length 126 m, 3,200 t. Moldovan flag. Classification society Maritime Lloyd. Built in 1980 in Bremerhaven (Germany) by Rickmers as container ship, 580 teu. Owned by the German ship-owner Harms from 1980 to 1989, just like *Trader 2* (see introduction of the chapter "General cargo" p 21), she switched frequently names according to her charterers' will. After her sale in 1989, renamings were much less frequent. Owned by Unifleet Management Co SA (Lebanon). Detained in 1997 in Rotterdam (Netherlands), in 2011 in Aliaga (Turkey) and in 2012 and 2013 in Novorossiysk (Russia). Sold for demolition in India.



Tauria in 1981 shortly before she was renamed *Arabian Eagle* under same owner. © **Oliver Henkel**



Dubai (United Arab Emirates), June 2013
© **Mohammed Yehya**

Esraa (ex-Soyana, ex-Sider Star, ex-Ekhabi, ex-Mekong Quest, ex-Ekhabi). IMO 8912819. General cargo. Length 98 m, 2,555 t. Cook Islands flag. Classification society Russian Maritime Register of Shipping. Built in 1992 in Gebze (Turkey) by Sedef Gemi Endustrisi. Owned by Al Rafedain Marine Services (United Arab Emirates). Detained in 2000 in Aveiro (Portugal), in 2005 in Nantes (France) and in 2006 in Bremerhaven (Germany). Sold for demolition in India.



Evanthia M (ex-AP Sky, ex-Morjan K, ex-Atlas S, ex-Atlas, ex-Francois Villon, ex-Germa Forest). IMO 7702580. General cargo. Length 81 m, 1,922 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Built in 1979 in Singapore by Singapore Slipway. Owned by Aquajoy Shipping Co (Greece). Detained in 2003 in Algeciras (Spain), in 2004 in Savona (Italy), in 2007 in Aveiro (Portugal) Lisbon (Portugal) and Ceuta (Spain) and in 2011 in La Spezia (Italy). Sold for demolition in Turkey. 315 US \$ per ton.



Faola (ex-Vassi, ex-D/X Coninent, ex-Elgiznur, ex-TK Geneva, ex-Kayseri). IMO 7500566. General cargo. Length 109 m, 2,815 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Camialti (Turkey) by Denizcilik Bankasi. Owned by Soumar Agency Shipping Co Ltd (Greece). Detained in 1998 in Bremen (Germany), in 2000 in Antwerp (Belgium), in 2001 in Liverpool (United Kingdom), in 2007 in Sheerness (United Kingdom), in 2008 in Ghent (Belgium), Lisbon (Portugal) and La Rochelle (France) and in 2011 in Oristano (Italy). Bronze medallist on the substandard ships podium with **8 detentions**. Sold for an unknown destination of demolition.



Faola, September 2013 at Perama, Piraeus, Greece
© Dennis Mortimer-

Fortress 7 (ex-Sem Jong, ex-Chang Ping, ex-Chian Wave, ex-Petra Wave, ex-Pal Bay, ex-Atlantic IV, ex-United Drive). IMO 8102103. General cargo. Length 144 m. Togolese flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by K&H Shipping Ltd (Hong Kong, China). Detained in 2009 in Kandla (India), in 2011 in Weihai (China) and in 2012 in Ho Chi Minh Ville (Vietnam). Sold for demolition in China.



Fortress 7, July 2010 in Koh Si Chang Transhipment Area, Thailand (SD 14's) © Geir Vinnes

Ghada D (ex-*Tina F*, ex-*Ina*, ex-*Tina S*, ex-*Maina DF*, ex-*Schippersgracht*). IMO 7715989. General cargo. Length 80 m. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Shimizu (Japan) by Miho. Owned by Barhoum MaritimeCo (Lebanon). Detained in 2000 in Alicante (Spain), in 2001 in Alicante again then in Setubal (Portugal), in 2006 in Manfredonia (Italy) and Nikolayev (Ukraine), in 2007 in Setubal again and then in Monfalcone (Italy), in 2009 in Koper (Slovenia), in 2010 in Constanta (Romania) and in 2012 in Volos (Greece). Gold medallist on the substandard ships podium with **10 detentions**. Sold for demolition in Turkey.



Ghada D, berthing at Tartous port in September 2010
© Mahmoud Shd



In Volos, Greece, August 2010 © Anthony Vrillas

Inaya (ex-*Ikhnaton*). IMO 7715367. General cargo. Length 130 m, 3,578 t. Togolese flag. Classification society RINA. Built in 1981 in Alexandria (Egypt) by Alexandria Shipyards. Owned by Egyptian Navigation Co (Egypt). Detained in 1998 in Sète (France) and in 2008 in Trieste (Italy). Sold for demolition in Mumbai (India).



India Express (ex-*Oel Express*, ex-*Khaleej Express*, ex-*Iron D*, ex-*CMA CGM Babylon*, ex-*CMA CGM Baghdad*, ex-*Iron D*, ex-*Iron Flinders*, ex-*Marlinda*, ex-*Multitrader*, ex-*Atinuke Abiola*). IMO 8407199. General cargo. Length 158 m, 7,140 t. Panamanian flag. Classification society RINA. Built in 1986 in Rostock (Germany) by Neptun VEB. Owned by Orient Express Lines Inc (India). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 445 US \$ per ton.



Jalal (ex-*Julia*, ex-*Lilly*, ex-*Voyager*, ex-*Baron*, ex-*Barok*, ex-*Audrey Johanna*). IMO 7413842. General cargo. Length 78 m. North Korean flag. Classification society Korea Classification Society. Built in 1975 in Kampen (Netherlands) by Peters'. Detained in 2006 in Oristano (Italy), in 2008 in Monfalcone (Italy), in 2011 in Ortona (Italy) and Koper (Slovenia) and in 2012 in Mersin (Turkey). Sold for demolition in Turkey.



Greece, March 2011 © Samios Giorgios

Kalkaal (ex-*Union Anna*, ex-*Jin Chuan Men*, ex-*Amrta Jaya II*). IMO 8401834. General cargo. Length 98 m, 2,346 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imabari (Japan) by Nishi Zosen. Owned by Costalina General Trading (United Arab Emirates). Detained in 2000 in Hong Kong (China), in 2001 in Guangzhou (China) and in 2011 in Mumbai (India). Sold for demolition in India.



Maranjós (ex-*Florinda*, ex-*Valerios*, ex-*Tore Hund*). IMO 7638363. General cargo. Length 87 m, 1,773 t. Namibian flag. Classification society International Register of Shipping. Built in 1978 in Kristiansund N (Norway) by Sterkoder ; jumboized in 1982 and lengthened from 71 to 87 m. Detained in 2002 in Reykjavik (Iceland) and in 2008 in Lisbon (Portugal). Acquired by Auden Trading Inc, a Panama-based shell company just prior to her departure for demolition in India.



In Cape Town (South Africa), February 2009 © Ian Shiffman

Marina Bay (ex-*Marina Star*, ex-*Georgio B*). IMO 7522239. General cargo. Length 119 m, 2,640 t. Panamanian flag. Classification society RINA. Built in 1990 in Perama (Greece) by United Sg Yard. Owned by Breadbox Shipping Lines BV (Netherlands). Detained in 2007 in Barcelona (Spain). Sold for demolition in Bangladesh.



Noble Star (ex-*Concordia Star*, ex-*Hoegh Star*, ex-*Concordia Star*, ex-*Costa Atlantica*, ex-*Costa Mediterranea*, ex-*Concordia Star*). IMO 7529914. General cargo. Length 171 m, 12,702 t. United States flag. Classification society American Bureau of Shipping. Built in 1977 in Tonsberg (Norway) by Kaldnes MV as the Norwegian *Concordia Star* for Christian Haaland, operator of the Concordia Line between the United States and the Middle East. Her renaming were linked to chartering to other companies: in 1982-1983, *Costa Atlantica* for the Italian Costa (Gulf of Mexico/Mediterranean service), then in 1983-1984, *Hoegh Star* for Höegh Lines (Transpacific service). She was acquired in 1985 by the American private-owned Sealift Inc which renamed her *Noble Star* flying the United States flag.



Sealift Inc is specialized in the transport of cargo on account of the United States Federal government, notably within the framework of its food aid programs. *Noble Star* achieved many voyages of this kind and this was her main duty. She was also chartered on some periods (particularly in the 90s) by the Military Sealift Command, in charge of the logistics for the US Army. In August 1990, during the « Desert Shield, Desert Storm » operations of the 1st war of Iraq, she delivered to Jubail (Saudi Arabia) the equipment of a 500-bed fleet hospital carried in 360 containers. After leaving Houston (Texas, United States), the vessel came across Suez Canal in late November 2013 but her final destination of demolition remains to date unknown.



Noble Star (T-AK-9653) underway, MSC Chartered.
© Sealift Inc web site



Noble Star, March 2013, arrival in Berbera (Somalia)
© J Brodersen

Noor 1 (ex-*Nada I*, ex-*Princess Oula*, ex-*Havelt*, ex-*Rodsher*, ex-*Havang*, ex-*Cimbris*, ex-*Simbris*, ex-*Mokstein*, ex-*Fenix*). IMO 7523312. General cargo. Length 80 m, 1,428 t. Sierra Leone flag. Unknown classification society. Built in 1977 in Kristiansund N (Norway) by Sterkoder. Owned by Alfamarine Shipping Co Ltd (Lebanon). Detained in 2011 in Vasteras (Sweden) and Cadiz (Spain). Sold for demolition in Pakistan.



Ocean Gulfirst (ex-Rahma, ex-El Saleh, ex-Ambia, ex-Gihock, ex-Thea S, ex-FMG Atlas, ex-Thea S, ex-Euro Louisiana, ex-Thea S, ex-Bretagne, ex-Thea S). IMO 8120856. General cargo. Length 124 m, 3,690 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Oldenburg (Germany) by Brand. Detained in 2002 and 2004 in Singapore and in 2013 in Suez (Egypt). Sold for demolition in India.



Pioner Kholmska. IMO 7507112. General cargo. Length 130 m, 3,940 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Vyborg (Russia) by Vyborgskiy. Owned by Sakhalin Shipping Co (Russia). Detained in 2001 in Busan (South Korea) and in 2006 in Hachinohe (Japan). Sold for demolition in China. 320 US \$ per ton.



Berthed in Vanino (Russia), January 2008 © Boris / Marine Traffic

Pioner Sakhalina. IMO 7420572. General cargo. Length 130 m, 3,930 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1974 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Sakhalin Shipping Co - SASCO (Russia). Detained in 2000 in Tomakomai (Japan) and in 2012 in Fushiki (Japan). Sold for demolition in China.



Rubin (ex-Baltimar Venus, ex-Venus Scan, ex-Baltimar Venus, ex-Lae Chief, ex-Mekong Venus, ex-Baltimar Venus, ex-Superten). IMO 8807375. General cargo. Length 91 m. Antigua & Barbuda flag. Unknown classification society. Built in 1990 in Shanghai (China) by Zhonghua Shipyard. Detained in 2001 in Genoa (Italy), in 2005 in Yokohama (Japan) and in 2007 in Port Adelaide (Australia). Laid up since November 2009, the ship has been visited by intruders who left her in poor condition. Finally towed for demolition in Grenaa (Denmark) by Fornaes Shipbreaking.



Rubin laid up in Nakskov, Denmark, June, 2013
© Lars Staal



Rubin at Fornaes Shipbreaking Ltd. Grenaa / Denmark.
December 2013. © Bendt Nielsen

Star Prince (ex-*Petr Strelkov*). IMO 7625706. General cargo. Length 152 m, 5,571 t. Tanzanian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Gdansk (Poland) by Gdanska Lenina. Owned by IMS Hellenic Co (Greece). Detained in 2000 in Loviisa (Finland). Sold for demolition in India. 414 US \$ per ton.



February 2006 ©Capt Jamal / Traffic

Tarhuna A (ex-*Murad M*, ex-*French Bay*, ex-*Chios*, ex-*Blue Bay*, ex-*Merry Med*, ex-*Seagull IV*, ex-*Good Seaman*, ex-*Sun Bird*). IMO 7371525. General cargo. Length 106 m. Tanzanian flag. Unknown classification society. Built in 1975 in Imabari (Japan) by Asakawa. Detained in 1999 in Rouen (France), in 2000 in Ploce (Croatia) and Novorossiysk (Russia), in 2003 in Naples (Italy), in 2004 in Bassens (France), in 2005 in Reggio di Calabria (Italy), in 2006 in Chioggia (Italy) and in 2011 in Antalya (Turkey). Bronze medallist on the substandard ships podium with **8 detentions** Sold for demolition in Turkey.



TK London (ex-*Melina Tigau*, ex-*Samudera Indah*, ex-*OK N°1*, ex-*Luzon Ma*, ex-*La Mancha*). IMO 8125466. General cargo. Length 119 m. Maltese flag. Classification society Bureau Veritas. Built in 1982 in Imabari (Japan) by Asakawa. Owned by Adriyatik Gemi Isletmeciligi ve Ticaret AS (Turkey), also owner of the [TK Bremen](#), grounded in Brittany in December 2011. Detained in 2000 in Cadiz (Spain). Sold for demolition in Turkey.



August 2012, the *TK London* in Lorient (France) touches the wound caused by the *TK Bremen* in 2011 © GM Simon

Toboi Trader (ex-*Rosslyn Bay*, ex-*Madang Coast*). IMO 8518089. General cargo. Length 77 m. Papua-New Guinea flag. Classification society American Bureau of Shipping. Built in 1986 in Shanghai (China) by Donghai. Owned by Coconut Products Ltd Co (Papua-New Guinea). Detained in 2003 in Townsville (Australia). Sold for demolition in Jiangyin, China.



In Cairns, Australia, January 2011 © John Regan

Trader 2 (ex-*Fadl-M*, ex-*King A*, ex-*Timber Carrier*, ex-*Elisabeth S*, ex-*Saipan Pioneer*, ex-*Alexio*, ex-*Ville De Shanghai*, ex-*Alexio*, ex-*Rijnmond*, ex-*Tiger Stream*, ex-*Manaslu*, ex-*Sentosa*, ex-*Vira Bhum*, ex-*Lhotse*, ex-*Matthias Claudius*, ex-*Lak Muthu*, ex-*Matthias Claudius*, ex-*Karthago*, ex-*Matthias Claudius*). IMO 7711751. General cargo. Length 104 m, 1,965 t. Tanzanian flag for her last voyage. Classification society Dromon Bureau of Shipping. Built in 1978 in Husum (Germany) by Husumer Schiffswerft. Owned by Manzali Management Co Ltd (Syrie). Detained in 2012 in Bandar Khomeini (Iran) and in 2013 in Bushire (Iran). Sold for demolition in India. See also the introduction of the chapter "General cargo" p 21.



Union Hellen (ex-*Heian*, ex-*Glorious Ocean*, ex-*CC Portland*). IMO 8307856. General cargo. Length 166 m, 7,318 t. Saint Vincent and Grenadines flag. Classification society Bureau Veritas. Built in 1984 in Mizushima (Japan) by Sanoyasu. Owned by Tranglory Shipping Co Ltd (China). Detained in 2002 in Antwerp (Belgium) and Vlissingen (Netherlands), in 2003 in Hamburg (Germany), in 2006 in Masan (South Korea), in 2008 in Civitavecchia (Italy) and in 2012 in Bandar Abbas (Iran). Sold for demolition in India. 425 US \$ per ton.



Vasiliy Burkhanov. IMO 8406717. General cargo. Length 177 m, 11,034 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Vuosaari (Finland) by Valmet. Owned by FESCO (Russia). Detained in 2003 in Hong Kong (China), in 2005 in Seattle (United States) and in 2007 in Antwerp (Belgium). Sold for demolition in Bangladesh.



Vasiliy Burkhanov under the watch of Tangaroa, the Maori God of the Sea at the entrance to Tauranga harbour, November 2007 © David Pratt (* Tangaroa Commander of the Tides)

Xiang Fu Men (ex-*Thor Nereus*, ex-*Chengtu*, ex-*Thor Nereus*, ex-*Maria Oldendorff*, ex-*Tasman Navigator*, ex-*Maria Oldendorf*, ex-*TA Adventurer*, ex-*Maria Oldendorff*). IMO 8800951. General cargo. Length 181 m, 8,190 t. Panamanian flag. Classification society Bureau Veritas. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Nanjing Ocean Shipping Co Ltd (China). Detained in 2006 in Gladstone (Australia). Sold for demolition in India. 420 US \$ per ton.



Yousef A (ex-*Marwa*, ex-*Nada*, ex-*Bewa*, ex-*Heimfeld*, ex-*Metric*, ex-*Heimfeld*, ex-*Planet*). IMO 6510849. General cargo. Length 74 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1965 in Neuenfelde (Germany) by Sietas. Owned by El Reedy Shipping Agency (Egypt). Detained in 2004 in Constanta (Romania) and in 2012 in Alexandria (Egypt). Sold for demolition in Turkey.



Yuan Teng (ex-*Atsuta*, ex-*Maya Maiden*, ex-*ALS Maya Maiden*, ex-*ALS Amalia*, ex-*Amalia*, ex-*Hoegh Amalia*, ex-*Amalia*). IMO 8214592. General cargo. Length 155 m, 5,672 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kobe (Japan) by Kawasaki. Owned by Hongyuan Marine Co Ltd (China). Detained in 1999 in Mobile (United States) and in 2007 in Antwerp (Belgium). Sold for demolition in India. 408 US \$ per ton.



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They all left to be demolished in Asian ship-breaking yards, exposing the workers to hydrocarbon fumes and sludge whereas high sulfur fuel oils - sometimes adulterated – still release their toxic plumes in the harbours, at sea and in the Arctic environment despite the IMO recommendations and regional directives.



1 - *Coral*, passenger ship. France, 2011



2 - *General Radziyevskiy*, factory ship. Norway, 2011.



3 - *Maersk Dartford*, container ship. Spain, 2008.



4 - *Ulusoy 7*, ro ro. Italy, 2013.



5 - *MSC Anafi*, container ship. South Africa, 2013.



6 - *Paula I*, bulk carrier. Brazil, 2006



7 - *PCE Madeira*, container ship. Germany, 2011.



8 - *Saguenay*, bulk carrier. Canada, 2002

Photos by:

1 Rico Voss – 2 Roar Jensen – 3 Agustin Alapont Castilla – 4 Gianfranco Mesturini – 5 Dave Leonard – 6 Ken Smith – 7 Klaus Kehrls – 8 Jeff Thoreson

Container ship

APL Kennedy (ex-*Hyundai Kennedy*, ex-*APL Kennedy*, ex-*President Kennedy*). IMO 8616295. Container ship, 4340 teu. Length 275 m, 22,400 t. Deflagged from Singapore to Sierra Leone for her last voyage as **Ken**. Classification society American Bureau of Shipping. Built in 1988 in

Kiel (Germany) by Howaldtswerke-DW. Owned by APL Ltd (United States). Sold for demolition in India. 453 US \$ per ton.



APL Kennedy at Brisbane, Australia August 2013.
© John Wilson

APL Spinel (ex-*MOL Velocity*, ex-*APL Spinel*, ex-*MOL Velocity*, ex-*APL Spinel*, ex-*NOL Spinel*). IMO 9081215. Container ship, 4302 teu. Length 294 m, 21,574 t. Deflagged from Marshall Islands to Sierra Leone for her last voyage as **Spinel**. Classification society American Bureau of Shipping. Built in 1996 in Koje (South Korea) by Samsung. Owned by Unitized Ocean Transport Ltd (Greece). Sold as is in Singapore for demolition in India. 454 US \$ per ton, including 650 t of bunkers.



Aspendos M (ex-*Teoman A*, ex-*Wanda A*, ex-*Peter Wehr*, ex-*FMG America*, ex-*Peter Wehr*, ex-*Samudera Thai*, ex-*Peter Wehr*, ex-*Khyber*, ex-*Metz Larnaca*, ex-*Johstadt*). IMO 8411841. Container ship, 440 teu. Length 122 m, 4,760 t. Turkish flag. Classification society Turk Loydu. Built in 1986 in Gijon (Spain) by Juliana Gijonese. Owned by Medkon Denizcilik Konteyner (Turkey). Detained in 1998 in Piraeus (Greece), in 2005 in Gioia Tauro (Italy), in 2008 in Salerno (Italy) and in 2011 in Valletta (Malta). Sold for demolition in Turkey.



Barcelona Express (ex-*CP Sinaloa*, ex-*TMM Sinaloa*, ex-*Ming Promotion*). IMO 8406286. Container ship, 3266 teu. Length 270 m, 16,798 t. Deflagged from Bermuda to Tuvalu for her last voyage as **Elona**. Classification society American Bureau of Shipping abandonné pour International Ship Classification. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her German owner Hapag-Lloyd Ships Ltd to Urizen Shipping Ltd, a British Virgin Islands-based shell company which will have the ship renamed and deflagged and the classification switched prior to the last voyage to demolition in India.



Conti Hong Kong (ex-*YM Pearl river*, ex-*Conti Hong Kong*, ex-*MSC Guayaquil*, ex-*Conti Hong Kong*, ex-*MSC Guayaquil*, ex-*Nedlloyd Zandam*, ex-*Choyang Star*, ex-*Hong Kong Senator*). IMO 8808587. Container ship, 1743 teu. Length 176 m, 7,629 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1989 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB Niederelbe SchifffahrtsgesellschaftmbH & Co KG (Germany). Detained in 2004 in Hong Kong. Sold for demolition in India.



Darwin (ex-*MSC Darwin*, ex-*Maersk Darwin*, ex-*ANL Indonesia*, ex-*Indonesia*, ex-*APL Indonesia*). IMO 9103702. Container ship, 4507 teu. Length 294 m, 20,672 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh. 441 US \$ per ton.



Dong He. IMO 8806101. Container ship, 2761 teu. Length 236 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Kiel (Germany) by Howaldtswerke-DW. Owned by Shanghai Ocean Shipping Co Ltd (China). Sold for demolition in Xinhui, China.

Genoa Express (ex-CP *Jalisco*, ex-TMM *Jalisco*, ex-Ming *Progress*). IMO 8501452. Container ship, 3266 teu. Length 270 m, 16,809 t. Bermuda flag abandonné pour celui de Tuvalu for her last voyage as **Noa**. Classification society American Bureau of Shipping. Built in 1988 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Sold by her German owner Hapag Lloyd to Urizen Shipping Ltd - the exotic subsidiary company specialized in the clearance sale of old Hapag Lloyd ships (Cf. above *Barcelona Express*) - prior to her departure for demolition in India.



Genoa Express, then *CP Jalisco* sailing from Valencia Port (Spain) in May 2006. © Manuel Hernández Lafuente



Hammonia Adriaticum (ex-Mare *Adriaticum*, ex-Mekong *Stream*, ex-Mare *Adriaticum*, ex-ACX *Eagle*, ex-Mare *Adriaticum*, ex-Rotterdam *Stad*, ex-Mare *Adriaticum*, ex-Sea *Nordic*, ex-Mare *Adriaticum*, ex-*Indiependent Trader*, ex-Mare *Adriaticum*). IMO 9071480. Container ship, 1054 teu. Length 149 m, 5,103 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1993 in Szczecin (Poland) by Szczecinska. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2004 in Hong Kong (China) and in 2013 in Pyeongtaek (South Korea). Sold for demolition in India.



In Keelung, Taiwan © Chun Hsi



In Alang, India December 2013 © Andrey Kuznetsov

Krasnogvardeec. IMO 8521024. Container ship, 490 teu. Length 149 m, 5,367 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov. Owned by FESCO (Russia). Sold for demolition in China.



Krasnogvardeec, November 2013, still sailing...arriving at Busan New Port (Korea South). © Lappino

Maersk Dartford (ex-*MSC Dartford*, ex-*Maersk Dartford*, ex-*Singapore Bay*). IMO 9005560. Container ship, 4038 teu. Length 292 m, 19,631 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Imari (Japan) by Namura. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Sols for demolition, *Maersk Dartford* was renamed ***Patai*** prior to her departure for India. 444 US \$ per ton.



MSC Anafi (ex-*Anafi*, ex-*Ajama*, ex-*CP Pathfinder*, ex-*Lykes Pathfinder*, ex-*DAL East London*, ex-*Ajama*, ex-*Seastar*, ex-*Choyang Grace*, ex-*Delaware Bay*, ex-*Sea Musketeer*, ex-*Ajama*, ex-*Charles de Foucauld*). IMO 9003304. Container ship, 2280 teu. Length 205 m, 13,850 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1994 in Gdansk (Poland) by Gdanska. Owned by Goldenport Shipmanagement Ltd (Greece). Detained in 2002 in Los Angeles (United States) and in 2012 in Aqaba (Jordan). Sold for demolition in India.



MSC Carla (ex-*Hanjin Longbeach*). IMO 8419714. Container ship, 3250 teu. Length 241 m, 13,552 t. Panamanian flag. Classification society RINA. Built in 1986 in Innoshima (Japan) by Hitachi Zosen. Owned by MSC – Mediterranean Ship Company (Switzerland). Detained in 2006 in Port Botany (Australia). Sold for demolition in India. 450 US \$ per ton.



Her homonym, *MSC Carla* IMO 7214624, built in 1972, left the port of Le Havre bound for Boston on November 21st, 1997 and broke in two 3 days later off the Azores. The forepart sunk, the rear part was towed to Gijon (Spain) and scrapped.

MSC Carla ((IMO 8419714), at Le Havre (France), December 2007 © Vladimir Knyaz

MSC Catania (ex-*Sandra Azul*, ex-*NYK Altair*). IMO 9073995. Container ship, 4953 teu. Length 300 m, 23,887 t. United Kingdom flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Kure (Japan) by Ishikawajima-Harima. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2010 in Mumbai (India) and in 2013 in Fremantle (Australia). Sold for demolition in Bangladesh. 445 US \$ per ton.



MSC Catania, outer harbour, Port Adelaide (Australia), October 2013 © Trevor Raymond Powell

MSC Lana (ex-*Pacific Quest*, ex-*Richmond Bridge*, ex-*Hyundai Portland*, ex-*Maersk Rotterdam*, ex-*Richmond Bridge*). IMO 8130019. Container ship, 1830 teu. Length 218 m, 11,959 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kobe (Japan) by Kawasaki. Owned by MSC – Mediterranean Shipping Company (Switzerland). Detained in 2004 in Fremantle (Australia), in 2005 in Shanghai (China), in 2006 in Fremantle again and in 2009 in Bandar Abbas (Iran). Sold for demolition in India.



Nedlloyd Africa. IMO 8915706. Container ship, 3604 teu. Length 266 m, 16,000 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kobe (Japan) by Mitsubishi. Owned by E.R. Schiffahrt GmbH & Cie KG (Germany). Sold for demolition in India. 444 US \$ per ton.



Nedlloyd Honshu. IMO 9001318. Container ship, 4112 teu. Length 279 m, 23,857 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1995 in Kobe (Japan) by Mitsubishi. Owned by ER Schiffahrt GmbH & Cie Kg (Germany). Sold for demolition in India and renamed **Kadik**. 444 US \$ per ton.



In Gibraltar, May 2012 © **Muhsen Hussein**

Nedlloyd Oceania. IMO 8915689. Container ship, 3568 teu. Length 266 m, 17,600 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Kure (Japan) by Ishikawajima-Harima. Owned by ER Schiffahrt GmbH & Cie KG (Germany). Detained in 2006 in Gioia Tauro (Italy). Sold for demolition in India and renamed **Dato**. 444 US \$ per ton.



PCE Madeira (ex-Harmony II, ex-Harmony, ex-*MSC Fado*, ex-P&O *Nedlloyd Beirut*, ex-DNOL *Beirut*, ex-UB *Tiger*, ex-*Beirut*, ex-*Contship Egypt*, ex-Harmony). IMO 9060273. Container ship, 1576 teu. Length 168 m, 7,000 t. Deflagged from Malta to Liberia in September, and deflagged from Liberia to Saint Kitts and Nevis for her last voyage as **Marc**. Classification society Lloyd's Register of Shipping. Built in 1994 in Ulsan (South Korea) by Hanjin HI Co. Owned by PCE Madeira Schiffahrts GMBH (Germany). Detained in 2012 in Naples (Italy) and in 2013 in Algeciras (Spain) and Novorossiysk (Russia). Sold for demolition in India.



River Wisdom. IMO 9072135. Container ship, 3802 teu. Length 276 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1994 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Sold for demolition in China.



River Wisdom passing under the Verrazano-Narrows Bridge, New York. December 2007 © **Finn Tornquist**

Rome Express (ex-CP Challenger, ex-Lykes Challenger, ex-Ming Peace). IMO 8406274.



Container ship, 3266 teu. Length 270 m, 15,748 t. Bermuda flag. Classification society American Bureau of Shipping. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Hapag-Lloyd AG (Germany). Sold for demolition in India. 435 US \$ per ton.



Rome Express at Valencia, Spain July 2013.
© Antonio Alcaraz Arbelo

STX Singapore (ex-Asian Pegasus). IMO 9003201. Container ship, 1182 teu. Length 175 m, 6,663 t. Deflagged from South Korea to Saint Kitts and Nevis for her last voyage as **S Singapore**. Classification society Korean Register of Shipping. Built in 1991 in Onishi (Japan) by Mitsubishi. Owned by STX Pan Ocean Co Ltd (South Korea). Sold as is in Singapore for demolition in India. 375 US \$ per ton.

Teng He. IMO 9067570. Container ship, 3764 teu. Length 275 m. Chinese flag. Classification society China Classification Society. Built in 1994 in Vegesack (Germany) by Bremer Vulkan. Owned by COSCO (China). Sold for demolition in Xinhui, China.



Volos (ex-*MSC Volos*, ex-*Brave Eagle*, ex-*MSC Santos*, ex-*Brave Eagle*, ex-*Independant Endeavour*, ex-*Contship Brave*, ex-*Brave eagle*). IMO 8415641. Container ship, 1022 teu. Length 147 m, 4,674 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Dania Marine APS (Denmark). Detained in 2012 in Novorossiysk (Russia). Sold for demolition in India.



YM East (ex-*Ming East*, ex-*Maersk Long Beach*, ex-*Ming East*). IMO 9062087. Container ship, 3725 teu. Length 276 m, 19,426 t. Taiwanese flag. Classification society American Bureau of Shipping. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Hong Kong for demolition in Bangladesh. 410 US \$ per ton.



YM East, September 2007: Vancouver, British Columbia, Canada. © Marek

YM South (ex-*Ming South*). IMO 9001227. Container ship, 3725 teu. Length 276 m, 19,426 t. Taiwanese flag. Classification society Bureau Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 425 US \$ per ton.

YM West (ex-*Ming West*, ex-*Maersk Singapore*, ex-*Ming West*). IMO 9001239. Container ship, 3725 teu. Length 276 m, 19,120 t. Taiwanese flag. Classification society Det Norske Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Detained in 2004 in Shenzhen (China). Sold as is in Colombo (Sri Lanka) for demolition in Bangladesh. 425 US \$ per ton.



Zhuang He. IMO 8321723. Container ship, 1668 teu. Length 199 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Bremerhaven (Germany) by Seebeckwerft. Owned by Pania Shipping Co Ltd (China). Sold for demolition in Xinhui, China by Xiasha Shipyard.



Reefer

Baltic Sun (ex-*Balkan Reefer*). IMO 7632280. Reefer. Length 144 m, 7,277 t. Saint Vincent and Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Nagasaki (Japan) by Hayashikane. Owned by Ost-West-Handelund Schifffahrt GmbH (Alemagne). Detained in 2002 in Algeciras (Spain). Sold for demolition in India.



Baltic Sun arriving at Santa Marta, Colombia, in April 2011 © Wil Weijsters

Ro Ro

Esprit (ex-*Galaxy*, ex-*Galing*, ex-*Ville de Lattaquie*, ex-*Aniene*, ex-*Lido di Venezia*, ex-*Merzario Fenicia*). IMO 7713383. Ro Ro. Length 141 m. Italian flag. Classification society RINA. Built in 1979 in Kalmar (Sweden) by Kalmar Varv. Owned by Cube Gestioni Srl (Italy). Detained in 2000 in Hamburg (Germany) and in 2007 in Cagliari (Italy). Sold for demolition in Turkey.



Eurocargo Europa (ex-*Tor Scandia*, ex-*Stena Porter*, ex-*American Condor*, ex-*Zenit Express*, ex-*Kuwait Express*). IMO 7909970. Ro Ro. Length 192 m, 13,167 t. Maltese flag. Classification society RINA. Built in 1981 in Malmö (Sweden) by Kockums. Owned by Valiant Shipping SA (Greece). Sold for demolition in Bangladesh. 455 US \$ per ton including two working bronze propellers, one spare propeller, two main engines and two bow thrusters.



Eurocargo Europa, Lisbon, Portugal, October 2013. © Pedro Amaral

Hellenic Master (ex-Silkeborg, ex-Celia B, ex-Celie, ex-Finnriver, ex-Celia, ex-Hesperus, ex-Vasaland). IMO 7718527. Ro Ro. Length 165 m, 10,114 t. Greek to Saint Kitts and Nevis for her last voyage as **Master**. Classification society RINA. Built in 1979 in Chiba (Japan) by Mitsui. Owned by Hellenic Seaways Maritime SA (Greece). Detained in 2009 in Venice (Italy). Sold for demolition in India.



Hellenic Trader (ex-Navetrailer, ex-Tomakomai Maru). IMO 7419456. Ro Ro. Length 147 m, 6,259 t. Deflagged from Greece to Saint Kitts and Nevis for her last voyage. Classification society RINA. Built in 1975 in Shimonoseki (Japan) by Hayashikane. Delivered as the Japanese *Tomakomai Maru*. Acquired in 1999 by Minoan Flying Dolphins, renamed *Navetrailer* (Greek flag), sold in 2005 to Hellenic Seaways (Greece) and renamed *Hellenic Trader* in 2007. She was mainly operated on the Corynth / Venice service. Detained in 2011 in Venice (Italy). Beached for demolition in India on January 27th 2014.



Hellenic Trader September 2013 At Perama, Piraeus, Greece. © Dennis Mortimer

Leila (ex-Hana II, ex-Contender, ex-Indiana I, ex-Indiana, ex-Ferruccio, ex-Antinea). IMO 7302794. Ro Ro. Length 79 m, 1,242 t. Sierra Leone flag. Classification society International Register of Shipping. Launched on December 22nd, 1972 by Ateliers et Chantiers du Havre as *Antinée* and delivered on April 6th 1973 to Union industrielle et maritime. Her main duty under the French flag was the Sète / Marseille / Algeria service. In summertime, she occasionally came as a support to carry passenger cars which could not get onboard the ferries due to a lack of sufficient space.



March 17th, 1973, *Antinea* at Le Havre (France) prior to entering service. © G Cornier

Sold in 1983, she became the Italian *Ferruccio*, then *Indiana* in 1986. In 1988, She was reflagged to Bahamas for a British Group which had her renamed *Indiana I* and operated her for a while between Montevideo (Uruguay), Punta Arenas (Chile) and Port Stanley (Falklands) as a supply ship for the British Archipelago. She was sold in 1992 to the Orkney Islands-based Orcargo Company, north of Scotland and as *Contender* and under the United Kingdom flag, she mainly carried cattle from the Archipelago to the Scottish port of Invergordon. In 2002, the ex-*Antinée* left for the Middle East as the Panamanian *Hana II*, later *Leila* in 2004, for a Dubai-based shipping line. The last noticeable event in her career occurred on February 16th, 2012. She was captured off Oman by Somali pirates with her 24 crew members; she will be freed on April 12th, after payment of a 150,000 US \$ ransom... Owned by Al Hufoof Clearing Forwarding & Sea Freight (United Arab Emirates). She was delivered to the Gadani breakers (Pakistan) on December 18th.

In Berbera (Somalia), April 2012 © Jorgen Brodersen



Thebeland. IMO 7718498. Ro Ro. Length 190 m, 10,992 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Chiba (Japan) by Mitsui ; jumboized in 1995 and lengthened from 165 to 190 m. Owned by Imperial Ship Management AB (Sweden). Detained in 1999 in Kotka (Finland). Sold for demolition in India. 448 US \$ per ton.



Thebeland, August 2008, in Dakar, Senegal
© Dimitrios



Ulusoy 7 (ex-Und Denizcilik, ex-Anglebury, ex-Jolly Oro, ex-Anglebury, ex-Atlantic Sream, ex-Gulf Express, ex-Finnclipper, ex-Gulf Express). IMO 7430709 . Ro Ro. Length 173 m. Turkish flag. Classification society Det Norske Veritas. Built in 1979 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Ulusoy Denizyollari (Turkey). Detained in 2006 and 2008 in Trieste (Italy). Sold for demolition in Turkey.



1988, the rusted *Atlantic Stream* is leaving Hamburg (Germany) © Frafo /Shipspotting



2013, *Ulusoy 7* is beached for demolition in Aliaga (Turkey) © Ship Pax Information

See also « **The Black Page** », p 31

Cement carrier

Kirishima Maru. IMO 8820602. Cement carrier. Length 60 m. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Hakata (Japan) by Murakami Hide. Owned by Rui Feng Hk Marine Co Ltd (China). Sold for demolition in China.

Bulk carrier

Acrobat (ex-Devotional, ex-Iran Eshraghi). IMO 8309684. Bulk carrier. Length 190 m, 9,279 t. Comorian flag for her last voyage as **Vum**. Classification society Germanischer Lloyd. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Detained in 2000 in Kwinana (Australia) and in 2004 and 2007 in Hamburg (Germany). Sold to the Dubai-based Best Oasis DMCC prior to her departure for demolition in India.



Al Amal (ex-Princess Diana, ex-Sacura, ex-Devolan, ex-Devolan, ex-Kapitan Trubkin, ex-Manila Spirit, ex-Jaylock). IMO 8005551. Bulk carrier. Length 171 m, 6,333 t. Tuvaluan flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Osaka (Japan) by Osaka Zosensho. Owned by Stiga Shipping Co (Turkey). Detained in 2003 in Vlissingen (Netherlands) and in Hampton Roads, (United States). Sold for demolition in Pakistan. 422 US \$ per ton. including 200 t of bunkers.



Algoma Quebecois (ex-*Quebecois*). IMO 5287847. Bulk carrier. Length 222 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1963 in Montreal (Canada) by Canadian Vickers. She entered service as *Quebecois* and has been carrying ore and grain on the Great Lakes for Papchristidis and from 1972 on for Upper Lakes Shipping. She was known as the « Santa Claus Ship » as one of the crew member used to dress up and cheer the children when the *Quebecois* travelled the Lakes in December. In 2011 she was acquired by Algoma Central Corp and became *Algoma Quebecois*. In December 2012, she retired in Hamilton, on the Western shore of Lake Ontario ; she was towed to Toronto, still on Lake Ontario in June 2013, then to Port Colborne, on Lake Erie in November, for demolition by the Canadian ship-breaking yard International Marine Salvage. The steam turbines of *Algoma Quebecois* required large quantities of asbestos.



Algoma Quebecois, July 2012, upbound on St Lawrence River, Sorel, Canada © Lorraine Morrill

Angel (ex-*Dapper*, ex-*Iran Ashrafi*). IMO 8309646. Bulk carrier. Length 190 m, 9,190 t. Deflagged from Togo to Comoros for her last voyage as **Lion**. Classification society Germanischer Lloyd. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Sold to the Abu Dhabi-based Best Oasis prior to her departure for demolition in India.

Balikesir. IMO 7389883. Bulk carrier. Length 154 m, 5,561 t. Turkish flag. Classification society Bureau Veritas. Built in 1981 in Izmit (Turkey) by Golcuk DY. Owned by Kocanlar Deniz Tasimaciligi AS (Turkey). Detained in 1999 in Montreal (Canada) and Mobile (United States) and in 2013 in Naples (Italy). Sold for demolition in India. 432 US \$ per ton including 315 t of bunkers.



Behafarid (ex-*Accurate*, ex-*Drifter*, ex-*Iran Abozar*). IMO 8320169. Bulk carrier. Length 190 m, 9,244 t. Deflagged from Iran to Comoros for her last voyage as **Marwan**. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo SB & HM. Owned by Iran Shipping Lines (Iran). Detained in 2011 in Kandla (India). Sold for demolition in India.



Berge Phoenix (ex-*BW Phoenix*, ex-*Berge Phoenix*, ex-*Grand Phoenix*). IMO 8406406. Bulk carrier. Length 334 m, 38,642 t. Isle of Man flag. Classification society Det Norske Veritas. Built in 1986 in Tsu (Japan) by Nippon Kokan ; ex-OBO



converted to ore carrier in 2004. Owned by Berge Bulk AS (Norway). Detained in 2010 in Rotterdam (Netherlands). Sold for demolition in India. 433 US \$ per ton.



The big IOM-registered ore carrier *Berge Phoenix* departing Europoort (Rotterdam, Netherlands) in August 2010.
© Lennart Rydberg

Brave (ex-*Brave John*, ex-*Prabhu Jivesh*, ex-*Spring Eagle*, ex-*Sanko Eagle*). IMO 8307076. Bulk carrier. Length 188 m, 7,365 t. Dominican flag. Classification society Bureau Veritas. Built in 1983 in Toyohashi (Japan) by Kanasashi. Owned by Tech Project LLC (Ukraine). Detained in 2007 in Tianjin (China), in 2012 in Safi (Morocco) and Novorossiysk (Russia). Sold for demolition in Bangladesh. 408 US \$ per ton.



Cape M (ex-*Cape Mor*, ex-*Sunny Wealth*, ex-*Nishiura*, ex-*Nishiura Maru*). IMO 8407498. Bulk carrier. Length 300 m, 25,222 t. Dominican flag. Classification society Bureau Veritas. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Tech Project LLC (Ukraine). Detained in 2011 in Puerto Bolivar (Colombia) and in 2013 in Rizhao (China). Sold for demolition in Bangladesh. 436 US \$ per ton. *Cape M* had already been reported sold for demolition, in India then (Cf. Ship-breaking # 30).



Cape Mor, March 2011 Puerto de La Luz y Las Palmas, Las Palmas (Canary Islands, Spain)
© Charran



Carpio (ex-*Vitaglory*, ex-*Cemtex General*). IMO 8818881. Bulk carrier. Length 225 m, 10,019 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Marugame (Japan) by Imabari Zosen. Owned by Ocean Sentinels Shipmanagement (Singapore). Detained in 2001 in Chiba (Japan) and in 2013 in Guangzhou (China). Sold for demolition in Bangladesh. 442 US \$ per ton.



Chipstar (ex-*Forestal Gaia*). IMO 9165918. Wood chip carrier. Length 198 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Marugame (Japan) by Imabari Zosen. Owned by Taiyo Nippon Kisen Co Ltd (Japan). Sold for demolition in Xinhui, China.



South China Sea, August 2013 © Vyacheslav47

DD Vigor (ex-*Muzeyyen Ana*, ex-*Bergen Malaya*, ex-*Bergen Maru*, ex-*Baron Dunmore*). IMO 8109034. Bulk carrier. Length 183 m, 8,139 t. Saint Vincent and Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Tamano (Japan) by Mitsui. Owned by DD Shipping Ltd (Russia). Detained in 1998 in Zaandam (Netherlands), in 2000 in Onahama (Japan), in 2002 in Lisbon (Portugal), in 2009 in Vancouver and in 2011 in Paradip (India) and Tangshan (China). Sold for demolition in Bangladesh. 440 US \$ per ton.



Feng Guang Hai (ex-*Scenery Sea*, ex-*Channel Navigator*). IMO 8903351. Bulk carrier. Length 225 m. Chinese flag. Classification society China Classification Society. Built in 1991 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO (China). Detained in 1999 in Mobile (United States) and in 2010 in Port Headland (Australia). Sold for demolition in Jiangyin, China.



Feng Guang Hai at Adang Bay, Indonesia, January 2008 © Husni

Fortune Forest (ex-*Premium 3*, ex-*Pacific Bangmin*, ex-*Chada Naree*, ex-*Grand Wood*). IMO 8103470. Bulk carrier. Length 146 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Shanghai Shenyue Ship Management Co Ltd (China). Detained in 2003 in Southampton (United Kingdom), in 2005 in Silvertown (United Kingdom) and in 2013 in Taizhou (China). Sold for demolition in China by Jiaojiang shipyard.



Full Beauty. IMO 9074080. Bulk carrier. Length 225 m. Hong Kong Flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by COSCO (China). Sold for demolition in Xinhui, China

Cathlamet (Washington State, United States), November 2010 © Kim Sharp



Full Sources. IMO 9064449. Bulk carrier. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO (China). Sold for demolition in Xinhui, China.

Full Spring. IMO 9064451. Bulk carrier. Length 225 m. Hong Kong Flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Tadotsu (Japan) by Hashihama Zosen. Owned by COSCO (China). Sold for demolition in China. 345 US \$ per ton.

Golden Tulip (ex-*Alios*, ex-*Katerina*, ex-*Hidir Selek*, ex-*OMI Sacramento*, ex-*Ogden Sacramento*). IMO 8103676. Bulk carrier. Length 192 m, 9,879 t. Marshall Islands flag. Classification society RINA. Built in 1983 in Kure (Japan) by Ishikawajima-Harima. Owned by Mercantile Shipping Lines (Bangladesh). Detained in 2001 in Philadelphia (United States), in 2002 in Ningbo (China), in 2007 in Bandar Abbas (Iran) and Antwerp (Belgium) and in 2012 in Hong Kong (China). Sold for demolition in Bangladesh.



Hiba Alhour B (ex-*Johnny P*, ex-*Great Cheer*, ex-*World Cheer*). Bulk carrier. IMO 7930072. Bulk carrier. Length 171 m, 6,267 t. Panamanian flag. Unknown classification society. Built in 1980 in Osaka (Japan) by Osaka Zosensho. Owned by Odetheos Navigation Co SA (Syria). Sold for demolition in Pakistan.



Hoang Son 28 (ex-*Vinashin Island*, ex-*Asta*, ex-*Ravenna*, ex-*Heng Shan*, ex-*Sailman*, ex-*Oriental Castle*). IMO 7929267. Bulk carrier. Length 175 m, 7,155 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1980 in Marugame (Japan) by Imabari Zosen. Owned by Vinashin Ocean Shipping Co Ltd (Vietnam). Detained in 2007 in Silvertown (United Kingdom) and in 2011 in Kandla (India). Sold for demolition in India.



Ilios (ex-*Costa Ilios*, ex-*Vitali*, ex-*torm Rotna*, ex-*Elpis*, ex-*Bulk H*, ex-*Hilversum*). IMO 8005288. Bulk carrier. Length 225 m, 11,476 t. Marshall Islands flag. Classification society RINA. Built in 1982 in Imari (Japan) by Namura. Owned by Navitas Compania Maritima SA (Greece). Detained in 2008 in Brake (Germany). Sold for demolition in Pakistan. 420 US \$ per ton.



Costa Ilios, dockside anchorage, Mississippi River. December 2009 © Paul Sullivan

Isa Energy (ex-*Efessos*, ex-*J Emma*, ex-*Freesia I*, ex-*Freesia*). IMO 8117196. Bulk carrier. Length 183 m, 8,179 t. Deflagged from Indonesia to Tuvalu for her last voyage sous le nom d'**Energy**. Classification society Biro Klasifikasi Indonesia, but International Ship Classification for the last voyage. Built in 1982 in Saiki (Japan) by Usuki Tekkosho. Owned by Isa Lines (Indonesia). Detained in 2000 in Vancouver (United States) and in 2000 in Quangninh (Vietnam). Acquired as is in Singapore by the Indian Doehle Danautic Ltd, renamed, deflagged and beached for demolition in Bangladesh. 360 US \$ per ton.



Joyous Age. IMO 9047099. Bulk carrier. Length 225 m. Hong Kong Flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Marugame (Japan) by Imabari Zosen. Owned by COSCO (China). Detained in 2000 in Kwinana (Australia). Sold for demolition in China.



Joyous Age, outbound from Paranagua, Brazil June 2007. © Knut Helge Schistad

Kai Star (ex-Galata Star, ex-Castor Star, ex-Pathfinder, ex-Iolcos Garnet, ex-Ocean Garnet). IMO 8101006. Bulk carrier. Length 180 m, 6,141 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Guangzhou Uniocean International Ship Management Co (China). Detained in 2007 in Grundartangi (Iceland). Sold for demolition in Bangladesh. 430 US \$ per ton.



Lady Nada Y (ex-Lady Nada, ex-Eco Challenge, ex-New Moon, ex-New Mail). IMO 8029507. Bulk carrier. Length 153 m, 5,886 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kochi (Japan) by Shin Yamamoto. Owned by Divine Faith Shipping Co (Greece). Detained in 2002 in Townsville (Australia) and in 2010 in Venice (Italy). Sold for demolition in India.



Macau Mineral (ex-Corossol, ex-Caspia). IMO 8716021. Bulk carrier. Length 312 m, 24,932 t. Panamanian flag. Classification society RINA. Built in 1989 in Koje (South Korea) by Samsung. Owned by Sea Star Ships Management Co (China). Sold for demolition in China. 350 US \$ per ton.

Maharashtra. IMO 8511653. Bulk carrier. Length 193 m, 11,015 t. Deflagged from India to Saint Kitts and Nevis for her last voyage as **Aha**. Classification society Indian Register of Shipping. Built in 1995 in Visakhapatnam (India) by Hindustan. Owned by SCI – Shipping Corporation of India (India). Detained in 2002 in Port Adelaide (Australia). Sold for demolition in Bangladesh.



Maharashtra, southbound on the Bosphorus on June 2010
© Wil Weijsters

Ming Zhou 29 (ex-Niki, ex-New Spirit, ex-Mikola Bazhan). IMO 8523149. Bulk carrier. Length 215 m, 13,580 t. Chinese flag. Unknown classification society. Built in 1985 in Nikolayev (Ukraine) by Okean. Owned by Ningbo Marine Group Co Ltd (China). Sold for demolition in China. 344 US \$ per ton.



Ming Zhou 30 (ex-Sea Glory, ex-Harmon, ex-Millennium Aleksander, ex-Aleksander Aberg, ex-70-Letiye Oktyabria). IMO 8624644. Bulk carrier. Length 215 m, 13,330 t. Chinese flag. Unknown classification society. Built in 1988 in Nikolayev (Ukraine) by Okean. Owned by Ningbo Marine Group Co Ltd (China). Sold for demolition in China. 344 US \$ per ton.



Ocean Mate (ex-Agia Floga, ex-Sidrela, ex-Cedrela, ex-Lune, ex-Poplar, ex-Sanko Poplar). IMO 8316285. Bulk carrier. Length 188 m, 15,400 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by KSIM Co Ltd (South Korea). Detained in 2000 in Swinoujscie (Poland), in 2007 twice in Gladstone (Australia) and in 2010 in Quangninh (Vietnam). Sold for demolition in Bangladesh. 407 US \$ per ton.



Paula I (ex-Ocean Prince, ex-Handy Prince, ex-Iron Prince). IMO 8018041. Bulk carrier. Length 164 m, 6,894 t. Qatari flag. Classification society Bureau Veritas. Built in 1981 in Kure (Japan) by Ishikawajima-Harima. Owned by Aswan Trading (Qatar). Sold as is in Doha (Qatar) for demolition in India. 390 US \$ per ton.

Ocean Prince approaching Rio de Janeiro, Brazil,
January 2006 © Ken Smith



Peng Qing (ex-*Sea Phoenix*, ex-*Phlox*, ex-*Pacific Sunbelt*, ex-*Neo Platanus*, ex-*Sanko Platanus*). IMO 8309373. Bulk carrier. Length 185 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Osaka (Japan) by Osaka Zosensho. Owned by COSCO (China). Sold for demolition in China.

Peng Ye (ex-*Bright State*, ex-*Belore*). IMO 8801773. Bulk carrier. Length 224 m. Chinese flag. Classification society China Classification Society. Built in 1989 in Sasebo (Japan) by Sasebo HI. Owned by COSCO (China). Detained in 1997 in Rijeka (Croatia). Sold for demolition in China.



Ram Prasad (ex-*East Sunrise 9*, ex-*Samosex-Elsam Jylland*). IMO 8023981. Bulk carrier. Length 270 m, 19,492 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Lindo (Denmark) by Odense Stalskibs. Owned by Essar Shipping Ltd (India). Detained in 2004 in Port Headland (Australia) and in 2005 in Amsterdam (Netherlands). Sold for demolition in Pakistan. 440 US \$ per ton including 350 t of bunkers.



East Sunrise 9, Trinidad - July 2010 © **Adi Man**



Ram Prasad December 06, 2013 in Gadani - Pakistan for demolition . © **primedude**

Rio Gold (ex-*Pontonikis*, ex-*Elena*, ex-*Cecilia*, ex-*Queen 1*, ex-*Oriental Queen*). IMO 8408521. Bulk carrier. Length 190 m, 8,792 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by Genesis Seatrading Corp (Greece). Detained in 2000 in Gijon (Spain), in 2002 in Dunkerque (France), New Orleans (United States) and Albany (Australia), in 2003 in Napier (New Zealand), in 2006 in Riga (Lettonie), in 2008 in San Francisco (United States), in 2010 in Gijon again and in 2012 in Paradip (India). Silver medallist on the substandard ships podium with **9 detentions**. Sold for demolition in Bangladesh.

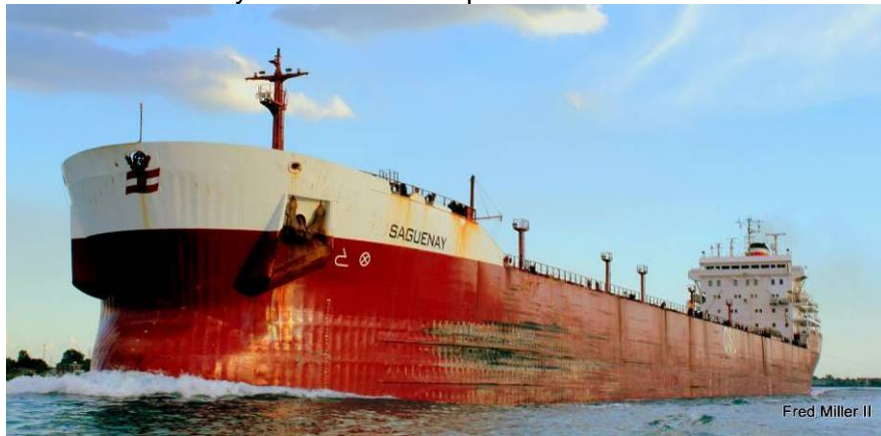


Ryu Yoh. IMO 8921444. Wood chip carrier. Length 200 m, 9,210 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Mizushima (Japan) by Sanoyas Corp. Owned by Kyokuto Shipping Co Ltd (Japan). Sold for demolition in India.

Ryu Yoh in Rio de la Plata, Argentina, November 2009
© **Captain Ted**



Saguenay. IMO 7910175. Bulk carrier. Length 223 m. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Hoboken (Belgium) by Cockerill Yards. Owned by CSL Group Inc (Canada). Detained in 2009 in Baltimore (United States). Sold for demolition in Turkey. This time the trip from the Great Lakes went well!



Upbound at St Clair, Michigan, Port Huron, United States, August 2012 © Fred Miller /Shipspotting

Scipione (ex-Master Davidov, ex-Splendor, ex-Caro, ex-Key Splendor). IMO 8330891. Bulk carrier. Length 148 m, 4,396 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Neptunus SA (Switzerland). Sold for demolition in Bangladesh. 402 US \$ per ton.



Sunny Sailor (ex-Grand Ocean, ex-Ocean Queen, ex-Prosperous, ex-Bulkprosperous, ex-Prosperous). IMO 8818867. Bulk carrier. Length 270 m, 18,464 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1990 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Winning Shipping (China). Detained in 2004 in Newcastle (Australia), in 2005 in Port Headland (Australia) and in 2010 in Gladstone (Australia). Sold for demolition in Bangladesh. 442 US \$ per ton.



Swift Cro (ex-D Ocean, ex-Magda T, ex-Katerina, ex-Matrose, ex-Mata K, ex-Clare, ex-Corato). IMO 8203361. Bulk carrier. Length 185 m. Panamanian flag. Unknown classification society. Built in 1983 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Split Ship Management Ltd (Croatia). Detained in 1998 in Cardiff (United Kingdom), in 2002 in Antwerp (Belgium) and in 2009 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



Swift Cro northbound on the Bosphorus in June 2009
© Wil Weijsters



Tai He Hai. IMO 8318271. Bulk carrier. Length 186 m. Chinese flag. Classification society China Classification Society. Built in 1984 in Shanghai (China) by Hudong Shipyard. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

Tradelink (ex-African Zebra, ex-Handy Tiger, ex-Brave Venture). IMO 8315920. Bulk carrier. Length 190 m, 7,915 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Manship Pte Ltd (Singapore). Detained in 2005 in San Antioco (Italy) and Port-Cartier (Canada). Sold for demolition in Bangladesh. 405 US \$ per ton.



V Kerkis (ex-Kerkis, ex-Shin-Hoh, ex-Shinho Maru). IMO 8029064. Bulk carrier. Length 315 m, 29,765 t. Bahamian flag. Classification society Bureau Veritas. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Tech Project LLC (Ukraine). Detained in 2002 in Taranto (Italy) and Rotterdam (Netherlands), in 2011 in Dalian (China) and in 2013 in Yuzhnyy (Ukraine). Sold for demolition in Bangladesh. 438 US \$ per ton.



In Yuzhnyy (Ukraine), September 2010 © V Tatarchuk

Win Eagle (ex-Ever Wise, ex-Handy Shipper, ex-Skaw Trader, ex-Clipper Hope). IMO 8109199. Bulk carrier. Length 146 m, 4,418 t. Deflagged from Malta to Saint Kitts and Nevis for the end of her career as **Om Shakti**. Classification society Nippon Kaiji Kyokai. Built in 1982 in Sasebo (Japan) by Sasebo HI. Detained in 2005 in Bristol (United Kingdom), in 2010 in Vishakhapatnam (India) and in 2011 in Posiet, (Russia). Sold to the Indian Doehle Danautic India Pvt Ltd prior to her departure for demolition in India.



Winning Peace (ex-Carpe Diem I, ex-Magnolia I, ex-Magnolia, ex-Tatekawa Maru). IMO 8408375. Bulk carrier. Length 290 m, 22,936 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Sakaide (Japan) by Kawasaki. Owned by Qingdao Winning International Ships Management Co (China). Sold for demolition in Bangladesh. 442 US \$ per ton.



Yun Tong (ex-Anangel Express, ex-Oak Sun). IMO 8004650. Length 223 m, 11,843 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1982 in Mihara (Japan) by Koyo DY Co. Owned by Da Tong Shipping (China). Detained in 2003 in Vancouver (Canada) and Newcastle (Australia), in 2008 in Ningbo (China), in 2010 in Lianyungang (China), in 2012 in Tianjin (China) and in 2013 in Lianyungang again. Sold for demolition in Jiangyin, China. 350 US \$ per ton.



Zhushui 2 (ex-CHS Star, ex-Mercurian Virgo, ex-Nord-Energy). IMO 8907905. Bulk carrier. Length 269 m, 17,312 t. Panamanian flag. Classification society China Classification Society. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Seroja-Zhushui Shipping Ltd (China). Detained in 2012 in Newcastle (Australia). Sold for demolition in Bangladesh. 423 US \$ per ton.



Zhushui 2, in Kaohsiung (Taiwan), November 2010
© Kaodean / Marine Traffic

Miscellaneous

Offshore supply vessel

Ocean Viking (ex-Roman, ex-Far Centurion, ex-Seaforth Centurion). IMO 8200632. Offshore supply vessel. Length 68 m. Vanuatuan flag. Classification society Det Norske Veritas. Built in 1983 in Pusan (South Korea) by Daedong SB Co. Owned by Navegacao Sao Miguel Ltda (Brazil). Sold for demolition in Turkey.

Ocean Viking March 2013, Rio de Janeiro (Brazil)
© **daviddhips**



Samudrika 17. IMO 8413825. Offshore supply vessel. Length 55 m, 970 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapur by Southern Ocean. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai (India).

Vos Searcher (ex-Dea Searcher, ex-Toisa Petrel, ex-Lynn Pelham). IMO 8201131. Assistance offshore. Length 55 m. Bahamian flag. Classification society American Bureau of Shipping. Built in 1983 in Moss Point (United States) by Halter Marine. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



Vos Searcher arrived in November 2013 on her own power to Fornaes Shipbreaking Ltd for scrapping.
© **Bendt Nielsen**

Harmony 1 (ex-Salvana, ex-Salviking, ex-Maersk Runner). IMO 7814876. Offshore supply vessel. Length 67 m, 2,390 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Lindo (Denmark) by Odense Staalskibs. Owned by Regulus Ship Services (Singapore). Detained in 2011 in Buenos Aires (Argentina) and in 2012 in Las Palmas (Canary Islands, Spain). Sold for demolition in India.



Harmony 1, November 2011. Arrival at Willemstad Netherlands Antilles, port of Curacao for bunkers.
© **Cees Bustraan**

Tug

Di Ping (ex-*Zhong Da 31*, ex-*Yan Jiu 14*). IMO 8427010. Tug. Length 60 m. Chinese flag. Classification society China Classification Society. Built in 1978 in Wuhu (China) by Wuhu Shipyard. Owned by Guangdong Deep Ocean Survey (China). Sold for demolition in China.

San Hang Tuo 4001 (ex-*Fuji Maru*). IMO 7620847. Tug. Length 60 m. Panamanian flag. Classification society China Classification Society. Built in 1976 in Isike (Japan) by Ishikawa. Owned by CCCG – Third Navigation Engineering (China). Sold for demolition in China.



San Hang Tuo 4001 At Vung Tau, Vietnam 6/12/07. © Carimar

Car Carrier

Hoegh Tropicana (ex-*Hual Tropicana*, ex-*Hual Lisita*, ex-*Lisita*). IMO 7903093. Car carrier. Length 180 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1980 in Numakuma (Japan) by Tsuneishi. Originally delivered to the Norwegian shipping line Ugland as *Lisita*, renamed *HUAL Lisita* (HUAL, Höegh Ugland Auto Liners, had been a partnership since 1970 between the two Norwegian companies Höegh and Ugland for the



transport of cars). Höegh acquired Ugland's share in 2000, then HUAL became Höegh Autoliners in 2005. Renamed *HUAL Tropicana* in 2000, the ship was renamed *Höegh Tropicana* in 2005. Sold for demolition in China by Civet Guangdong shipyard.



At Le Havre (France), March 2013
© niavlys LH76

Solar Wing. IMO 8708244. Car carrier. Length 187 m, 11,315 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Mizushima (Japan) by Sanoyasu. Owned by MOL - Mitsui OSK Lines (Japan). Sold for demolition in India.



Puget Island, (Washington State, United States), August 2011 © Frans Eykel

Heavy load carrier

Asian Atlas (ex-American *Cormorant*, ex-Ferrier, ex-Kollbris). IMO 7388712. Heavy load carrier. Length 280 m, 18,600 t. Seychelles flag. Unknown classification society. Built in 1975 in Goteborg (Sweden) by Eriksbergs Lindholmen; ex-tanker converted in 1982 to semi-submersible heavy load carrier and shortened from 280 to 225 m. Owned by Sam Woo Holdings Ltd (China). Detained in 2004 in Westernport (Australia) and in 2007 in Hong Kong. Sold as is in Singapore for demolition in Bangladesh. 407 US \$ per ton including 700 t of bunkers.



Asian Atlas, South China Sea in September 2008
© Ivan Meshkov



Asian Atlas at Singapore anchorage on February 2013
© Ivan Meshkov

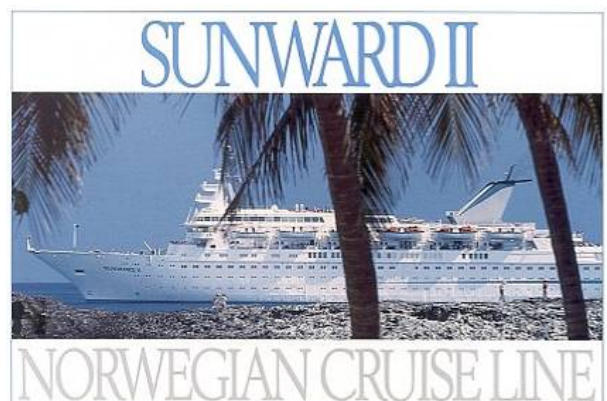
Passenger ship

Coral (ex-Triton, ex-Sunward II, ex-Cunard Adventurer). IMO 7046936. Passenger ship. Length 148 m, 7,876 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1971 in Rotterdam (Netherlands) by Rotterdam DD. This vessel was originally the first one in a class of eight cruise liners scheduled by the charter airline Overseas National Airlines (in which the British Cunard hold a 50 per cent share). Only two ships were ever built (*Cunard Adventurer* and *Cunard Ambassador*) and, considering the financial difficulties of the airline, were actually operated by Cunard. *Cunard Adventurer* was the first Cunard liner which was not bearing a name ending with -ia or starting by Queen... (*Britannia*, *Lusitania*, *Queen Mary*...). The vessel was mostly dedicated to cruises in the Caribbean or in Alaska, but never achieved much success under Cunard flag as she did not match the high prestige of the company's other cruise liners.



In Southampton (United Kingdom), seen letting off a cloud of red and white balloons to celebrate leaving on her maiden positioning voyage to San Juan, Puerto Rico 19 November 1971 © Dr. Allan Ryszka-Onions

She was sold in 1977 to the Norwegian group Kloster (Norwegian Caribbean Lines) and renamed *Sunward II*, initially flying the Norwegian flag, then in 1977 the Bahamian colours. After her acquisition in 1977, she was refitted in Bremerhaven at the Hapag-Lloyd shipyard where her single and disgraceful funnel was replaced by twin funnels. She was at the time sailing in the Caribbean.



Official NCL post card © Simphon Post Cards

She was acquired in 1991 by the Greek Epirotiki Lines (ship-owner George Potamianos) and became the Greek *Triton*, mostly operated in the Eastern Mediterranean. In 1995, she was handed over to Royal Olympic Cruises, the company resulting from Epirotiki and Sun Line merger, but this company went bankrupt in 2004.



Triton, arrival at Rhodes, Greece, in June 1997.
© Marco Schoone

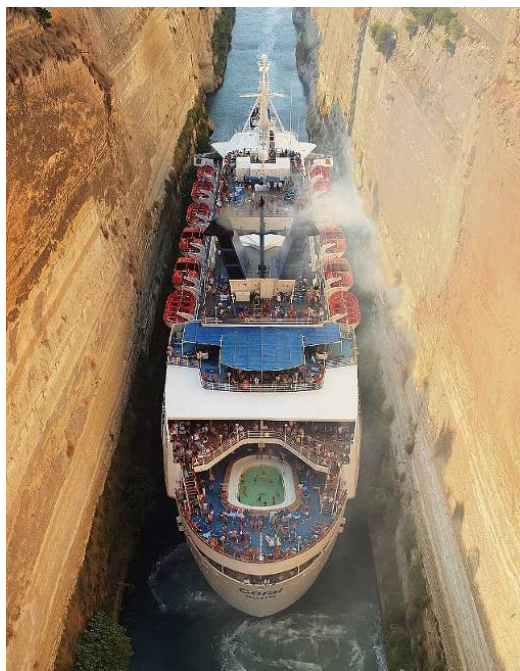


and at St Petersburg (Russia), July 2003 © Artman

Triton was auctioned in 2005 and acquired by Louis Cruises; she became the *Coral* under Cyprus flag. She kept sailing, mainly in the Mediterranean, until her decommissioning in late 2011. Her return to service as *Louis Rhea* had been planned for 2014, but the company finally renounced the project...



Coral departing Gibraltar, April 2008 © Matt Kent



Coral, at Corinth Canal, Greece, August 2011. © Dennis Mortimer



Mykonos (Greece), September 2011 © Peteris Sprogis

In late 2013, *Coral* was « renamed » *Cora*, deflagged to Saint Kitts and Nevis and left for demolition in India. 320 US \$ per ton. She was beached in Alang on January 31st, 2014.



Cora, December 29, 2013 at Elefsis Bay, Greece. © Dennis Mortimer

After this sale for demolition, Louis Cruises is still running five cruise liners all under Maltese flag and managed by the Piraeus-based Core Marine. Three of them are directly operated, i.e. *Louis Aura* (1968), originally *Starward*, *Louis Cristal* (1982), originally *Viking Saga*, and *Louis Olympia* (1982), originally *Song of America*. The two others are chartered to the English Thomson Cruises (German group TUI): *Thomson Spirit* built in 1983 (ex-*Nieuw Amsterdam*) and *Thomson Majesty* built in 1992 (ex-*Royal Majesty*). It seems the company recovered after the difficult times faced following the wreck of the *Sea Diamond* in Santorin in 2007 (two fatalities).

To complete the story, the sister-ship *Cunard Ambassador*, badly damaged by a fire on September 12th, 1974 (with no passenger aboard), was sold to the Danish ship-owner Clausen and converted to cattle carrier as *Linda Clausen* assigned on the Australia/Middle East « line ». She then became the Panamanian *Procyon* in 1980, later the Qatari *Raslan* in 1983. But another fire on July 3rd, 1983 put an end to her carrier and she was sold for demolition in Kaohsiung (Taiwan) one year later.



March 16th, 1972, launching of the *Cunard Ambassador*
© Jtrouw



1974, passenger liner *Cunard Ambassador* in Florida
© Historic Florida Keys



1983, cattle liner *Raslan*, in Fremantle (Australia)
© Rovbo / Shipspotting

The END : the ex future « Flotel » *Ice Maiden I*

She was supposed to be named *Aleksandr Sledzyuk* after the first chief mechanical engineer on the nuclear ice breaker *Lenin*. In the Kherson Ukrainian shipyards located on the mouth of the Dniepr she was built under project 10621, a class of general cargo carrier with ice-breaking capabilities intended to supply the Soviet Arctic fleet. History decided otherwise. In 1991, the USSR was disintegrating. President Mikhail Gorbachev escaped the August 19th putsch but on September 5th the Congress of People's Deputies voted the USSR's dissolution. The *Aleksandr Sledzyuk*, renamed *Juvent*, was launched on September 6. Mikhail Gorbachev resigned on December 25. On December 30, the *Juvent* began service for the Murmansk Shipping Company; the State company specialized in Arctic transport. In February 1993, after 12 months of service, *Juvent* was sold to South Africa wishing to modernize the SA Navy's replenishment fleet and replace the old SAS *Tafelberg*.



AK Sledzyuk (1919-1985)



The *Lenin* © Rosatom

The *Juvent* served by a mixed Russian and South African crew arrived at the Simon's Town naval base in the Western Cape Province. On July 8, 1993, the ship was officially commissioned into the South African Navy as SAS *Outeniqua* A302. The Russians left as a legacy a dog which will be renamed *Juvent* and become the ship's mascot. Later, *Juvent* will be given a military burial.



Outeniqua, November 1994 © Dr. A Ryszka-Onions



Outeniqua © Forums airbase.ru

The A302 hold a military support function: helicopter deck, light weight armament, chemical and biological decontamination facilities, a tunnel on her port side enables to directly link the engine room and the control deck. Crews also enjoyed her performances in the Antarctic oceans and ice, the comfort and equipment: the ship was equipped with an elevator accessing all 11 levels, a gym, a sauna, swimming pool and basket ball court.

The SAS *Outeniqua* took part in military exercises and logistical missions on seas worldwide, including the Mediterranean Sea when she delivered medical equipment and emergency supplies for victims of the Bosnia-Herzegovina war in Trieste.



On May 4th, 1997, during the Zaire crisis, the ship was anchored off the coast of Pointe-Noire, Congo and hosted Nelson Mandela's attempted peace talks between Major-general Mobutu and Laurent-Désiré Kabila.

At the end of the 90s, she carried out missions to Antarctica to transport personnel and materials for the rebuilding of the South-African SANAE IV base.

Mobutu, Mandela and Kabila on board the *Outeniqua*



© WO2 Graham Harman
(Navy News)

The *Outeniqua* was decommissioned at a sunset ceremony held at Simon's Town on July 30, 2004, and left the South African Navy after 11 years of service.

She became *Paardeberg* as she began a civil career for Mertech Marine Ltd with particular favor for Antarctic missions.

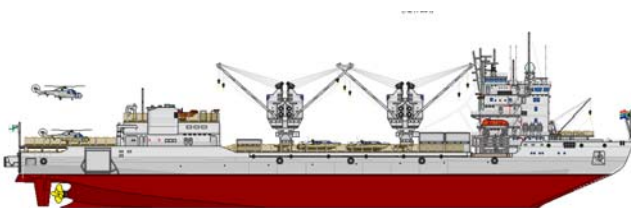


Postcard Posted Paquebot of the Indian expedition



Paardeberg Foto: Ukjent (NauticX.com)

On December 22, 2005, she left Cape Town carrying the 50 members of the expedition that will celebrate the silver jubilee of Indian presence in Antarctica. She returned on March 14, 2006, was sold again and departed for Mobile (Alabama, United –States) and the Atlantic Marine Shipyard on September, 2006. *Paardeberg* was renamed *Ice Maiden I*. Her new owner, the Scottish company C&M Group, wanted to convert her to an accommodation vessel, a “Flotel”, to be used by employees of oil and gas exploration and exploitation offshore platforms as planned by a contract with Shell Energy in the North Sea.



Outeniqua



after conversion, *Ice Maiden I* © maquettes ALVAMA



The Flotel *Ice Maiden I* was to be delivered in the first semester 2009 © Adamsoffshore Services

The project was spectacular: with her ice-breaking capabilities and a capacity to accommodate 400 people in individual rooms including a bathroom, she would be welcome in the North Sea and ideal for the development of the oil industry in the Arctic.

Time was scarce: the Shell contract was to be effective by July 1st, 2007 and the conversion project in the United-States was actually not finished on time.

The *Ice Maiden I* left for Europe, still with the same “Flotel” project. This time she no longer sailed on her own power but was loaded on board the semi-submersible heavy load carrier *Fjord* (IMO 8636740).



May 24th, 2008 © Steve Ellwood ([photo gallery](#))



June 2nd, 2008 © James Scott

On May 29, 2008, the *Fjord* arrived in Newcastle, at the mouth of the Tyne River, but her draft obliged her to head for Rotterdam : the *Ice Maiden I* was set afloat and towed back to the A&P shipyard in Hebburn early June by the tugboat *Banak*. The *Ice Maiden I*'s transformation was delayed: the project was definitively cancelled in 2009 due to the owner's and his banker's - the Royal Bank of Scotland - financial difficulties. .

The *Ice Maiden I* was said to have been sold for 1 million £ (1.65 million US\$) to the G O'Brien group, specialized in the demolition of urban, industrial and offshore infrastructures. 700 tons of asbestos was removed after setting safety equipments and depressurized confined spaces.

Photos G O'Brien



End of 2013, the ship entered drydock for the final cutting operation on site in the ex Neptune shipbuilding yards.



May 2009 © James Scott



October 13th, 2013 © Steve Ellwood ([photo gallery](#))

Built in 1990, the eldest of the family, *Ivan Papanin* (IMO 8837928), is still in service for the Murmansk Shipping Company.

Another sistership, built in 1993, was delivered to China and has been sailing as a polar research vessel under the name *Xue Long* (OMI 8877899); in 2007 she was refitted and received a new superstructure. The *Snow Dragon* (English name) still carries out missions in the Arctic and Antarctica where she supplies the Chinese Zongshan base. She took part in the rescue operation for the Russian research (or tourism) ship *Akademik Shokalskiy* caught in the ice on the East coast of Antarctica in December 2013-January 2014; *Xue Long*, also trapped in the ice, served as a helicopter platform for the rescue teams.



Ivan Papanin, December 2010, Larseman Hills, East Antarctica, © Bala-Marine Traffic



Xue Long, caught in the Antarctic ice, January 2014 © BBC – Rob Burch

Sources:

Adams Offshore Services Ltd ; AFP ; American Bureau of Shipping; BBC; Black Sea Memorandum of Understanding; Bureau Veritas; Chittagong Port Authority (the); Coasters & other ships revived; Coordination Marée Noire; Det Norske Veritas ; Ensenada.net; Equasis; European Maritime Security Agency; Fairplay; France 3; General-Anzeiger ; Germanischer Lloyd; Global Marketing Systems; Humanité (l'); Indian Ocean Memorandum of Understanding; Infocapagde; James Scott webspace; Libération ;Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Mail (the) Marin (le) ; Marine Log ; Marine Traffic; Maritime Bulletin ; Méditerranéan Memorandum of Understanding; Mer et Marine ; Midi Libre (le) ; Ministère de la Défense (France) ; Miramar Ship Index ; Mumbai Port Trust (the) ; Navsource; Navy Memories; Niagara this Week; Nippon Kaiji Kyokai; Ocean Revival; Optima Shipbrokers; Ouest-France ; Polar Post ; Préfecture Maritime de l'Atlantique ; Provence (la) ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping; Ship Structures Committee ; Shipspotting; Sud-Ouest; South African Navy; Soviet-Trawler.Narod;Steve Ellwood-Foto Time; Teign Diving Centre; Télégramme (le); Tokyo Memorandum of Understanding ; Torquay Herald Express; Tug Boat Information ; Ugly Ships.com; United States Coast Guard; US MARAD ; Vessel Tracker; Xinhua

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