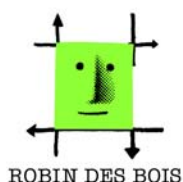


Ship-breaking.com 2011

Bulletins of information and analysis on ship demolition, # 23 to 26
From January 1st to December 31st 2011



Robin des Bois
2012

Ship-breaking.com

Bulletins of information and analysis on ship demolition

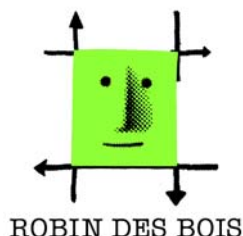
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From January 1st to May 6th 2011



ROBIN DES BOIS

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**...LAST
MINUTE...**

The *Gulf Jash*, ex-**Probo Koala** has just been sold for demolition in Bangladesh
See the Robin des Bois' press release : [«Probo Koala : The Death Boat heading to the Cemetery»](#)

Bangladesh : still with bare feet, bare hands and bare head



Risky extraction of an engine and shaky access to the upper level © Robin des Bois – October 2010

In 2010, the beaching of ships for demolition was prohibited intermittently in Bangladesh by a number of rulings by the courts pending regulatory measures for the protection of workers and the environment.

Following pressure and the petition lodged by industrialists in the sector (BSBA, Bangladesh Ship Breakers Association) highlighting the economic potential of their activity, the High Court gave a further ruling on 7 March 2011, prior to the government's implementation of a clear regulatory policy. It provisionally and conditionally authorizes ships to be run aground for demolition without demanding the prior removal of hazardous substances; however, shipyards must comply with 18 requirements intended to ensure the safety of workers and the environment. These include prohibiting the employment of minors under the age of 16 and women, night work, smoking and cooking on ships undergoing demolition, discharging hazardous substances on land or in any water bodies, the obligation to keep an up-to-date employee register, to provide individual protective equipment and fire-fighting equipment in sufficient quantity, to modernize and secure access to the ships, feed the workers and finance their training and a hospital set aside for demolition site employees, use expert workers to remove hazardous substances and have facilities for eliminating them; shipyards must be placed under the supervision of a Marine Academy engineer; only ships that have received an environmental clearance certificate from the

Bangladesh Environment Department will be authorized for demolition, and tankers must also present a gas free safe for hot works certificate.



Chittagong, Bangladesh © Robin des Bois

Ships rolled in on to the beaches of Chittagong from early April, when the legal ruling came into force; some, like the *Dove*, *Ocean Charlie* and *Royal Aquarius* had been waiting out at sea since February and even January. The High Court has given the government time to fix the rules applied to the ship demolition activity. It has just extended the provisional authorization to 7 July, allowing shipyards to fill up before the monsoon months. Today, announcements along the lines of “A ship demolition policy will soon be in place” are heard again and again, but they are not followed by action.

Pakistan

In four months, 15 out-of-service ships belonging to European ship-owners have been run aground in Pakistan



The arrival of the Greek *Jack D* (see p 44) on Gadani beach, Pakistan April 15th 2011 © Alex Matevko

France

New horizons for demolition

Written by Mme Claude Wohrer (a civil engineer at the DGA), the new report from the General Secretariat for the Sea extending the parliamentary mission carried out last year opens new doors for old ships retiring from the high seas. Without saying it explicitly, the report closes the Bordeaux project, which had been the favourite up to then. The port is not interested. The dry dock must remain available for other types of work. Investment to make the dock compliant has not been undertaken. Access for ships being towed is awkward. The area is a flood zone and the PPRI (flood risk prevention plan) means that a dangerous waste storage area cannot be built around the dock.

The document recommends a simplified examination of the demolition yard authorization applications and focuses on military ships, support vessels – tugboats, dredgers, barges, pontoons, ferries, research

vessels, lightships and lighthouse tenders – and sub-standard ships held, impounded or abandoned in French ports. A marginal flow of ships belonging to “willing, responsible ship-owners” is mentioned. The capacity to attract foreign ships destined for demolition in France is not considered. The report also recommends taking into account the offer from the Turkish shipyards, whose development is qualified as favourable by a number of experts. Two Royal Navy frigates have been demolished at Aliaga and the aircraft carrier *Invincible* is likely to suffer the same fate during the year, thereby escaping the curse of the *Clemenceau*.

Afloat demolition, “internationally recognized, particularly in China and Belgium” is not excluded. From the NGOs’ point of view, this is a method inherited from the past, nothing more than a lightweight version of the beaching that occurs in India, Pakistan and Bangladesh.

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Among the new options, the North Sea and Channel ports of Dunkirk and Cherbourg and La Rochelle are mentioned.

- Dunkirk with a dock in its Western port, where several ships could be dismantled at the same time.
- Cherbourg, which has a quay where preliminary decontamination can take place and a lift for ships under 110 m long and 4,500 t. The report would like to see a synergy with submarine demolition considered.
- La Rochelle has two dry docks partially available with a polluted water treatment pond. The demolition of *Anna* (Cf. [Ship-breaking.com # 22](#), “France” chapter on p 4) is planned for yard 2.

There are very few proposals on the Mediterranean coast, where marinas, yachts and tourism prevail. The 10 repair yards in the port of Marseille are not considered adaptable for demolition. The only solution would be Fos-sur-Mer, as long as a floating dock was available. As a reminder, the inter-ministry mission report on the demolition of end-of-life civil and military ships, published in 2007, stated that floating docks did not have the capacity to cope with ship demolition; France’s finest example in the field of port equipment was sold at auction and left Le Havre in 2008 for the Bahamas.

An unauthorized yard in the Mediterranean



This unmarked and polluted site is operated in breach of the regulations.



In the Mediterranean – at Port-Saint-Louis-du-Rhône (13), at the mouth of the Great Rhone – the new marina with capacities ashore and afloat Port-Napoléon that advertises itself as “the practical illustration of the marina for the future” has also in reality started up a demolition business which uses outdated

techniques. Leisure boats and support vessels are broken up on plain soil, with no prior removal of hazardous substances, no pollution prevention measures and probably no authorization. For example, the *Pytheas*, a fire-boat ordered in 1949 by the French Ministry for Overseas from the “Chantiers Franco-Belges” in Villeneuve-la-Garenne, intended for the Indochina High Commission and finally commissioned by the naval fire brigade battalion in Marseille, suffered a cruel death there. The veteran, which was involved in fighting the fire on the ferry *Saint-Clair* in August 1990, was withdrawn from service in 2001 and was probably taking up space in the port. Hydrocarbons soak into the ground or are stored in unsound conditions. The conditions for eliminating hazardous waste and the inevitable asbestos materials are not known. Materials that cannot be recycled are burned on the spot.



Fighting the fire on the ferry *Saint-Clair*, August 4th 1990 © Yvon Perchoc

Liquid Natural Gas (LNG) tankers reaching retirement

The *Tellier*, a veteran LNG tanker built in La Ciotat in 1974, currently does round trips between Fos and Algeria for its owner Gazocean, a 100% subsidiary of Gaz de France. It is scheduled to leave the fleet this summer. There is doubt about her future and the arrangements for her demolition. In 2007, Gaz de France had stopped operating another LNG tankers, the *Descartes*. GDF had told “Robin des Bois” that it intended to have her “demolished in total compliance with the regulations in force, especially those concerning asbestos”, and then claim that she had been sold to the Taiwanese TMT, for whom she would carry on operating. In fact, as “Robin des Bois” had thought, the ship was sent to Bangladesh for demolition a few months later, renamed *Prince Charming* and then *Charm Junior*. Today, the Government should not wait for GDF–Suez to “volunteer to become one of the responsible ship-owners”: it must demand that the ship, which belongs to a French owner and flies the French flag, should be demolished under the same conditions as those imposed on military ships and that a tender should be called as soon as the *Tellier* leaves the fleet.

The ex-*Edouard LD*, another vintage LNG tanker built in Dunkirk in 1977, was sold by Louis Dreyfus Armateurs to the Greek Dynagas in 2008. She sails under the name of *Transgas*; she was in Rotterdam (Netherlands) on 1st May 2011, despite the fact that her status on the European database Equasis is not “in service” but “laid”. According to her classification society Bureau Veritas, regulatory inspections are all overdue. It is incredible that such a dangerous substance should be carried on a ship that is inspected so little.

United States

In the United States, the West Coast now has a ship demolition yard in Vallejo, California. Not a moment too soon as, in October 2009 when the cleaning plan was announced for the Suisun Bay National Defense Reserve Fleet, 57 laid up ships were threatening the marine environment and water quality in the bay. Up to now, to avoid exporting invasive species, the hulls of ships awaiting demolition have had to be cleaned of marine organisms in California prior to being towed via the Panama Canal to the nearest approved demolition yards in Texas. Today, Allied Defense Recycling has just re-opened two of the dry docks at the former Mare Island naval base north of San Francisco. Set up in 1854 and closed in 1996, this historic yard employed up to 6,000 people and repaired, maintained and built a large number of US Navy warships. In 1917, it even set a speed record by building the destroyer *USS Ward* in 17 days, from keel-laying to launching. In 2009, Allied Defense Recycling obtained an authorization to open a ship repair and demolition yard and, in early 2011, was awarded the fifty-year-old *President* and *Solon Turman*, its first ships from the Suisun Bay reserve fleet. Other contracts should follow. Unlike what happens in other yards in the United States, where demolition takes place at least partially afloat, all operations at Mare Island will take place in dry dock under optimum pollution confinement conditions. In April, leaks were discovered on the *SS Lincoln*, another ship from the Suisun Bay fleet, which was due to leave for Texas. Unfit to travel, the *SS Lincoln* was towed to Mare Island for demolition and swapped for the *President* on which work had not yet begun.



One of the dry docks at the former Mare Island naval base © San Francisco Bay Crossings

The wrecks in Mauritania (cont.)

In its letter of March 2011, the European Union delegation in Mauritania told “Robin des Bois” that there were over 100 wrecks in Nouadhibou Bay. With the budget available, the European Union, which finances and supervises operations, is looking to remove and deal with as many wrecks as possible. It is confirmed that they will not be sunk ; however, one worrying aspect still remains: the fate set aside by the port of Nouadhibou for the dangerous waste removed from the wrecks. “Robin des Bois” continues to demand that they should be eliminated in Europe. A scientific team has expressed the theory that the abnormal presence of PCBs in the atmosphere off the coast of Senegal comes from the boat graveyard at Nouadhibou.

Global assessment

India dominates the market: Bangladesh fights back

362 ships set off for demolition between 1st January and 6th May 2011, i.e. 20 ships a week. India, with **167** ships (47%) has maintained its place as the leader for demolition in terms of both tonnage and recycling units. With **49** ships (14%), Bangladesh has made a triumphant return to second place. Pakistan comes 3rd with **44** ships (12%), ahead of China, **36** (10%) and Turkey **26** (7%). **11** ships, including 7 belonging to the US MARAD reserve fleets, have been demolished in American yards in Louisiana, California and Texas.

In terms of the volume of scrap metal to be recycled, India (1.1 million tonnes) comes ahead of Bangladesh (610,000 t), China (420,000 t), Pakistan (319,000 t), the United States (99,000 t) and Turkey (71,000 t). Overall demolition will recycle over **2.7 million tonnes** of metal. With 100 units (28%) bulk carriers are the leading category of ships being sent for demolition, ahead of tankers – oil, chemical and gas carriers – which have fallen back and general cargo carriers with 81 units each (22%). In volume terms, all the tankers together represent over 735,000 tonnes, or 27% of the recycled metal.

Bangladesh's return to the demolition market has prompted the Indian and Pakistani yards to offer higher purchase prices for ships to be demolished, beyond the **500 \$** per tonne mark. The record was achieved in India by the chemical tanker *Casper* and its 940 tonnes of stainless steel negotiated at 1,220 \$ per tonne. Prices have remained stable in Turkey and China, and both these countries have seen their slice of the cake halved.

Of the **362** ships, **138** (38 %) were sailing under a European flag or belonged to ship-owners established within the European Union or in the European Free Trade Association (EFTA). **160** (44%) were built in these same countries, including 5 in France, in Dunkirk, La Ciotat and Le Havre.

Detention and demolition

116 (32%) of the ships sent for demolition were inspected by a classification society that is not a member of the IACS (International Association of Classification Societies), or had no classification. Sub-standard ships are always a priority for departure: at least **193** (53%) had been previously detained in ports worldwide, with a detention rate of 73 % for bulk carriers, 66% for reefers and general cargo carriers, and 57% for container ships. The detention rate was 26 % for oil tankers, but 40 % for chemicals carriers.

Years and metres

The end-of-life age for ships removed from fleets between January 1st and May 6th 2011 ranged from **9 years** for the German general cargo carrier *S Gabriel* involved in an accident off the Azores, and **56 years** for the former British lightship tender *Amazing Grace*, converted into a passenger ship. The average age was **31 years**: 28 for double-hull tankers, 30 for single-hull tankers and bulk carriers, 31 for container ships, 33 for miscellaneous goods carriers, 37 for fishing vessels and factory ships and 38 years for passenger ships. 155 ships were under 150 m long, 117 were between 150 and 199 m and 90 were over 200 m. The biggest ship to be sent for demolition this quarter was the Ore / Bulk / Oil carrier (OBO) *Alster N*, **340 m** long.



Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).



Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.



Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.



Vessel and crew detained in a port for deficiencies.

Passenger ship

Amazing Grace (ex-Orient Express, ex-Pharos). IMO 5276874. Passenger ship. Length 78 m, 1,733 t. Trinidad & Tobago flag. No classification society according to her last port State control. Built in 1955 in Dundee (United Kingdom) by Caledon SB & E Co. Former lighthouse tender of the Northern Lighthouse Board, the eighth *Pharos*, named after the ancient lighthouse of Alexandria, was not only a working ship but was also built up with facilities and fixtures designed to serve as a back-up for the British Royal yacht *Britannia*; during her thirty years of duty, she hosted the Queen and members of the royal family on a number of occasions. In 1988, she was acquired by Windjammer Barefoot Cruises from Miami (United States), and converted into a passenger ship. She carried passengers and replenishes the supplies for the sailing cruise ships of the company. Detained in 2002 in Valparaíso (Chile). Sold for demolition in Turkey. 255 \$ per ton.



Pharos, 1955, off Oban (Scotland) © Granton History



Amazing Grace, seen in 2003 at Bequia, St Vincent and Grenadines, ready to supply the *Yankee Clipper* sailing vessel. © Benoit Donne

Hermes (ex-Messenger, ex-Jugoslavija). IMO 5176713. Passenger ship. Length 90 m. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1956 in Split (Croatia) by Brodosplit. Owned by Short Island Cruises Maritime (Greece). Laid up in the port of Piraeus (Greece) since 2007. Sold for demolition in Turkey.



Mercator II (ex-Wappen von Hamburg, ex-Lucaya). IMO 6510887. Passenger ship. Length 109 m. Panamanian flag. Unknown classification society. Built in 1965 in Hamburg (Germany) by Howaldtswerke. Owned by Mercator Shipping Corp (Germany). Sold for demolition in Denmark.



Mercator II, ex-Wappen von Hamburg on the Elbe River, May 1978 © Little Walter / Shipspotting

Ferry

Filipina Princess (ex-Ferry Akashia). IMO 7313858. Ferry. Length 180 m, 11,000 t. Filipino flag. Classification society Bureau Veritas. Built in 1973 in Kure (Japan) by Kanda Zosen. Owned by Philippine Span Asia Carrier (Philippines). Sold as is in the Philippines for demolition in India. 360 \$ per ton.

Jabal Ali 5 (ex-Merdif 4, ex-Seaboard Mariner, ex-Kirk Marina, ex-Island Trader, ex-Kirk Trader, ex-Stena Seatrader, ex-Farha, ex-Stena Sailer). IMO 7304340. Ferry. Length 142 m, 13,385 t. Sierra Leone flag. Unknown classification society. Built in 1973 in Capelle (The Netherlands) by Vuijk. Owned by Naif Marine Services (United Arab Emirates). Sold for demolition in India. 465 \$ per ton.



Larisa (ex-Polaris, ex-Skane Link, ex-Dana Futura, ex-Drosselfels, ex-Dammam Express). IMO 7358731. Ferry. Length 176 m, 9,322 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1975 in Elseneur (Denmark) by Helsingør Værft; jumboized in 1985. In March 2011, the *Polaris* was deflagged from Cyprus to Saint Kitts and Nevis and renamed *Larisa* before she was beached for demolition in India.



Lissos (ex-Ferry Hamanasu). IMO 7220269. Ferry. Length 160 m, 9,795 t. Greek flag. Classification society RINA. Built in 1972 in Mihara (Japan) by Koyo DY Co. Owned by Anek Lines SA (Greece). Sold for demolition in India.



Merdif 2 (ex-Cesme 2, ex-Blue Galaxy, ex-Ionian Galaxy, ex-Arkas). IMO 7213072. Ferry. Length 167 m, 9,100 t. Jordanian flag. Classification society Hellenic Register of Shipping. Built in 1973 in Setoda (Japan) by Setoda Zosen KK. Owned by Marco Shipping (United Arab Emirates). Detained in 2001 in Brindisi (Italy). Sold for demolition in India. 475 \$ per ton.



Morning Shine (ex-Oriental Pearl III, ex-Aptera, ex-Chania, ex-Osaka, ex-Pegasus). IMO 7302081. Ferry. Length 140 m, 7,432 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1973 in Shimonoseki (Japan) by Hayashikane. Owned by Georim Shipping Co Ltd (South Korea). Detained in 2006 in Beihai (China). Sold for demolition in China.



Our Lady of the Rule (ex-Dong Yang Express Ferry n°1, ex-Ferry Kampu n°1, ex-Ferry Kampu). IMO 7028154. Ferry. Length 105 m, 3,630 t. Filipino flag. Unknown classification society. Built in 1970 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Aboitiz Transport (Philippines). Sold for demolition in India.



Our Lady of the Rule © v@nzent / Shipspotting

Primrose (ex-Princesse Marie Christine). IMO 7357567. Ferry. Length 118 m, 5,844 t. Deflagged from Cyprus to Saint Kitts and Nevis for her last journey. Classification society Bureau Veritas. Built in 1975 in Hoboken (Belgium) by Cockerill Yards; jumboized in 1985. Owned by BN Di Navigazione Srl (Italy). In March 2011, the *Primrose* is acquired by the Indian company Prayati Shipping which has already sent anonymously to the breaking yards another European ferry, the *Onyx*. (See the entire *Onyx* series "[Hunting down the Onyx](#)" on Robin des Bois' website). Prayati Shipping, the locator of old European ferries to be demolished in Pakistan or India lacks neither humor nor nerves when renaming the disfigured ex *Princesse Marie Christine* "*Elegant 1*" for her last journey to the Indian beaches. 330 \$ per ton. See the story of the *Primrose* in the chapter **The END** page 55.



Princess of the Caribbean (ex-Ogasawara Maru). IMO 7815363. Ferry. Length 110 m. Filipino flag. Unknown classification society. Built in 1979 in Shimonoseki (Japan) by Mitsubishi. Owned by Sulpicio Lines (Philippines). Sold for demolition by Jiangmen Yinhu Ship Breaking Co in Xinhui (China).



Princess of the Ocean (ex-Emerald Okinawa). IMO 7370454. Ferry. Length 126 m. Filipino flag. Unknown classification society. Built in 1975 in Kure (Japan) by Kanda Zosen. Owned by Sulpicio Lines (Philippines). Sold for demolition by Jiangmen Yinhu Ship Breaking Co in Xinhui (China).



Princess of the Universe (ex-New Yamato). IMO 8217063. Ferry. Length 173 m, 9,301 t. Pavillon . Classification society Bureau Veritas. Built in 1983 in Kawajiri (Japan) by Kanda Zosen. Owned by Sulpicio Lines (Philippines). Sold as is in the Philippines for demolition in India. 360 \$ per ton.

Factory-ship

Metelitsa (ex-Sorve, ex-Svetlana, Kapitan Ardeyev). IMO 8116324. Factory-ship. Length 93 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Panross (Russia). Sold as for an unknown destination of demolition.



The *Metelitsa* in Kaliningrad, Russia, December 2010 © **Shipspotting**

Trollis (ex-Svithun, ex-Polar Reefer). IMO 5280643. Reefer converted into a factory-ship in 1971. Length 61 m. Latvian flag. Unknown classification society. Built in 1960 in Solvesborg (Sweden) by Solvesborgs Varvs & Rederi. Sold for demolition in Latvia.



Trollis in the port of Ventspils (Latvia), July 2010. © **Ingvar / Shipspotting**

Yong Chang (ex-*Xing Shan 16*, ex-*Zhou Shan16*). IMO 8843264. Factory-ship. Length 65 m. Cambodian flag. Classification society China Classification Society. Built in 1980 in Ningbo (China) by Ningbo Fishing Vessel Shipyard. Owned by Yong Feng Ocean Shipping (China). Detained in 2008 in Tongyoung (South Korea). Sold for demolition in China. 435 \$ per ton.



Fishing ship

Ballstad. IMO 7004574. Fishing ship. Length 50 m. Norwegian flag. Unknown classification society. Built in 1969 in Kristiansund (Norway) by Storvik Mek Verksted ; lengthened in 1994 from 46 to 50 m. Owned by Nordland Havfiske A/S (Norway). Sold for demolition in Denmark.



Ivone II (ex-*Cam Zebra*, ex-*Ross Zebra*). IMO 5300716. Fishing ship. Length 38 m. Ghanaian flag. Unknown classification society. Built in 1960 in Selby (United Kingdom) by Cochrane & Sons. Tuna fishing boat licensed by ICCAT (International Commission for the Conservation of Atlantic Tuna) until December, 31st 2009. as is for an unknown destination of demolition.



Sold

Maicoa. IMO 8803599. Fishing ship. Length 34 m. Spanish flag. Unknown classification society. Built in 1988 in Pasajes (Spain) by Luzuriaga Astilleros. Sold as is in Vigo (Spain) for an unknown destination of demolition.



Masai (ex-*Jara*, ex-*Satem Tuna*, ex-*St Pedro n°2*, ex-*Keifuku Maru n°23*, ex-*Nadayoshi Maru n°20*). IMO 7410216. Fishing ship. Length 53 m. Togolese flag. Unknown classification society. Built in 1974 in Shimizu (Japan) by Miho. Sold as is in Spain for an unknown destination of demolition.



The *Masai*, May 2010 © Angel Luis Godar Moreira

Otto Wathne (ex-*Gullberg*). IMO 7607261. Fishing ship. Length 46 m. Norwegian flag. Unknown classification society. Built in 1977 in Foldfjorden (Norway) by Kleivset. Norwegian owner. Sold for demolition in Denmark.



The *Otto Wathne* in Roald, Vigra Island (Norway), March 2010 © Aage

Reefer

Al Yamama (ex-Sara, ex-Arabian Reefer, ex-Gulf River, ex-Badr, ex-Liosafoss, ex-Isberg, ex-Ljosafoss, ex-Utstraum). IMO 7129570. Reefer. Length 55 m, 425 t. Sierra Leone flag. Unknown classification society. Built in 1972 in Hoylandsbygd (Norway) by Eides Sonne. Owned by Abdul Jalil Bachari (United Arab Emirates). Sold for demolition in Pakistan.



Argo (ex-Prima Reefer, ex-Shunyo Maru). IMO 8506737. Reefer. Length 112 m, 2,641 t. Lithuanian flag. Classification society Det Norske Veritas. Built in 1985 in Shimoda (Japan) by Shimoda Dockyards. Owned by Limarko Shipping Co AB (Lithuania). Detained in 2002 in Marin (Spain) and in 2003 in Antwerp (Belgium). Sold for demolition in India.



Ashraf B (ex-Lady Haya, ex-Avior, ex-Christos I, ex-Darro). IMO 7312397. General cargo carrier converted into a reefer in 1981. Length 111 m, 1,929 t. North Korean flag. Classification society Korea Classification Society. Built in 1973 in Santander (Spain) by Atlantico. Owned by Labbadi Shipmanagement Llc (Egypt). Detained in 2006 in Kandla (India) and Bandar Khomeini (Iran), in 2007 again in Kandla and in 2008 in Bandar Abbas (Iran). Sold for demolition in India. 477 \$ per ton.



Bukhta Omega. IMO 8723385. Reefer. Length 126 m, 4,464 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Yugreftransflot (Ukraine). Sold for demolition in India. 545 \$ per ton including 60 t of copper.

Cape Passero (ex-Missouri, ex-Blue Frost, ex-Blue Ice). IMO 8702824. Reefer. Length 120 m, 4,302 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1991 in Shanghai (China) by Shanghai Shipyard. Sold for demolition in India.



Cooler Bay (ex-Anakan, ex-Akragas, ex-Princesa, ex-Crown Cooler, ex-Khalij Cooler). IMO 7818066. Reefer. Length 140 m, 5,009 t. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Kochi (Japan) by Kochi Jyuko. Owned by Alliance Marine (Lithuania). Detained in 2003 in Ijmuiden (The Netherlands) and in 2007 in Zeebrugge (Belgium). Sold for demolition in India. 490 \$ per ton.



Cooler Bay, in Las Palmas (Canary Islands) January 2010 © Angel Luis Godar Moreira

Fiona (ex-Cape Blanc, ex-Nayadic). IMO 8500575. Reefer. Length 109 m, 2,385 t. Curacao flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Sea Trade Groningen BV (The Netherlands). Detained in 2002 in Coronel (Chile) and in 2003 in Las Palmas (Spain). Sold for demolition in India.



Frost 2 (ex-Primorskiy Bereg). IMO 7932654. Reefer. Length 152 m, 7,244 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Wismar (Germany) by VEB Mathias-Thesen. Owned by Aquaship Ltd (Latvia). Sold for demolition in India. 470 \$ per ton.



Green Chapeco (ex-Cape Gris Nez, ex-Minnesota, ex-Blue reefer, ex-Blue Sky). IMO 8702812. Reefer. Length 120 m, 4,302 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Shangai (China) by Shangai Shipyard. Owned by Norbulk Shipping Uk Ltd (United Kingdom). Sold for demolition in India. 465 \$ per ton.



Green Iceland (ex-Caribic). IMO 9063902. Reefer. Length 113 m, 2,722 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Green Management Sp (Poland). Sold for demolition in India. 465 \$ per ton.



Green Majestic (ex-Majestic). IMO 8614039. Reefer. Length 135 m, 3,045 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1988 in Waterhuizen (The Netherlands) by Van Diepen. Green Management Sp (Poland). Detained in 2002 in Incheon (South Korea) and in 2004 in Kobe (Japan). Sold for demolition in India.



The *Green Majestic*, in Koper (Slovenia), February 2011 © Brozina Robert

Green Neptunic (ex-Neptunic). IMO 8805614. Reefer. Length 109 m, 2,420 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Norbulk Shipping U.K. Ltd. (United Kingdom). Detained in 2002 in Tokyo (Japan). Sold for demolition in India. 480 \$ per ton.



Ivan Pribylskiy. IMO 8628157. Reefer. Length 126 m, 4,634 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Yugref Transflot (Ukraine). Detained in 2008 in Brest (France). Sold for demolition in India.



Jan Dlugosz. IMO 8313831. Reefer. Length 156 m, 8,011 t. Cyprus flag. Classification society Polski Regestr Statkow. Built in 1984 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by POLBROK Agency & International Forwarding Ltd (Poland). Detained in 1997 in Rotterdam (The Netherlands), in 2002 in Antwerp (Belgium), in 2007 in Liverpool (United Kingdom) and Caen (France) and in 2010 in Kandla (India). Sold for demolition in India. 505 \$ per ton.



Kildin. IMO 8729212. Reefer used as fish carrier. Length 55 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1989 in Khabarovsk (Russia) by Khabarovskiy Kirova ; about a hundred ships of this class have been built between 1972 and 1996. Owned by Gerion (Russia). Sold for demolition in Murmansk (Russia).



The *Kildin* waiting her turn for demolition in Murmansk (Russia) August 2010 © Pieter Inpyn

Marina (ex-Lady Nora, ex-Leomar, ex-Blue Turtle, ex-Rio Aroa, ex-St Martin, ex-Trenntsee). IMO 8031067. Reefer. Length 120 m. Cambodian flag. Classification society Turk Loydu. Built in 1980 in Rostock (Germany) by Neptun Schiffswerft. Owned by Romalex (Egypt). Detained in 2004 in Kandla (India) and in 2007 and 2008 in Novorossiysk (Russia). Sold for demolition in Turkey.



Marsopa (ex-Ice Express). IMO 7809388. Reefer used as fish carrier. Length 97 m, 1,586 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Capelle (The Netherlands) by Ysselwerf. Owned by Transfishing Tuna (Spain). Detained in 2000 et 2001 in Villagarcia de Arosa (Spain). Sold for demolition in Turkey. 275 \$ per ton.



Rosa (ex-Oyashio Rex). IMO 8324282. Reefer. Length 125 m, 3,444 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Kantoh Kaiun Co Ltd (Japan). Detained in 2005 in Koper (Slovenia), en 2007 in Nakhodka (Russia) and in 2009 in New Bedford (United States). Sold for demolition in India. 472 \$ per ton.



Rose II (ex-Imme, ex-Imme Oldendorf, ex-Tasman Crusader, ex-NZOL Crusader, ex-TA Mariner, ex-Holsatia, ex-Jytte Skou, ex-Nedloyd Curacao, ex-Sinbad Voyager, ex-Dorte Skou). IMO 6819324. Reefer. Length 165 m, 7,473 t. Panamanian flag. Classification society International Register of Shipping. Built in 1968 in Elseneur (Denmark) by Helsingor Shipyard ;jumboized in 1982 and lengthened from 156 to 165 m. Owned by Dubai Coastshipping Llc (United Arab Emirates). Detained in 2005 in Alicante (Spain), Antwerp (Belgium) and Setubal (Portugal) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 470 \$ per ton.



Santiago (ex-Ozark, ex-Roman Blizzard, ex-Polar V). IMO 7813420. Reefer. Length 152 m, 5,530 t. Belize flag. Unknown classification society. Built in 1978 in Wismar (Germany) by Mathias-Thesen. Sold for demolition in India. 445 \$ per ton.



Suruga Bay (ex-Suruga, ex-Suruga Maru). IMO 8213550. Reefer. Length 115 m, 3,153 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Fukuoka (Japan) by Fukuoka SB. Owned by Ship Service Agency JSC (Lithuania). Detained in 2008 in Vigo (Spain). Sold for demolition in India. 465 \$ per ton.



Tanker

Apsco II (ex-*Ryushin Maru*). IMO 7229253. Tanker. Length 92 m, 1,318 t. Saudi Arabia flag. Classification society Det Norske Veritas. Single hull ship built in 1972 in Uwajima (Japan) by Miyoshi. Owned by Arabian Petroleum Supply Co SA (Saudi Arabia). Sold for demolition in Pakistan.

Attalya (ex-*Black Point*, ex-*Liepaya*, ex-*Loyalty*, ex-*Miletos 1*). IMO 7907790. Tanker. Length 192 m, 11,432 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1986 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Project Shipping Inc (Greece). Detained in 2002 in St Croix (United States), in 2007 in San Francisco (United States) and in 2009 in Amsterdam (The Netherlands). The *Attalya* was laid up for one year after an explosion and a fire off the coast of Benin. Leaving by tow from Namibia for her final voyage, the ship broke free off Port-Elizabeth (South Africa) in October 2010. The aerial and nautical means were mobilized to recover the runaway. March 12th, 2011 the *Attalya* is finally beached for demolition in Pakistan. The South African Maritime Safety Authorities regret the lack of information on the state of the ships to be demolished, their cargoes, bunkers and the eventual pollutant material on board and note that they are regularly reported in trouble off South Africa and must be rescued.

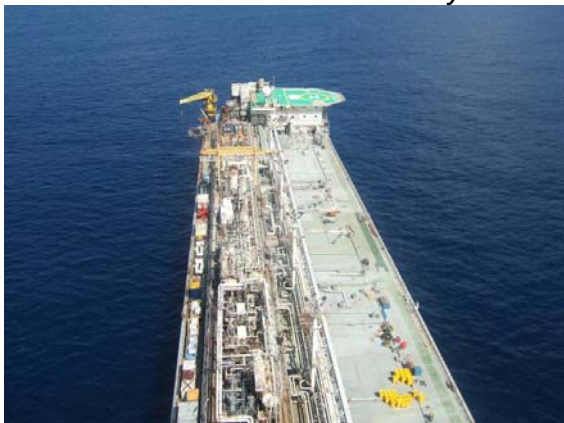


Attalya in Walvis Bay off Namibia, in 2010 © Nils Giesselmann



© Trade Winds

Challis Venture. IMO 8801486. Tanker. Length 238 m, 17,194 t. Australian flag. Unknown classification society. Built in 1989 in Chita (Japan) by Ishikawajima-Harima. The ship serves as a floating production storage and off loading unit(FPSO) in the Challis / Cassini oil field in the Timor Sea, northwest Australia. She is connected on Facebook and can produce 60,000 barrels of oil per day (9,540 m³) with a storage capacity of 139,000 m³. Sold for demolition in Bangladesh where she arrived in tow of the *Pacific Hickory*.



Challis Venture © Drew Urquhart / Facebook

<http://www.facebook.com/pages/FPSO-Challis-Venture/149822975049600?sk=info>



In February 2011, a pipe between a wellhead and the *Challis Venture* exploded. This accident pushed « the old girl » towards the graveyard.

Extract from the video « *Challis* bye bye » © Scott Frankham

Emerald (ex-Silk, ex-Vladimir Kokkinaki). IMO 8624008. Tanker. Length 179 m, 9,540 t. Saint Kitts and Nevis flag. Unknown classification society. Double hull ship built in 1985 in Kerson (Ukraine) by Khersonskiy SZ. Sold for demolition in India. 520 \$ per ton.



Emerald, ex-Silk, in Dubai, December 2010
© Brian Crocker [



Emirates Star (ex-Yaseen, ex-Lili 1, ex-Nene 1, ex-Sprinter, ex-Fujiwa Maru). IMO 7709681. Tanker. Length 87 m, 1,127 t. Panamanian flag. Unknown classification society. Single hull ship built in 1977 in Setoda (Japan) by Naikai. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Sold for demolition in Pakistan.



Faisal (ex-Tamara, ex-CSK Valiant). IMO 9002154. Tanker. Length 246 m, 15,369 t. Saudi Arabia flag. Classification society Bureau Veritas. Double hull ship built in 1990 in Mihara (Japan) by Koyo DY Co. Owned by Al Marwah International (Saudi Arabia). Sold for demolition in India. 515 \$ per ton.

Farha (ex-Taximi, ex-Abeer, ex-Nejmat El Petrol XXII, ex-Mohamed Ba, ex-Taikoh Maru). IMO 7313640. Tanker. Length 105 m, 1,984 t. Saudi Arabia flag. Classification society Det Norske Veritas. Built in 1973 in Hashihama (Japan) by Hashihama Zosen. Owned by National Bunkering Co Ltd (Saudi Arabia). Sold for demolition in Pakistan. 456 \$ per ton.

Fly Eagle (ex-Swift Lake, ex-Wilomi Sira). IMO 8901614. Tanker. Length 240 m, 17,333 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Dalian (China) by Dalian New SB HI Co. Owned by Pan Cosmos Shipping (China). Sold for demolition in China. 520 \$ per ton including 1,500 t of bunkers.

Frosini (ex-Demetrios TH, ex-Kriti, ex-Meroil B, ex-Leda, ex-Booms, ex-Eminentia, ex-Metco). IMO 6413912. Tanker. Length 61 m. Unknown flag. Unknown classification society. Built in 1964 in Frederikstad (Norway) by Seutelvens. Owned by Nearchos Maritime (Greece). Sold for demolition in Turkey.



Genmar Constantine (ex-Artois, ex-Seahope D.Y.). IMO 9041203. Tanker. Length 241 m, 15,072 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Onishi (Japan) by Skin Kurushima. Owned by General Maritime Management Llc (United States). Officially sold for demolition in India, the *Genmar Constantine* arrived early March in Chittagong and has been staying « under repair » for one month actually waiting the clearance of the Bangladeshi Authorities; in April she was finally beached for demolition. 512 \$ per ton.

Genmar Constantine leaving Houston (United States), January 2010 © Knut Helge Schistad



Gui He (ex-*Sea Magic*, ex-*Scottish Eagle*). IMO 7391939. Tanker. Length 210 m. Chinese flag. Unknown classification society. Single hull ship built in 1980 in Birkenhead (United Kingdom) by Cammell Laird & Co. Owned by China Shipping Group (China). Sold for demolition in Turkey.



Gulf Nomad (ex-*Nomad*). IMO 8613970. Tanker. Length 178 m, 9,160 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1988 in Okpo (South Korea) by Daewoo. Owned by ITM Holding Ltd (United Arab Emirates). Detained in 2002 in Hong Kong. Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 510 \$ per ton.



Gulf Tiger (ex-*Milagro*, ex-*Eastern Alliance*). IMO 8202020. Tanker. Length 220 m, 14,221 t. Liberian flag. Classification society Bureau Veritas. Double hull ship built in 1983 in Marugame (Japan) by Imabari SB. Owned by FAL Shipping Co Ltd (United Arab Emirates). Sold for demolition in Pakistan.

Madura Jaya (ex-*Paris II*, ex-*Viking Hawk*). IMO 7800796. Tanker converted in 2003 into a Floating Production Storage and Offloading unit (FPSO). Length 228 m, 15,488 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Uddevalla (Sweden) by Uddevallavarvet. Sold as is in Surabaya (Indonesia), and towed for demolition to Pakistan. 422 \$ per ton.



Memphis (ex-*Eagle Memphis*, ex-*Neptune Pisces*). IMO 8607804. Tanker. Length 236 m, 15,365 t. Singapore flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1987 in Ulsan (South Korea) by Hyundai. Owned by Euro Tankers (Greece). Detained in 2010 in Khark Island (Iran). Sold for demolition in Pakistan. 500 \$ per ton.



Milky Way (ex-*Parrot Lake*). IMO 8907620. Tanker. Length 232 m. Liberian flag. Classification society China Classification Society. Double hull ship built in 1991 in Oppama (Japan) by Sumitomo. Owned by Pan Cosmos Shipping (China). Sold for demolition in China. 465 \$ per ton, including 300 t of bunkers.

Mobile. IMO 8001206. Pusher and tanker barge. Length 210 m. United States flag. Classification society American Bureau of Shipping. Built in 1983 in Mobile (United States) by Halter Marine ; single hull barge. Owned by US Shippingt Corp (United States). Sold for demolition in the United States.

New River (ex-*Spray*, ex-*Gulf Spray*). IMO 5137913. Tanker. Length 207 m, 10,600 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1960 in Sparrows Point (United States) by Bethlehem Steel ; umboized in 1997 and lengthened from 196 to 207 m. Owned by American Heavy Lift Shipping (United States). Sold for demolition in the United States. 265 \$ per ton.

Overseas Puget Sound (ex- *Puget Sound*, ex-*S/R Puget Sound*, ex-*Potomac Trader*). IMO 8008931. Tanker. Length 200 m, 11,105 t. United States flag. Classification society American Bureau of Shipping. Built in 1980 in San Diego (United States) by National Steel. Owned by OSG Shipmanagement (United States). Sold as is in Mozambique. On April 4th, the *Overseas Puget Sound* turned into the simple *Puget* and was deflagged from United States to Tuvalu before heading for demolition in Alang (India). 492 \$ per ton including 600 t of bunkers.



The *Overseas Puget Sound* in Padilla Bay, Washington (United States), November 2008
© Joel Kifer

Petrol (ex-*Petrolimex*, ex-*Jag Prabhat*). IMO 8313623. Tanker. Length 170 m, 7,465 t. Vietnam flag. Classification society Det Norske Veritas. Single hull ship built in 1985 in Pusan (South Korea) by Korea Shipbuilding & Engineering. Owned by Vietnam Petroleum Transport Company (Vietnam). Detained in 2005 in Quanzhou (China). Sold for demolition in India.



Platres (ex-Laura d'Amato, ex-Sanko Concord, ex-Siratus). IMO 8907539. Tanker. Length 241 m, 14,218 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1991 in Imari (Japan) by Namura. Owned by London Chartering Ltd (United Kingdom). Sold for demolition in Pakistan. 515 \$ per ton.



Plavunets. IMO 8923686. Tanker. Length 60 m. Russian flag. Classification society Russian Maritime Register of Shipping. Bunkering tanker built in 1977 in Rousse (Romania) by Ivan Dimitrov Shipyards. Owned by Kamchatka Tanker Fleet (Russia). Sold for an unknown destination of demolition.



Ruangraiwin 1 (ex-Siam Sriwatana, ex-Hokuyu Maru). IMO 8130057. Tanker. Length 85 m, 1,052 t. Thai flag. No classification society according to her last port State control. Single hull ship built in 1982 in Kinoo (Japan) by Kishimoto Zosen. Owned by Lucky Marine Co Ltd (Thailand). Detained in 2006 in Singapore. Sold for demolition in Bangladesh.



Saint Ram (ex-Saint Mary, ex-Dongola, ex-Tomis Wave, ex-Rubin, ex-Ticleni). IMO 9037056. Tanker. Length 189 m, 10,561 t. Panamanian flag. Classification society RINA. Double hull ship built in 1995 in Galati (Romania) by Galati SN. Owned by NKD Maritime Bvi Ltd (United Kingdom). Sold for demolition in Pakistan.



Sea Giant (ex-LMZ Christiania, ex-Alandia Surf, ex-Surf City, ex-Umm Al Aish). IMO 7924906. Tanker. Length 231 m, 18,409 t. United Arab Emirates flag. Classification society RINA. Double hull ship built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by FAL Shipping Co Ltd (United Arab Emirates). Detained in 2007 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 495 \$ per ton.



Sea Venture (ex-Hellenic Carrier). IMO 7203687. Reefer converted into a tanker in 1983. Length 164 m, 6,349 t. United States flag. Unknown classification society. Double hull ship built in 1972 in Skaramanga (Greece) by Hellenic Shipyards. Owned by US Shipping Corp (United States). Sold for an unknown destination of demolition.



Sfakia (ex-Titan Venus, ex-VL Venus, ex-Cosmo Venus). IMO 8506593. Tanker utilisé comme stockage flottant. Length 319 m, 31,340 t. Deflagged from Panama to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by Navigator Tankers Management (Greece). Detained in 2004 in Ningbo (China) and in 2009 in Isthmia (Greece). Sold as is in Singapore for demolition in India. 502 \$ per ton.



SS Williams Clark (ex-Anasazi, ex-Knight, ex-Gulfknight). IMO 5137779. Tanker. Length 215 m. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1958 in Sparrows Point (United States) by Bethlehem Steel ;jumboized in 1997 and lengthened from 201 to 215 m. Owned by Keystone Shipping Co (United States). Sold for demolition by Southern Recycling EMR in Amelia, Louisiana (United States)

Staten I (ex-Staten Island, ex-Bernadet T, ex-Gorby Tenko, ex-Takisk, ex-Timur Queen, ex-Queen Chie). IMO 8505135. Tanker. Length 121 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1985 in Yawatahama (Japan) by Kurinoura Dockyard Co. Owned by Ignatius Development Ltd (Egypt). Sold for demolition in Turkey.

Ticen Sun (ex-Front Highness, ex-Sea Highness). IMO 8920921. Tanker used as floating storage off Malaysia. Length 322 m, 31,732 t. Panamanian flag. Classification society Det Norske Veritas. Single hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Titan Ocean Pte Ltd (Singapore). Detained in 2009 in Khark Island (Iran). In 2011, the navire was renamed twice, first *Ticen Sun* and then *Titan Ruchira*. She is announced sold as is in Singapore for demolition in India but late April she was still sailing in the China Sea off Qinhuangdao. 495 \$ per ton.

Topaz (ex-Histria Topaz, ex-Bucsanî). IMO 8501189. Tanker. Length 189 m, 10,292 t. Saint Kitts and Nevis flag. Classification society Germanischer Lloyd. Double hull ship built in 1987 in Galati (Romania) by Galati SN. Detained in 2003 in Genoa (Italy) and in 2008 in Marsaxlokk (Malta). Sold for demolition in Pakistan.



Tulin (ex-Oriental Venture). IMO 9007520. Tanker. Length 330 m. Panamanian flag. Classification society Germanischer Lloyd. Partly double bottom ship built in 1992 in Chiba (Japan) by Mitsui. Owned by Altomare SA (Greece). Sold for demolition in Pakistan. 525 \$ per ton including 500 t of stainless steel.



Wasel (ex-Bulduri, ex-Dmitriy Medvedyev). IMO 8138516. Tanker. Length 178 m, 9,680 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1983 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Golden Crown Shipping Co LLC (United Arab Emirates). Detained in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 568 \$ per ton.



Yuan (ex- Hsien Yuan II). IMO 8617134. Tanker. Length 273 m, 24,754 t. Tuvalu flag. Classification society American Bureau of Shipping. Single hull ship built in 1990 in Kaohsiung (Taiwan) by China SB Corp. Sold for demolition in Bangladesh.

Gas tanker

Bene Niki (ex-BW Sisu, ex-Berge Sisu). IMO 7411545. Gas tanker. Length 224 m. Panamanian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1978 in Perno (Finland) by Wartsila Oy. Owned by Benelux Overseas Inc (Greece). Sold for demolition in India. 503 \$ per ton.



Berge Frost (ex-Floreal). IMO 8016809. Gas tanker with a storage capacity of 85.000 m³. Length 249 m, 22,522 t. Norwegian flag (international register). Classification society Det Norske Veritas. Single hull ship built in 1983 in La Ciotat (France) by Normed for Elfocéan (France). Acquired by the Norwegian company Bergesen in 1991. Sold for demolition in India. 520 \$ per ton.



Castorgas (ex-Sigas Eildon, ex-Eildon, ex-Norgas Transporter, ex-Etienne Schlumberger). IMO 8024038. Liquefied Petroleum Gas tanker (LPG) with a capacity of 6,000 m³. Length 114 m, 4,887 t. Liberian flag. Classification society Det Norske Veritas. Single hull ship built in 1982 in La Ciotat (France) by Chantiers de La Ciotat. Owned by Nautilus Marine SA (Greece). Sold for demolition in India. 540 \$ per ton. Her sistership *Cora Island (ex-Jean Alleaume)* was also demolished in Alang in October 2009, but only reached 320 \$ per ton.



Clipper Posh (ex-Nejma, ex-Eupen, ex-Petrogas II). IMO 8110552. Gas tanker. Length 215 m, 15,700 t. Norwegian flag (registre international) abandonné pour celui de Saint-Kitts-et-Nevis pour son dernier voyage. Classification society Lloyd's Register of Shipping. Single hull ship built in 1983 in Tamise (Belgium) by Boelwerf. Owned by Solvang ASA (Norway). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 540 \$ per ton.



Clipper Posh in Gibraltar, 2010 ©Wartsila / Shipspotting

Gaz Suez (ex-World Vigour). IMO 7501376. Gas tanker. Length 224 m. Panamanian flag. Classification society American Bureau of Shipping. Single hull ship built in 1977 in Kobe (Japan) by Kawasaki. Owned by Naftomar Shipping & Trading Co Ltd (Greece). Detained in 2007 in Shenzhen (China). Sold for demolition in India. 530 \$ per ton.



New Seaborn (ex-Yellow Star, ex-Shoseki Maru n°2). IMO 8014112. Gas tanker. Length 79 m, 1,425 t. Thai flag. No classification society according to her last port State control. Single hull ship built in 1980 in Kochi (Japan) by Kochi (Eiho). Owned by Seamanship Co Ltd (Thailand). Detained in 2005 in Haiphong (Vietnam) et Zuhai (China), in 2007 again in Zuhai, and in 2008 and 2010 again in Haiphong. Sold for demolition in India.



Rio Gas. IMO 8511031. Gas tanker. Length 136 m, 4,464 t. Liberian flag. Classification society Germanischer Lloyd. Double bottom ship built in 1986 in Kiel (Germany) by Lindenau. Owned by Hartmann Schiffahrts GMBH & Co (Germany). Sold for demolition in India. 460 \$ per ton.



Stafford (ex-Maersk Stafford, ex-Sine Maersk, ex-Olga Maersk). IMO 8217908. Gas tanker. Length 153 m, 8,250 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in India.



Suffolk (ex-Maersk Suffolk, ex-Sofie Maersk, ex-Oluf Maersk). IMO 8217910. Gas tanker. Length 153 m, 8,215 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1984 in Lindo (Denmark) by Odense Staalskibs. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in India.



Virgen del Carmen III (ex-Galp Faro, ex-Norgas Traveller, ex-Gaz Nordsee). IMO 8027690. Gas tanker. Length 110 m, 3,492 t. Panamanian flag. Classification society Bureau Veritas. Single hull ship built in 1982 in Papenburg (Germany) by Jos.L.Meyer. Owned by Transgas Shipping Lines (Peru). Detained in 1998 in Southampton (United Kingdom). Sold for demolition in India. 580 \$ per ton.



Chemical tanker

Ababel (ex-Tiara, ex-Tiara, ex-Fair Alpha, ex-Zeta, ex-Lucy Essberger). IMO 6710334. Chemical tanker. Length 67 m, 713 t. Pavillon Honduras. Unknown classification society. Built in 1967 in Lauenburg (Germany) by Hitzler. Sold for demolition in Pakistan.



Akti N (ex-Akti A, ex-Montreal, ex-Ohio, ex-Jasmine B). IMO 8014746. Chemical tanker. Length 183 m, 9,586 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1982 in Onomichi (Japan) by Onomichi Zosen. Owned by Project Shipping Inc (Greece). Sold for demolition in India. 490 \$ per ton.



The *Akti N*, grounded in Flushing (The Netherlands), June 2009 © Wim Kosten / maritimephoto

Armst (ex-*Armstrong I*, ex-*Alkig*, ex-*Filiz Sultan*, Yesim, ex-*Obrovac*). IMO 8026593. Chemical tanker. Length 112 m. Panamanian flag. Unknown classification society. Double hull ship built in 1987 in Gijon (Spain) by Cantabrico y Riera. Owned by Ignatius Development (Egypt). Sold for demolition in Turkey.



Baltic 1 (ex-*Baribal*, ex-*Siteam Merkur*, ex-*Team Merkur*, ex-*Team Frosta*, ex-*Frosta*). IMO 7926241. Chemical tanker. Length 174 m, 10,580 t. Panamanian flag. Classification society RINA. Double hull ship built in 1981 in Mizushima (Japan) by Sanoyasu. Proprietaire Sea World Management SA (Monaco). Detained in Australia in 2002 in Gladstone, in 2003 in Townsville and in 2005 in Geelong and in 2010 in Incheon (South Korea). Sold for demolition in Bangladesh. 540 \$ per ton.



Ban 1 (ex-*Dover*, ex-*West Sailor*, ex-*Dutch Sailor*, ex-*Broere Aquamarine*). IMO 7931143. Chemical tanker. Length 91 m, 1,932 t. Comorian flag. Unknown classification society. Double hull ship built in 1981 in Mandal (Norway) by Baatservice. Owned by Banoceans Inc (Egypt). Detained in 2007 in Stockholm (Sweden) and Belfast (United Kingdom) and in 2009 in Castellon de la Plana (Spain) and Koper (Slovenia). Sold for demolition in India.



Beheshti (ex-*Iran Beheshti*, ex-*Selma*). IMO 7389792. Chemical tanker. Length 205 m, 9,500 t. Iranian flag. Classification society Det Norske Veritas. Double hull ship built in 1979 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Iran Shipping Lines (Iran). Sold for demolition in Pakistan. 470 \$ per ton.



Bow Puma (ex-*Santa Maria*, ex-*Finnanger*, ex-*Fort Puma*, ex-*Northern Puma*). IMO 8316716. Chemical tanker. Length 170 m, 9,477 t. Singapore flag. Classification society Det Norske Veritas. Double hull ship built in 1986 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Odfjell Management AS (Norway). Sold for demolition in India. 533 \$ per ton.



Caribbean Fidelity (ex-*Taviland*, ex-*Tavi*). IMO 8203464. Chemical tanker. Length 160 m, 7,119 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1985 in Turku (Finland) by Wartsila. Owned by GMA Maritime SA (Greece). Sold for demolition in India. 555 \$ per ton including 500 t of stainless steel.



Caribbean Renaissance (ex-*Kihuland*, ex-*Kihu*). IMO 8203452. Chemical tanker. Length 160 m, 7,100 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1984 in Turku (Finland) by Wartsila Oy. Owned by GMA Maritime SA (Greece). Sold for demolition in India. 555 \$ per ton including 500 t of stainless steel.



The *Caribbean Renaissance* in Drapetsona (Greece) November 2008 © Dimitrios /Shipspotting

Casper (ex-*Jo Aspen*). IMO 8900294. Chemical tanker. Length 139 m, 4,342 t. Norwegian flag (international register). Classification society Det Norske Veritas. Double hull ship built in 1991 in Viareggio (Italy) by Esercizio. Owned by Salhus Shipping AS (Norway). Sold for demolition in India. 1,220 \$ per ton including 940 t of stainless steel. The record of the period.



The *Casper*, October 2010 in Maasvlakte, Rotterdam (The Netherlands) © Hannes van Rijn

Chac (ex-*Fossanger*). IMO 7424815. Chemical tanker. Length 170 m. Mexican flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1976 in Florø (Norway) by Ankerlokken. Owned by PEMEX (Mexico). Sold for demolition in India.



Champion (ex-*Team Tellus*, ex-*Team Storviken*). IMO 8028163. Chemical tanker. Length 182 m, 9,855 t. Norwegian flag (international register). Classification society Lloyd's Register of Shipping. Double hull ship built in 1983 in Kojima (South Korea) by Samsung. Owned by Thome Ship Management Pte Ltd (Singapore). Detained in 2005 in Pyongtack (South Korea). Sold for demolition in India. 495 \$ per ton.



Champion Adriatic (ex-*Axios*, ex-*Sacona*, ex-*Mobil Endeavour*). IMO 8005771. Chemical tanker. Length 171 m, 9,855 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1982 in Uraga (Japan) by Sumitomo. Owned by Genoa Maritime SA (Greece). Detained in 2007 in Vancouver (Canada) and in 2010 in San Francisco (United States). Sold for demolition in China. 503 \$ per ton.



Champion Pacific (ex-*Nicolas M*, ex-*Carnac*, ex-*OSCO Stream*). IMO 8007999. Chemical tanker. Length 182 m, 9,948 t. Norwegian flag (registre international). Classification society Bureau Veritas. Double hull ship built in 1982 in Kojima (South Korea) by Samsung. Owned by Thome Ship Management Pte Ltd (Singapore). Detained in 2005 in Kwinana (Australia) and in 2010 in Rotterdam (The Netherlands). Sold for demolition in Bangladesh. 517 \$ per ton.



Eylen (ex-*CT Star*, ex-*Sulphur*, ex-*Stena Sulphur*, ex-*OT Sulphur*). IMO 7917575. Chemical tanker. Length 129 m, 3,100 t. Maltese flag. Unknown classification society. Single hull ship built in 1981 in Oskarshamn (Sweden) by Oskarshamns Varv. Sold for demolition in India. 780 \$ per ton including 290 t of stainless steel.



Iran Beheshti (ex-*Selma*). IMO 7389792. Chemical tanker. Length 205 m, 8,981 t. Iranian flag. Unknown classification society. Double hull ship built in 1979 in Oskarshamn (Sweden) by Oskarshamns Varv. Owned by Iran Shipping Lines (Iran). Sold for demolition in Pakistan. 470 \$ per ton.



Jin Fu Xing 601 (ex-*Yue You 601*, ex-*Eastern Sea*, ex-*Nan Yang n°8*, ex-*Pacific Sunrise*, ex-*Johore Express*). IMO 8322973. Chemical tanker. Length 102 m. Chinese flag. Classification society China Classification Society. Double hull ship built in 1984 in Imabari (Japan) by Higaki Zosen. Owned by Ningbo Silver Star Marine (China). Sold for demolition in Bangladesh.

Kapadokia (ex-Red Point, ex-Limbazhi, ex-Tenacity, ex-Marathon). IMO 7925962. Chemical tanker. Length 192 m, 11,432 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1984 in Gdansk (Poland) by Gdanska Lenina Shipyards. Detained in 2009 in Klaipeda (Lithuania). Sold for demolition in India. 482 \$ per ton.



Lady Anna (ex-Eringa, ex-Leona II, ex-Enerchem Avance, ex-Gaspe transport, ex-Arsene Simard). IMO 7208601. Chemical tanker. Length 131 m. Nigerian flag. Unknown classification society. Single hull ship built in 1972 in Sorel (Canada) by Marine Industries. Owned by Neptune Maritime (United States). Sold for an unknown destination of demolition.

New Jersey (ex-Fair Jolly, ex-Showme State, ex-Chem Pride, ex-Captain Lucas III, ex-Chempetrol Safina I, ex-Ocean Pioneer). IMO 8022133. Chemical tanker. Length 107 m, 2,895 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1980 in Akitsu (Japan) by Taihei Kogyo KK. Detained in 2004 in Cochin (India). Sold for demolition in India.



Ocean Camar (ex-Overseas Camar, ex-Camar, ex-Petrobulk Camar). IMO 8609527. Chemical tanker. Length 171 m, 10,730 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1988 in Tamise (Belgium) by Boelwerf. Owned by Blue Line Ship Management Co SA (Greece). Sold for demolition in Bangladesh. 575 \$ per ton.



Olympic (ex-Noc Najd, ex-Tomoe 565). IMO 8412924. Chemical tanker. Length 140 m, 4,153 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1984 in Yawatahama (Japan) by Kurinoura. Owned by Glory Ship Management Pte Ltd (Singapore). Detained in 2010 in Shenzhen (China) and in 2011 in Xiamen (China). Sold for demolition in India.



Penelope (ex-Ina, ex-Fondnes). IMO 8908870. Chemical tanker. Length 149 m, 6,955 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1996 in Szczecin (Poland) by Szczecinska. Owned by Polska Zegluga Morska PP (Poland). Sold for demolition in India. 525 \$ per ton.



Rising Om. IMO 8123676. Chemical tanker. Length 93 m, 1,296 t. Panamanian flag. Classification society RINA. Double hull ship built in 1984 in Savona (Italy) by Campanella. Owned by Pioneer Marine Services Pvt Ltd (India). Detained in 2006, 2009 and 2010 in Bushire (Iran). Sold for demolition in India.



Royal Aquarius (ex-Khirurg Vishnevskiy). IMO 8517102. Chemical tanker. Length 151 m, 6,194 t. Saint Kitts and Nevis flag. Classification society International Register of Shipping. Double hull ship built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Royal Marine Shipmanagement Pte Ltd (Singapore). Detained in 1999 in Rotterdam (The Netherlands) and in 2010 in Gibraltar (United Kingdom) and Bushire (Iran). Sold for demolition in Bangladesh.



Royal Pride (ex-Forth Sea, ex-Monte Chiaro, ex-Valdarno, ex-Jo Alder). IMO 8900309. Chemical tanker. Length 139 m, 4,427 t. Marshall Islands flag. Classification society RINA. Double hull ship built in 1992 in Viareggio (Italy) by Esercizio. Owned by Royal Marine Shipmanagement Pte Ltd (Singapore). Sold and towed for demolition in India.



Shaba Prima (ex-Caterina Tomacelli). IMO 6714495. Chemical tanker. Length 83 m, 738 t. Italian flag. Unknown classification society. Single hull ship built in 1967 in Pietra Ligure (Italy) by Cantiere del Mediterraneo. Owned by Crismare SpA (Italy). Sold for demolition in Turkey.



Stolt Acacia (ex-Stolt Australia). IMO 8512554. Chemical tanker. Length 119 m, 3,953 t. Cayman Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1986 in Shimonoseki (Japan) by Mitsubishi. Owned by Stolt Tankers (Norway). Detained in 2011 in Brisbane (Australia). Sold for demolition in India.



Taurus (ex-*C Felix*, ex-*Nur Al Jubail*, ex-*Tomoe 568*). IMO 8512372. Chemical tanker. Length 140 m, 4,252 t. Indian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1986 in Yawatahama (Japan) by Kurinoura. Owned by Kei-Rsos Maritime Ltd (India). Detained in 2007 in Bushire (Iran) and Cochin (India). Sold for demolition in India.



The Monseigneur (ex-*Solar*, ex-*Gulfsolar*). IMO 5137901. Chemical tanker. Length 207 m, 10,600 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1959 in Sparrows Point (United States) by Bethlehem Steel ; jumboized in 1997. Owned by American Heavy Lift Shipping (United States). Sold as is in Beaumont (United States) for demolition in the United States. 275 \$ per ton.



The Monseigneur, San Francisco Bay (United States), April 2006 © Chason Castro

Timat 1 (ex-*Tarnbris*). IMO 7912030. Chemical tanker. Length 106 m, 2,500 t. Nigerian flag. Unknown classification society. Double hull ship built in 1980 in Kalmar (Sweden) by Kalmar Varv. Owned by Timatone Ltd (United Kingdom). Sold for demolition in Bangladesh. 503 \$ per ton



Tonar (ex-*Onarfjell*, ex-*Anglo*, ex-*Queen Trader*, ex-*Proof Gallant*). IMO 7912381. Chemical tanker. Length 89 m, 1,500 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1980 in Slikkerveer (The Netherlands) by De Groot & Van Vliet. Owned by Karmøy Skipsconsult Management (Norway). Detained in 2007 in Vlaardingen (The Netherlands). Sold for demolition in India.



Zembra (ex-*Ben Aicha*). IMO 8406315. Chemical tanker. Length 173 m, 8,075 t. Tunisian flag. Unknown classification society. Double hull ship built in 1987 in Dunkirk (France) by Chantiers du Nord et de La Méditerranée. Detained in 2008 in Avonmouth (United Kingdom). At the end of her life as phosphoric acid carrier for her owner Marphocean (Morocco) the ex-*Ben Aicha* was sold in 2010 to the Tunisian Gabès Marine Tankers and today for demolition in India.



Oil / Bulk /Ore carrier (OBO)

Alster N (ex-*Alster Ore*). IMO 8418162. OBO. Length 340 m, 43,312 t. Liberian flag. Classification society Det Norske Veritas. Built in 1988 in Kaohsiung (Taiwan) by China SB Corp. Owned by Neu Seeschiffahrt GMBH (Germany). Sold for demolition in Bangladesh. 505 \$ per ton.



Alster N, ex-*Alster Ore* in Europoort (The Netherlands), mai 2006 © Derek Sands

Antonis A (ex-Monte Rosa, ex-Red Sapphire, ex-Selendang Delima, ex-Diana, ex-Cape, ex-Ferncape, ex-Arabian Trader). IMO 7923550. OBO. Length 173 m, 9,808 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1982 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Olympic Gulf Tankers (Greece). Sold for demolition in China. 460 \$ per ton.



Theodosia (ex-Kapitan Sokolov, ex-Kollbjorg). IMO 8113190. OBO. Length 206 m, 12,478 t. Greek flag. Classification society Det Norske Veritas. Double hull ship built in 1983 in Uddevalla (Sweden) by Uddevallavarvet. Owned by Halkidon Shipping Corp (Greece). Sold for demolition in China. 485 \$ per ton including 450 t of bunkers.



Yong Ping (ex-Ystwyth, ex-Highland Faith, ex-Ballerina, ex-Jarama). IMO 7922178. OBO. Length 243 m, 15,986 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1981 in Fredriksstad (Norway) by Fredriksstad MV. Owned by Sino Far East Ship Management Co Ltd (China). Detained in 2005 in Vancouver (Canada) and in 2006 in Qinhuangdao (China). Sold for demolition in China. 455 \$ per ton including 500 t of bunkers.



General cargo

Al Kawther (ex-New Legend Star, ex-Shyun Yuan 6, ex-Eastern Bright, ex-Hanbonn Brother, ex-Darya Lok). IMO 7628423. General cargo. Length 144 m, 3,746 t. Sierra Leone flag. Unknown classification society. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgil. Detained in 2000 in Singapore. Sold for demolition in India. 464 \$ per ton.



Alima (ex-Zhou Ji n°8, ex-Sunjoo Ace, ex-Young Princess, ex-Yoshiga Maru n°21, ex-Kuki Maru n°3). IMO 8135693. General cargo. Length 66 m, 1,300 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1982 in Higashino (Japan) by Sokooshi. Detained in 2003 in Chiba (Japan) and in 2007 in Kolkata (India). Sold for demolition in Pakistan.



Ambassador (ex-Fortune Express, ex-OMS Eagle, ex-Seisho, ex-Seisho Maru). IMO 8002066. General cargo. Length 105 m, 2,096 t. Sierra Leone flag. Unknown classification society. Built in 1980 in Imabari (Japan) by Nishi Zosen. Owned by Pacific Timor Shipping Agency (Singapore). Detained in 2001 in Singapore, in 2003 in Saigon (Vietnam) and Manila (Philippines), in 2007 in Kolkata (India), in 2008 in Guangzhou (China) and in 2011 again in Kolkata. Sold for demolition in Bangladesh.



American Racer. IMO 6414069. General cargo. Length 165 m, 8,067 t. United States flag. No classification society. Built in 1964 in Chester (United States) by Sun ShipBuilding & Drydock. Owned by US MARAD (United States). The *American Racer* operated on both commercial service and military charter. She participated in the operation "Frequent Wind", the air evacuation after the fall of Saigon in 1975. In February 2011, the ship left the Suisun Bay Reserve fleet in California (United States) for demolition by the ESCO Marine shipyard in Brownsville, Texas.



The *American Racer* en route to San Francisco, California, December 1976 © PMARS



Being demolished in Brownsville, Texas, April 2011 © Captain Peter / Shipspotting

Amna A (ex-Stevens Trader, ex-Baltic Trader, ex-Patric, ex-Patricia I, ex-Patricia, ex-Scol Action). IMO 7034880. General cargo. Length 88 m. Georgian flag. Classification society Bureau Veritas. Built in 1970 in Neuenfelde (Germany) by Sietas Schiffswerft. Owned by Mustafa Shipping Co Ltd (Syria). Sold for demolition in Turkey.



Aqua Blessing (ex-Ionian Princess, ex-Sportsqueen, ex-Sportsman, ex-Chain Sportsman, ex-Young Sportsman, ex-Van Ocean). IMO 7641097. General cargo. Length 156 m, 6,438 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 in Onomichi (Japan) by Onomichi Zosen. Owned by Aquagulf Ltd (United Arab Emirates). Detained in 2007 in San Juan (Porto Rico). Sold for demolition in Pakistan. 450 \$ per ton.



Arctic Star (ex-Tegra, ex-Akademik Glushko). IMO 8603418. General cargo. Length 131 m, 3,399 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1991 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Solchart Ltd Oy (Finland). Sold for demolition in India. 500 \$ per ton.



November 2004, in Workington, United Kingdom © Derek

Bay (ex-Export Bay). IMO 5111012. General cargo. Length 150 m, 7,494 t. United States flag. No classification society. Built in 1961 in San Diego (United States) by National Steel. She began a commercial career for American Export Lines but was chartered from 1966 to 1971 by the US Military Sea Transportation Service to carry equipment and supplies to the US troops in Vietnam. In 1977 she was sold to the US MARAD. Since 1993, she was laid up in the Suisun Bay Reserve Fleet in California. In 2009 the vessel's physical integrity is considered as « very degraded » while her age (less than 50 years old) does not make her a ship with a significant historical interest; she is then fated to demolition. The contract for her demolition in an American ship-breaking yard is awarded in 2011.



Bright Star 1 (ex-Bright Star, ex-Neptune Peridot, ex-Gemini). IMO 7620598. General cargo. Length 143 m, 4,007 t. Panamanian flag. Classification society Hellenic Register of Shipping. Built in 1977 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Marine Fleet Management Pvt (Pakistan). Detained in 2003 in Kunsan (South Korea) and in 2004 in Guangzhou (China). Sold for demolition in Pakistan. 449 \$ per ton.



Bukit Timah (ex-Thor Tribute, ex-Flame, ex-Solin, ex-Spyros A. Lemos). IMO 8422694. General cargo. Length 176 m, 8,355 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias-Thesen. Owned by Nobpac Shipping Pte Ltd (Singapore). Detained in 2006 in Rouen (France). Sold for demolition in India. 468 \$ per ton.



Cape Syros (ex-Cape Spyros, ex-Pola). IMO 7705491. General cargo. Length 143 m, 4,046 t. Cyprus flag. Classification society Det Norske Veritas. Built in 1978 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Cape Shipping SA (Greece). Detained in 2003 in Saint-John (Canada). Sold for demolition in Pakistan. 481 \$ per ton.



Capital Sun (ex-*Utilitas*, ex-*May*, ex-*Delfborg*). IMO 7716440. General cargo. Length 83 m. Dominican flag. Classification society Hellenic Register of Shipping. Built in 1978 in Makkum (The Netherlands) by Amels Bv. Owned by Neptun Denizcilic Limited (Turkey). Sold for demolition in Turkey.



Chao Yang Men (ex-*Ebenezer*, ex-*Norbulk Teak*, ex-*Indian Resource*, ex-*Australian Express*, ex-*Kriti Rubi*). IMO 7635414. General cargo. Length 151 m, 5,008 t. Kiribati flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Nagasaki (Japan) by Mitsubishi. Owned by COSCO (China). Detained in 2000 in Singapore. Sold for demolition in India. 485 \$ per ton.



Cote Aranza (ex-*Cote Araza*, ex-*Elwood*, ex-*Georgios S*, ex-*Eyboia*, ex-*Evia*, ex-*Binissalem*, ex-*Sota aranzazu*). IMO 7703675. General cargo. Length 83 m. Panamanian flag. Unknown classification society. Built in 1978 in Zumaya (Spain) by Balenciaga. Detained in 2004 in Koper (Slovenia) and in 2005 in Lisbon (Portugal), Ijmuiden (The Netherlands) et Greenore (Ireland). Sold for an unknown destination of demolition.



Cristobal (ex-*Sea Star*, ex-*Sea Fortune*, ex-*Southgate*, ex-*Kapitan Temkin*, ex-*Bacho Kiro*). IMO 8503486. General cargo. Length 158 m, 6,835 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Sudo Service Ukraine Ltd (Ukraine). Detained in 2003 in Santander (Spain) and Antwerp (Belgium), in 2007 in Rouen (France) and in 2010 in Vishakhapatnam (India). Sold for demolition in India.



Dawn (ex-*African Dawn*). IMO 5400085. General cargo. Length 174 m. United States flag. No classification society. Built in 1963 in Pascagoula (United States) by Litton Ingalls. Launched for commercial service for Farrell Lines, she was acquired by the US MARAD in 1988. Downgraded to non retention status in 2004, she was waiting for disposal in the Suisun Bay Reserve Fleet. After the cleaning of her hull in San Francisco and towing through the Panama canal, she will be demolished by ESCO Marine shipyards in Brownsville, Texas.



Delphin (ex-*Bayburt 5*, ex-*Sea Express*, ex-*Cypriot Wave*, ex-*Belgrano*, ex-*EA Success*, ex-*Stubbenhuk*). IMO 7619331. General cargo. Length 129 m, 4,410 t. Sierra Leone flag. Classification society International Ship Classification. Built in 1978 in Kiel (Germany) by Howaldtswerke-DW. Owned by Seahorse Shipping (Turkey). Detained in 2001 in Antwerp and in 2009 in Nikolayev (Ukraine). Sold for demolition in India. 485 \$ per ton.



Destiny (ex-*Blue Lady*, ex-*Lady Flora*, ex-*Splendour*, ex-*irisa*, ex-*Risan*). IMO 8131946. General cargo. Length 175 m, 6,256 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Warnemünde (Germany) by Warnowwerft. Owned by CB Marine Ltd (United Kingdom). Detained in 1999 in Gdynia (Poland) and Antwerp (Belgium) and in 2006 in Rouen (France). Sold for demolition in Bangladesh.



Dove (ex-*Dove Arrow*, ex-*Egda*). IMO 7380746. General cargo. Length 182 m, 10,778 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1974 in Toyama (Japan) by Nipponkai. Owned by SMT Shipmanagement (Cyprus). Sold for demolition in India. 502 \$ per ton. The *Dove* arrived on ballast in Chittagong on February 17th; since then, she has been « waiting for instructions », or rather for her clearance to be beached for demolition granted on April 12th.



Dove off Norfolk, Virginia (United States), October 2010
© Lorraine Morrill

Dubai Discovery (ex-Gulf Rose, ex-STK-1006). IMO 8422632. General cargo. Length 82 m, 1,015 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Rosslau (Germany) by Elbewerften. Owned by Sharaf Shipping Agency LL (United Arab Emirates). Sold for demolition in India. 435 \$ per ton.



Ducky Sapphire (ex-Pacific Islander, ex-Pacific Princess). IMO 7714882. General cargo. Length 155 m, 6,327 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Kochi (Japan) by Shin Yamamo. Owned by TMT Co Ltd (Taiwan). Detained in 2004 in Fukuoka (Japan) and in 2006 in Singapore. Sold for demolition in India. 500 \$ per ton.



Eldore III (ex-Lark, ex-Apollonia Trader, ex-Luzon Trader, ex-Falcon Trader, ex-Falcon Trador, ex-Island Fortune). IMO 7616133. General cargo. Length 133 m, 3,680 t. Moldavian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Eurotrade (Turkey). Detained in 2004 in Taranto (Italy) and Ploce (Croatia), in 2005 in Brindisi (Italy), in 2007 in Odessa (Ukraine), in 2008 in Novorossiysk (Russia), in 2010 in Sevastopol (Ukraine) and in 2011 in Mumbai (India). Sold for demolition in India.



Eleana (ex-Glan, ex-Triglav, ex-Bhavu Bhuti). IMO 7719210. General cargo. Length 152 m, 6,284 t. Maltese flag. Classification society Det Norske Veritas. Built in 1981 in Pula (Croatia) by Uljanik. Owned by G Bulk Corp (Greece). Sold for demolition in India. 507 \$ per ton.



Emzari (ex-Salim, ex-Ikariada, ex-Lydia, ex-Daphne, ex-Lagada). IMO 7608100. General cargo. Length 119 m, 2,847 t. Sierra Leone flag. Classification society Maritime Lloyd. Built in 1976 in Kagoshima (Japan) by Kagoshima Docks. Detained in 2007 in Nikolayev (Ukraine) and Novorossiysk (Russia) and in 2010 in Novorossiysk again. Sold for demolition in India.



Falak G (ex-Seasky, ex-Lora, ex-Lena, ex-Athinoula, ex-Eurolord, ex-Maemi, ex-Cederborg, ex-Carebeka VII, ex-North Trio). IMO 7208522. General cargo. Length 77 m. Slovakian flag. Classification society Bulgarski Koraben Registar. Built in 1972 in Vestnes (Norway) by Salthammer and completed by Aukra Bruk. Owned by Sea Crystal Navigation (Greece). Detained in 1998 in Rotterdam (The Netherlands) and Brest (France), in 2000 in Rouen (France), in 2001 in Setubal (Portugal), in 2002 in Grado and La Spezia (Italy) and Castellon de la Plana (Spain), in 2003 in Almeria (Spain) and Koper (Slovenia), in 2004 in Split (Croatia) and in 2005 in Koper again. Sold for demolition in Turkey.



The Slovakian *Falak G* in Rijeka (Croatia), December 2010 © Shipspotting

Fatima 1 (ex-Jaikur III, ex-Aziza, ex-Makassar Express, ex-Equator Crystal, ex-Jenlink, ex-Scilla, ex-Elma Nueve). IMO 7633363. General cargo. Length 131m, 4,598 t. Saint Kitts and Nevis flag. Unknown classification society. Built in 1977 in Bardenfleth (Germany) by Schurenstedt. Owned by Pan Seas Shipping (United Arab Emirates). Sold for demolition in Pakistan. 435 \$ per ton.



Fima (ex-*Alla*, ex-*Sormovsky 23*, ex-*750-Letiye Goroda Gorkogo*). IMO 7127900. General cargo. Length 114 m. Sierra Leone flag. Classification society International Register of Shipping. Built in 1971 in Nijni Novgorod (Russia) by Krasnoye Sormovo. Sold for demolition in Turkey.



Gamboa (ex-*Sea Power*, ex-*Sea Destiny*, ex-*Sea Eagle*, ex-*Canopus*, ex-*Presidente Gonzales Videla*, ex-*Rapel*). IMO 8218732. General cargo. Length 158 m, 6,988 t. Saint Kitts and Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Warnemünde (Germany) by Warnowwerft. Owned by Sudoservice Ukraine Ltd (Ukraine). Detained in 2007 in San Vicente (Chile), in 2008 in Tianjin (China) and in 2009 in Masan (South Korea). Sold for demolition in India. 483 \$ per ton.



Haj Khalil (ex-*Ahmos*). IMO 7532129. General cargo. Length 129 m, 3,540 t. Syrian flag. Unknown classification society. Built in 1979 in Alexandrie (Egypt) by Alexandria Shipyard. Owned by Ismail ShippingCo Ltd (Syria). Detained twice in 1998 in Rijeka (Croatia), in 2007 in Nikolayev (Ukraine), in 2009 in Theodosia (Greece) and in 2010 in Nikolayev again. Sold for demolition in India. 522 \$ per ton.



Haj Khalil leaving the port of Tartous, Syria, April 2008 © Mahmoud Shd

Han Zhong Men (ex-*Tia Estela*, ex-*Handy Viking*, ex-*Golden Viking*, ex-*Viking Trader*, ex-*Wood Star*, ex-*Balder Hope*). IMO 8029480. General cargo. Length 146 m, 4,417 t. Saint Vincent and the Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Sasebo (Japan) by Sasebo HI. Owned by Yem Shipping Co Lt (China). Sold for demolition in India. 475 \$ per ton.

Harmonia (ex-*Harrix*, ex-*Bettina*, ex-*Barkenkoppel*, ex-*Nordholm*). IMO 7530884. General cargo. Length 79 m, 1,181 t. Moldavian flag. Unknown classification society. Built in 1976 in Hinase (Japan) by Hashimoto. Owned by Mantic Marine Co (Greece). Detained in 2010 in Koper (Slovenia). Sold for demolition in India.



Hibiscus One (ex-*Hibiscus*, ex-*Nedlloyd Pacific*, ex-*Euro Colombia*, ex-*Miriam Borchard*, ex-*Maersk Primo*, ex-*Early American*, ex-*Kahira*, ex-*Hansetor*). IMO 7726976. General cargo. Length 104 m, 2,474 t. Panamanian flag. Unknown classification society. Built in 1978 in Neuenfelde (Germany) by JJ Sietas. Owned by Royal Shipping Co Ltd (Tanzania). Detained in 2001 in Singapore. Sold for demolition in India. 483 \$ per ton.



Jaikur I (ex-*Beirut*, ex-*Heron*, ex-*Mariachris K*, ex-*Chubut*). IMO 7406502. General cargo. Length 159 m, 5,647 t. Panamanian flag. Unknown classification society. Built in 1977 in Olaveaga (Spain) by AESA. Owned by Gulf Energy Ltd (United Arab Emirates). Detained in 2000 in Singapore and in 2006 in Mormugao (India). Sold as is in South Africa for demolition in Pakistan.



Jaikur II (ex-*Edough*). IMO 7420235. General cargo. Length 126 m, 2,940 t. Comorian flag. Unknown classification society. Built in 1977 in Travemunde (Germany) by Schlichting. Sold for demolition in Pakistan.



Kamnik. IMO 7507241. General cargo. Length 147 m, 6,005 t. Singapore flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Osaka (Japan) by Mitsu. Owned by Genshipping Pacific (Singapore). Detained in China in 2002 in Hong Kong and Qingdao and in 2004 in Hong Kong again. Sold for demolition in India.



King Fortune (ex-Fadel Arab, ex-Rickmers Dalian, ex-Thermaikos II, ex-CGM Kleber, ex-Padrone, ex-Oakbank, ex-Nausicaa). IMO 7522007. General cargo. Length 171 m, 8,495 t. Saint Vincent and the Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Oslo (Norway) by Nylands Verksted. Owned by Nanjing KingShip Management Co Ltd (China). Detained in 1998 in Hamburg (Germany), in 1999 in Rotterdam (The Netherlands) and in 2000 in Antwerp (Belgium). Sold for demolition in India. 520 \$ per ton.



King Will (ex-Yangon Star, ex-Bombay Star, ex-Zim Marseille, ex-Kobe Star). IMO 7713735. General cargo. Length 165 m, 7,783 t. Saint Vincent and the Grenadines flag. Classification society American Bureau of Shipping. Built in 1979 in Hakodate (Japan) by Hakodate Dock. Owned by Nanjing King Ship Management Co (China). Sold for demolition in India. 499 \$ per ton.

KS Kosmos (ex-Phayao Navee, ex-Far East Navee, ex-Wakamizu Maru). IMO 7807976. General cargo. Length 162 m, 7,823 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2003 in Immingham (United Kingdom) and in 2006 in Bristol (United Kingdom) and Singapore. Sold for demolition in India. 475 \$ per ton.



Lady Alexandra (ex-Silver Pearl, ex-Riga Trader, ex-Pioner Moskv). IMO 7334785. General cargo. Length 130 m. Saint Vincent and the Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Vega Shipping Co (Cyprus). Detained in 2000 in Lisbon (Portugal), in 2005 in Marina di Carrara (Italy) and in 2010 in Qingdao (China). Sold for an unknown destination of demolition.



Lady Laila (ex-Alexandros S, ex-Vigsnes, ex-General Jacinto). IMO 7700544. General cargo. Length 107 m. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1979 in Ulsteinvik (Norway) by Kleven Mek. Verksted. Owned by El Reedy (Egypt). Detained in 2003, 2004 and 2005 in Constanta (Romania). Sold for demolition in Turkey.



Lady Nisreen (ex-Fifi F, ex-Ocean Leader, ex-Jasmine). IMO 8017683. General cargo. Length 84 m, 1,425 t. North Korean flag. Unknown classification society. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Detained in 2006 and 2008 in Novorossiysk (Russia). Sold for demolition in Pakistan.



Lincoln (ex-President Lincoln). IMO 5283956. General cargo. Length 171 m, 8,930 t. United States flag. No classification society. Built in 1961 in San Francisco (United States) by Bethlehem Pacific Coast for American President Lines; The *President Lincoln* was acquired in 1979 by the US MARAD. Initially sold for demolition to All Stars Metall, in Brownsville, Texas for 675.277 \$, i.e. 75 \$ per ton. The *Lincoln* had to be cleaned of growth and loose paint prior departure by BAE Systems in San Francisco. Significant leaks were discovered after this operation by the US Coast Guard inspectors. Thus, the vessel could not be cleared for ocean tow and had to be swapped over with the *President*, another Suisun Bay Reserve Fleet ship which was to be demolished in the new Californian ship-breaking yard Allied Defense Recycling.



Maldiva Enterprise (ex-Pantelis K, ex-Nirint Traveller, ex-Deco Oldenburg, ex-Santa Fe de Bogota, ex-Birmantara Satu, ex-Merkur Beach). IMO 8225395. General cargo. Length 150 m, 6,050 t. Maldives Islands flag. Classification society Det Norske Veritas. Built in 1982 in Rostock (Germany) by Neptun VEB. Owned by Maldives National Shipping Ltd (Maldives Islands). Sold for demolition in India.



Mana (ex-Thalassini Mana, ex-Thalassini Idea, ex-Young Statesman). IMO 7714739. General cargo. Length 154 m, 5,882 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1978 in Onomichi (Japan) by Onomichi Zosen. Owned by Good Faith



Shipping Co (Greece). Sold for demolition in Bangladesh.

Mandalay (ex-Mahndalay). IMO 8121070. General cargo. Length 148 m, 5,415 t. Burmese flag. Classification society Lloyd's Register. Built in 1983 in Bremerhaven (Germany) by Weser Seebeck. Owned by Myanma Five Starline (Burma). Detained in 2001 and 2004 in Singapore. Sold for demolition in India. 495 \$ per ton including 150 t of bunkers.



Miss Kikaki (ex-Egretta, ex-Pericles, ex-San Juan). IMO 7411284. General cargo. Length 149 m, 5,170 t. Panamanian flag. Classification society Bureau Veritas. Built in 1976 in Bremerhaven (Germany) by Weser Seebeck. Owned by Seatrans Management Enterprises (Greece). Detained in 2000 in Hamburg (Germany), in 2006 in Antwerp (Belgium), in 2009 in Kandla (India) and Yuzhnyy (Ukraine) and in 2010 in Setubal (Portugal). Sold for demolition in India. 510 \$ per ton



Monterey (ex-Clipper Fidelity, ex-Adventure, ex-Carnival Venture). IMO 7627924. General cargo. Length 143 m, 4,066 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Kure (Japan) by Ishikawajima-Harima. Owned by Aquafleet Shipping Ltd (Greece). Sold for demolition in India. 518 \$ per ton.



Nehad D (ex-Hunter, ex-Gee Hong, ex-Gileong, ex-Genius, ex-Equator Emerald, ex-Buana Sinar, ex-Carolina D, ex-Carolina, ex-Auvergne, ex-Tielbank). IMO 7636937. General cargo. Length 150 m, 5,250 t. Pavillon Cambodge. Classification society Hellenic Register of Shipping. Built in 1978 in Ross (Germany) by Howaldtswerke-DW. Owned by Dergham C Co (Syria). Detained in 2000, 2002 and 2005 in Singapore, in 2008 in Novorossiysk (Russia) and in 2010 in Mundra (India). Sold for demolition in India.



New Hope (ex-Renata, ex-Ataduru, ex-Antwerpa, ex-Arma, ex-Antonio Machado). IMO 7826491. General cargo. Length 144 m, 4,240 t. Togolese flag. Unknown classification society. Built in 1981 in Olaveaga (Spain) by Astilleros Espanoles SA. Owned by Alfahed Shipping SA (Honduras). Detained in 1998 in Rotterdam (The Netherlands) and in 2002 in Eleusis (Greece). Sold for demolition in Turkey.



New Legend Harvest (ex-Uthai Navee, ex-Bosco VI, ex-Trade Concord, ex-Wakagiku Maru). IMO 7612773. General cargo. Length 162 m, 7,961 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Tsurumi (Japan) by Nippon KK. Owned by Ching Tung Shipping Co Ltd (China). Detained in 2010 in Quanzhou (China). Sold for demolition in India. 515 \$ per ton.



New Legend Sun (ex-Hong Yuan, ex-Angelica Schulte, ex-Christianeex-Lorence, ex-Florence Schroder). IMO 7412927. General cargo. Length 139 m, 3,500 t. Panamanian flag. Classification society China Classification Society. Built in 1976 in Bremerhaven (Germany) by Rickmers. Owned by Pan Seas Shipping LLC (United Arab Emirates). Detained in 2002 in Yeosu (South Korea) and in 2006 in Kandla (India). Sold for demolition in India.



Nord Scan Mumbai (ex-Lundeborg, ex-Aspendos, ex-Phenix, ex-Kom, ex-Perseyex-Gajah Borneo, ex-Stellanova, ex-Jumbo Stellanovo, ex-Internavis II) IMO 7736335. General cargo equipped at the beginning of her career as *Internavis II* with two



combinable derricks; each one had a unit capacity of 220 t. Length 99 m, 3,119 t. Saint Vincent and the Grenadines flag. Classification society RINA. Built in 1978 in Grand-Quevilly (France) by Dubigeon-Normandie. Owned by Suntech Corp Co (United Arab Emirates). Detained in 2010 in Port Klang (Malaysia). Sold and towed for demolition in India. 455 \$ per ton.



Nord Scan Mumbai, anchored in Port Kelang (Malaysia), October 2010 © Mara / Shipspotting

Panama Express (ex-Delmas Surcouf, ex-DSR Qingdao, ex-CR Libreville). IMO 8130241. General cargo. Length 169 m, 9,091 t. Belgian flag. Classification society Bureau Veritas. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Anglo-Eastern Antwerp NV (Belgium). Detained in 2010 in Mumbai (India). Sold for demolition in India. 525 \$ per ton.



Patton I (ex-Ji Yang, ex-Superior, ex-Victoria IV, ex-Eiko Maru). IMO 8028709. General cargo. Length 71 m, 796 t. Panamanian flag. Unknown classification society. Built in 1981 in Kure (Japan) by Imamura. Owned by Ocean Shell Shipping LLC (United Arab Emirates). Detained in 2005 in Tokyo (Japan), and in 2009 and 2010 in Bandar Abbas (Iran). Sold for demolition in India.



Phearon (ex-Santa Barbara, ex-Krasica 1, ex-Krasica, ex-Sinaloa). IMO 7602209. General cargo. Length 159 m, 7,750 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1979 in Nakskov (Denmark) by A/S Nakskov. Owned by Shanghai Vasteast International Shipping (China). Detained in 2008 in Bandar Abbas (Iran). Sold for demolition in China. 470 \$ per ton.



Pioneer Sea (ex-Histria Pride, ex-Alexandria). IMO 8501737. General cargo. Length 158 m, 6,752 t. Maltese flag. Classification society Bureau Veritas. Built in 1987 in Galati (Romania) by Galati SN. Owned by Interunity Management Corp SA (Greece). Sold for demolition in India.



President (ex-President Roosevelt, ex-President Tyler). IMO 5284091. General cargo. Length 171 m, 8,930 t. United States flag. No classification society. Built in 1961 in San Francisco (United States) by Bethlehem Steel Co. Ship laid up in the Suisun Bay Reserve Fleet. Owned by US MARAD (United States). A contract of 3,1M \$ is awarded to Allied Defense Recycling for the recycling of the *President* and the *Solon Turman* in the new ship-breaking yard of Mare Island. In May though, the *President* has to be swapped over with the *Lincoln* which was planned to be demolished in Texas but was eventually not cleared for ocean tow.



© Keith Wood

Progress Lily (ex-Sailor, ex-Tramarco Sailor, ex-Artax, ex-Petra II, ex-Per Trader, ex-Pav Trader, ex-Pep Antares, ex-Mercandian Sky). IMO 7361738. General cargo. Length 89 m, 1,474 t. Maldives Islands flag. Unknown classification society. Built in 1975 in Oldenburg (Germany) by Brand. Sold for demolition in India. 475 \$ per ton.



QSM Dubai (ex-Tania, ex-Empros). IMO 7610062. General cargo. Length 144 m, 3,726 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1978 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Qawareb Ship Management (United Arab Emirates). Detained in 2007 in Tuticorin (India). Sold for demolition in India. 488 \$ per ton.



Rula (ex-Fair, ex-Medglory, ex-Fairlane). IMO 7533355. General cargo. Length 98 m, 1,944 t. Saint Vincent and the Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1977 in Slikkerveer (The Netherlands) by De Groot & Van Vliet. Owned by Seamasters International SA (Greece). Detained in 2003 in Marina di Carrara (Italy), in 2004 in Setubal (Portugal) and in 2009 in Venice (Italy). Sold for demolition in India.



Saeed (ex-Ouarsenis). IMO 7420209. General cargo. Length 126 m, 2,940 t. Comorian flag. Classification society Intertek Maritime Bureau. Built in 1976 in Travemunde (Germany) by Schlichting. Owned by Union Falcon Shipping LLC (United Arab Emirates). Detained in 1999 and twice in 2000 in Antwerp (Belgium), in 2001 in Hamburg (Germany), in 2003 in Aveiro (Portugal), in 2005 in Bilbao (Spain) and in Antwerp again, in 2006 in Antwerp and Hamburg, and in 2009 in Kandla (India). Sold for demolition in Pakistan.



San Fong (ex-Sphinx, ex-Sphinx I, ex-Atlantic Princess, ex-Green Light, ex-Sendan, ex-Sendan Maru). IMO 7718345. General cargo. Length 149 m, 6,453 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1978 in Kochi (Japan) by Kochi Jyuko. Owned by Unison Marine Corp (Taiwan). Detained in 2000 in Incheon (South Korea), in 2003 in Hong Kong, in 2007 in Tianjin (China) and in 2011 in Nantong (China). Sold for demolition in China. 435 \$ per ton.



Sea Way n°5 (ex-Tina I, ex-Celestina, ex-Triena, ex-Clelia HF). IMO 8913344. General cargo. Length 158 m, 6,810 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Varna (Bulgaria) by Varna Shipyard. Owned by Seaway Korea Co Ltd (South Korea). Detained in 2004 in Kunsan (South Korea) and in 2008 in Bandar Khomeini (Iran). Sold for demolition in India. 445 \$ per ton.



The Seaway No.5 in Shanghai, May 2010
© Vladimir Knyaz

Setubal Castle (ex-Summer, ex-Ming Summer). IMO 7618296. General cargo. Length 172 m, 8,218 t. Maltese flag. Classification society Bureau Veritas. Built in 1978 in Kaohsiung (Taiwan) by China SB Corp. Detained in 2003 in Novorossiysk (Russia). Sold for demolition in India. 498 \$ per ton.



S Gabriel (ex-Sea Breeze). IMO 9251511. General cargo. Length 100 m. German flag. Classification society Germanischer Lloyd. Built in 2002 in Wuhan (China) by Qingshan. Owned by Briese Schiffahrts GmbH & Co KG (Germany). Ship in casualty in December 2009 in the Azores islands, then towed for repair in Germany and finally sold for demolition au Denmark.

Shakhtar (ex-Ivan Pereverzev). IMO 8330334. General cargo. Length 162 m. Deflagged from Ukraine to Moldavia for her last journey. Unknown Classification society. Built in 1984 in Kherson (Ukraine) by Khersonskiy SZ. Owned by DONBASS (Ukraine). Detained in 1999 and 2000 in Antwerp (Belgium), in 2004 in Lisbon (Portugal), in 2009 in Bandar Abbas (Iran) and Mundra (India). Sold for demolition in Bangladesh.



Solon Turman. IMO 5333660. General cargo. Length 180 m, 8.610 t. United States flag. No classification society. Built in 1961 in Sparrows Point (United States) by Bethlehem Steel ; jumboized in 1981 and lengthened from 150 to 180 m. Owned by US MARAD (United States). Laid up in Suisun Bay Reserve Fleet, the *Solon Turman* is the first recycling contract awarded by the US Administration to Allied Defense Recycling. The ship-breaking yard has re-opened two drydocks of the ex naval base of Mare Island, north of San Francisco (United States) (See also p 3 United States).



Sol Trader (ex-*Sletringen*, ex-*Mina Mare*, ex-*Ares*, ex-*Ami*, ex-*Vaccare*s, ex-*Roche Maurice*). IMO 7504184. General cargo. Length 63 m. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1976 in Brattvaag (Norway) by Brattvaag Johansen. Owned by Val Management Co Ltd (Croatia). Detained in 1999 in Santander (Spain), in 2001 in Murmansk (Russia) and Haugesund (Norway), in 2005 in Koper (Slovenia), in 2008 in Eleusis (Greece) and three times in Koper (Slovenia) and in 2009 in Koper again. The ship is finally sold and towed for demolition in Turkey.



Sun Suma (ex-*La Costa*). IMO 7631511. General cargo. Length 182 m, 10,845 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Chiba (Japan) by Mitsui. Owned by SMT – Ship Management & Transport Gdynia Ltd (Poland). Detained in 1999 in Antwerp (Belgium) and in 2003 in Westernport (Australia). Sold for demolition in India. 510 \$ per ton.



Svyatoy Iakov (ex-*Clifford Castle*, ex-*Star Drottanger*, ex-*Star Magnate*). IMO 7620627. General cargo. Length 182 m, 11,502 t. Panamanian flag. Classification society RINA. Built in 1978 in Tamano (Japan) by Mitsui. Owned by Fedcom Shipping (Ukraine). Sold for demolition in India. 468 \$ per ton.



The *Svyatoy Iakov*, in Istanbul (Turkey), August 2010 © Frank Behrends

Svyatoy Konstantin (ex-*Windsor Castle*, ex-*Woensdrecht*, ex-*Nedlloyd Abidjan*, ex-*Altamira*, ex-*Star Lorraine*). IMO 8010702. General cargo. Length 182 m, 11,180 t. Panamanian flag. Classification society RINA. Built in 1982 in Landskrona (Sweden) by Oresundsvarvet. Owned by Fedcom Shipping (Ukraine). Detained in 2010 in Limassol (Cyprus) and in Xiamen (China). Sold for demolition in India.



Szczecin. IMO 8302222. General cargo. Length 139 m, 7,140 t. Maltese flag. Classification society Polski Rejestr Statkow. Built in 1987 in Gdynia (Poland) by les Komuny Paryskiej Shipyards. Owned by Euro-Africa Linie (Poland). Sold for demolition in India. 500 \$ per ton.



Tais C (ex-*Annemarie B*, ex-*L'Armorique*, ex-*Bangor*, ex-*Brabo*, ex-*Norasia Adria*). IMO 8111269. General cargo. Length 89 m. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Ruisbroek (Belgium) by Fulton Marine. Owned by Chariot Global Shipmanagement Ltd (Bulgaria). Detained in 2005 in Antwerp (Belgium) and in 2009 in A Coruña (Spain). Sold for an unknown destination of demolition.



Teeba (ex-*Emirates 2*, ex-*Atiat Allah*, ex-*Jerez*, ex-*Saint James Legent*, ex-*Four Sea*, ex-*Alex G*, ex-*Gun*, ex-*Falstria*, ex-*Trader Ship*, ex-*Holger Sif*). IMO 6717277. General cargo. Length 73 m, 500 t. Panamanian flag. Unknown classification society. Built in 1967 in Bergum (The Netherlands) by Bodewes Hoogezand. Owned by Al Beshar Emaa (United Arab Emirates). Detained in 2003 in Constanta (Romania). Sold for demolition in Pakistan.



Tegra (ex-*Laridea*, ex-*Aspasia L*, ex-*Akamas*, ex-*Saronikos II*, ex-*Cervinia II*, ex-*Cervinia*, ex-*Transpacific*, ex-*Saronikos*). IMO 7529172. General cargo. Length 150 m, 5,150 t. Bolivian flag. Classification society Guardian Bureau Of Shipping. Built in 1978 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by Atlantic Ice Carriers (The Netherlands). Detained in 2011 in Nikolayev (Ukraine). Sold for demolition in India. 500 \$ per ton.



Thor Transporter (ex-*Planet*, ex-*Anemos*, ex-*R. Dedeoglu*, ex-*Oranienburg*, ex-*Brandenburg*). IMO 8606599. General cargo. Length 178 m, 8,399 t. Thai flag. Classification society Bureau Veritas. Built in 1986 in Wismar (Germany) by Mathias-Thesen. Owned by Thoresen & Co Ltd (Thailand). Detained in 1998 in Barcelone (Spain) and Hamburg (Germany). Sold for demolition in India. 504 \$ per ton.



Trader (ex-*Rizcun Trader*, ex-*Regina S*). IMO 7627912. General cargo. Length 143 m, 3,983 t. Comorian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Kure (Japan) by Ishikawajima-Harima. Owned by Lantau Link Ltd (China). Sold for an unknown destination of demolition.

Twin (ex-*Volgo-Balt 140*). IMO 8230144. General cargo. Length 114 m, 1,209 t. Cambodian flag. Classification society Shipping Register of Ukraine. Built in 1971 in Komarno (Slovakia) by Zavody Tazk. Owned by Valship (Ukraine). Detained in 2000 in Szczecin (Poland), in 2009 in Rostov (Russia) and in 2010 in Nikolayev (Ukraine). Sold for demolition in Turkey. 292 \$ per ton.



Vasiliki (ex-*Agios Georgios*, ex-*Eleni*, ex-*Mini Lead*). IMO 7021259. Marchandise diverses. Length 65 m. Greek flag. Unknown classification society. Built in 1970 in Murora (Japan) by Hakodate Dock. Owned by Galatia Shipping (Greece); used as barge at the end of her career. Sold for demolition in Turkey.



Vladimir Timofeyev. IMO 7310636. General cargo. Length 150 m, 5,575 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Northern Shipping Co (Russia). Detained in 2007 and 2008 in Antwerp (Belgium). Sold for demolition in India.



Waadhee Moon (ex-*Hee Sung*, ex-*Jang Yung n°31*, ex-*Kyung II*). IMO 8428234. General cargo. Length 76 m, 810 t. Maldives Islands flag. Unknown classification society. Built in 1985 in Pohang (South Korea) by Hyangdo. Detained in 2001 in Niigata (Japan). Sold for demolition in India.



Ro Ro

Carmania Express (ex-*Kjell Sverre*, ex-*Scan Carrier*, ex-*Jolly Giallo*, ex-*Akademik Gorbunov*). IMO 8500678. Ro Ro. Length 181 m, 11,128 t. Maltese flag.



Classification society RINA. Built in 1986 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by Valiant Shipping SA (Greece). Detained in 2004 in Antwerp (Belgium). Sold for demolition in India. 518 \$ per ton.



Carmania Express in Valletta (Malta) February 2010
©Derek Lilley

Charlottenburg (ex-Kukawa, ex-Saint-Romain, ex-Hoegh Biscay, ex-Romain Delmas). IMO 7813705. Ro Ro. Length 189 m, 15,154 t. Singapore flag. Classification society RINA. Built in 1981 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by Jutha Phakakrong Shipping (Singapore). Detained in 2002 in Hamburg (Germany), in 2007 in Antwerp (Belgium), Rouen and Bordeaux (France), in 2009 in Antwerp again and in 2010 in Rouen again. Sold for demolition India. 513 \$ per ton.



Charlottenburg, on the Seine River, March 2010
© Pascal Bredele

Cheerleader (ex-MMM Mersey, ex-Able Monarch, ex-Superroro 100, ex-Aboitiz Superroro, ex-Wild Iris, ex-Yudai Maru). IMO 8131049. Ro Ro. Length 128 m, 3,675 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Usuki (Japan) by Usuki Tekkosho. Owned by Shinko Kaiun Co Ltd (Japan). Detained in 2000 in Kanto (Japan), in 2004 and 2006 in Yokohama (Japan) and in 2009 in Singapore. Sold for demolition in Pakistan.



Diana G (ex-Kristina, ex-Kompozitor Dargomyzhskiy). IMO 8512310. Ro Ro. Length 125 m. Saint Vincent and the Grenadines flag. Unknown classification society. Built in 1985 in Rostock (Germany) by Neptun Schiffswerft. Owned by Sunsail Shipping (Ukraine). Detained in 2009 in Palermo (Italy). Sold for demolition in Turkey



Jolly Arancione (ex-Maersk Arizona, ex-LTC Calvin P Titus, ex-Albert Maersk, ex-Adrian Maersk). IMO 7361180. Ro Ro. Length 224 m. Italian flag. Classification society RINA. Built in 1975 in Steinwerder (Germany) by Blohm & Voss. Owned by Ignazio Messina & C SpA (Italy). Detained in 2004 in Vladivostok (Russia). Sold for demolition in India.



Maersk Tennessee (ex-PVT Franklin J Phillips, ex-PVT.Harry Fisher, ex-Evelyn Maersk). IMO 7717169. Ro Ro. Length 230 m. United States flag. Unknown classification society. Built in 1980 in Lindo (Denmark) by Odense Staalskibs; jumboized in 1984 and lengthened from 182 to 230 m. Sold for demolition in China.



Naesborg (ex-Rosario, ex-Rosanne, ex-Daisy, ex-Euroshipping 2, ex-Magnitogorsk). IMO 7359553. Ro Ro. Length 205 m, 14,811 t. Liberian flag. Classification society RINA. Built in 1976 in Vuosaari (Finland) by Valmet. Owned by Nordana Line A/S (Denmark). Detained in 2010 in Jacksonville (United States). Sold for demolition in India. 500 \$ per ton.



Sea Way n°6 (ex-Al Barakah, ex-Sentinel, ex-Nordana Challenger, ex-Sentinel I, ex-Vera K, ex-Murom). IMO 8922541. Ro Ro. Length 173 m, 8,840 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1989 in Warnemünde (Germany) by Warnowwerft. Owned by Seaway Korea Co Ltd (South Korea). Detained in 2003 in Constanta (Romania), in 2004 in Venice (Italy), in 2005 in Tianjin (China) and in 2007 in Bandar Khomeini (Iran). Sold for demolition in India. 452 \$ per ton.



Star 7 (ex-*Michail Arhangelos*, ex-*Realminas*, ex-*Lvov*, ex-*Global Sea*, ex-*Knud Jespersen*). IMO 7637266. Ro Ro. Length 133 m, 3,530 t. Tanzanian flag. Unknown classification society. Built in 1979 in Copenhagen (Denmark) by B&W Skibsværft. Owned by Sea Wind Maritime (Greece). Detained in 2008 in Saldanha Bay (South Africa) and in 2009 in Haiphong (Vietnam). Sold for demolition in India. 465 \$ per ton.



Viljandi (ex-*Vilyandi*, ex-*Merwehaven*, ex-*Uniroller*, ex-*Boris Buvin*). IMO 7740465. Ro Ro. Length 139 m, 6,016 t. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Saint Petersburg (Russia) by A. Zhdanov Shipyards. Sold for demolition in India.

Container ship

Green Valley (ex-*Mare Hibernum*, ex-*ACX Seagull*, ex-*Saudi Buraydah*). IMO 9101807. Container ship. Length 149 m. Bahamian flag. Classification society American Bureau of Shipping. Built in 1995 in Szczecin (Poland) by Szczecinska. Owned by Wallem Shipmanagement Ltd (Norway). Detained in 2010 in Hong Kong. Sold for demolition in Bangladesh.



Heron (ex-*Hero*, ex-*CP Her*, ex-*Lykes Hero*, ex-*Cast Progress*, ex-*Alligator Reliance*, ex-*Astro Prosperity*). IMO 8609254. Container ship. Length 242 m, 14,763 t. Bermuda flag. Classification society Det Norske Veritas. Built in 1986 in Numakuma (Japan) by Tsuneishi. Owned by Hapag-Lloyd AG (Germany). Detained in 2009 in Houston (United States). Sold for demolition in India.



Hero, in Antwerp, November 2009. © **Sim Moes**

Jade (ex-*TMS Jade*, ex-*ACX Jade*, ex-*Bonita Ace*). IMO 7425510. Container ship. Length 118 m, 2,503 t. Saint Kitts and Nevis flag. Classification society Biro Klasifikasi Indonesia. Built in 1975 in Yoshiumi (Japan) by Oshima Dock. Owned by SALS Shipping Pvt Ltd (India). Sold for demolition in India.



Ji Feng (ex-*ACX Bizen*, ex-*Sinar Timur*, ex-*Tunghai*, ex-*Maenam Bridge*, ex-*Kansai Pioneer*). IMO 8110045. Container ship. Length 113 m, 2,909 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Kochi (Japan) by Kochi Jyuko. Owned by Jipeng (Fuzhou) Ship Management Co Ltd Company (China). Detained in 2008 in Nagoya (Japan). Sold for an unknown destination of demolition.



Kanivu (ex-*Dubai Ambition*, ex-*TS Keelung*, ex-*Livorno Senator*, ex-*Sachsen*, ex-*Sea Swift*, ex-*Otto Grotewohl*). IMO 8705436. Container ship. Length 174 m, 8,560 t. Indian flag. Classification society Indian Register of Shipping. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Trans Asian Shipping Services Ltd (India). Detained in 2003, 2004 et 2006 in Hong Kong and in 2009 in Bandar Abbas (Iran). Sold for demolition in India. 515 \$ per ton.



Kormoran (ex-*Eliana*, ex-*Panayiota*, ex-*Hibiscus II*, ex-*Hibiscus*, ex-*Oleander*). IMO 7722619. Container ship. Length 97 m, 1,975 t. Saint Vincent and the Grenadines flag. Unknown classification society. Built in 1978 in Shimizu (Japan) by Miho. Detained in 2009 in Limassol (Cyprus). Sold for demolition in Aliaga (Turkey).



Lautan Arafura (ex-*Green Ridge*, ex-*Woermann Mercur*, ex-*Sloman Mercur*, ex-*Carol Mercur*). IMO 7707671. Container ship. Length 148 m, 6,727 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1979 in Kiel (Germany) by Howaldtswerke-DW. Owned by Sumber Bahari Pt (Indonésie). Sold and towed for demolition in India. Where she arrives as *Uta*. 448 \$ per ton.



MSC Alpana (ex-*Indfex SCI*, ex-*Zim Beijing*, ex-*Oregon Star*, ex-*Angela*, ex-*Uruguay Express*, ex-*Alemania Express*). IMO 7711567. Container ship. Length 204 m, 13,580 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1978 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by MSC – Mediterranean Shipping Company (Suisse). Detained in 2001 in Singapore, in 2003 in Naples (Italy) and in 2004 in Antwerp (Belgium). Sold for demolition in Bangladesh.



MSC Carole (ex-*Vega*, ex-*Seaboard Santiago*, ex-*Pamina*, ex-*CP Hunter*). IMO 7906928. Container ship. Length 178 m, 8,901 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1980 in Wismar (Germany) by Mathias-Thesen. Owned by MSC – Mediterranean Shipping Company (Suisse). Sold for demolition in Bangladesh.



MSC Chitra (ex-*Crystal 1*, ex-*APL Crystal*, ex-*NOL Crystal*, ex-*Neptune Crystal*). IMO 7814838. Container ship. Length 231 m, 14,700 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1980 in Kure (Japan) by Ishikawajima-Harima. Owned by MSC – Mediterranean Shipping Company (Suisse). Detained in 2008 in Wellington (New Zealand) and Fremantle (Australia). August 7th, 2010, while leaving the port of Mumbai, the *MSC Chitra* collided with the general cargo carrier *Khalija 3* and capsized. The ship had a 75° list, the 33 crewmembers were rescued but 200 of the 1,419 containers of cargo were lost to the sea. The *MSC Chitra* was carrying hazardous materials (caustic soda, pesticides, chemical products, etc.) but also 2,662 t of fuel oil and 283 t of diesel: the hydrocarbons escaped the tanks, an oil spill polluted the seashore up to Elephanta Island whose caves are listed as a UNESCO's world heritage site. 6 months later, the ship is finally returned to the water, but on March 19th, 2011 while waiting for authorization to leave for demolition, her moorings broke; after two days the ship was taken under control and finally towed to be scrapped in Alang. 472 \$ per ton.



Oil spill and adrift containers around the *MSC Chitra*, August 2010 © [laborratte66](#) / [Vesseltracker](#)

MSC Namibia (ex-*Cap Vilani*, ex-*Laser Stream*, ex-*CGM Provence*, ex-*Adviser*, ex-*Asia Winds*). IMO 7383906. Container ship. Length 203 m, 13,513 t. Liberian flag. Classification society Lloyd's Register. Built in 1977 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by NKD Maritime BVI Ltd (United Kingdom). Sold for demolition in India.



MSC Shaula (ex-Mbashi, ex-CMBT America, ex-Fiona). IMO 7416856. Container ship. Length 201 m, 9,920 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Nakskov (Denmark) by A/S Nakskov. Owned by MSC – Mediterranean Shipping Company (Suisse). Sold for demolition in India. 452 \$ per ton.



MSC Sierra (ex-Sierra Express, ex-Cordillera Express). IMO 7383918. Container ship. Length 204 m, 13,925 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1977 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by CIEL Ship Management S.A (Greece). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



MSC Sudan (ex-Caribia Express, ex-Woermann Ulanga, ex-Scandutch Ledra). IMO 7383877. Container ship. Length 204 m, 13,678 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1976 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by MSC – Mediterranean Shipping Company (Suisse). Sold for demolition in India.



Xin He Shi Ba (ex-Xing Ning 58, ex-Dong XingAlexandros T, ex-Sonelca, ex-Maria, ex-Sun Canopus, ex-Canopus, ex-Piatra Olt). IMO 8501713. Container ship. Length 134 m. Panamanian flag. Classification society China Classification Society. Built in 1988 in Galati (Romania) by Santierul SN. Owned by Qingdao Marine Shipping (China). Detained in 2002 in Hamburg (Germany) and Ancona (Italy) and in 2006 in Kunsan (South Korea) and Shanghai (China). Sold for demolition in China.



Yong Yue 8 (ex-Singapore Glory, ex-China Express). IMO 8315839. Container ship. Length 112 m. Chinese flag. Classification society China Classification Society. Built in 1985 in Shanghai (China) by Zhonghua Shipyard. Owned by Zhoushan Yongyue Shipmanagement Co (China). Detained in 2003 in Hong Kong and in 2004 in Vostochny (Russia). Sold for demolition in China.



Bulk carrier

Anastasia. IMO 7410864. Bulk carrier. Length 173 m, 7,654 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by Chartworld Shipping Corp (Greece). Sold for demolition in China.



Angelia (ex-Angelia P, ex-Ocea, ex-Ocean Victor, ex-Al Samie). IMO 7705582. Bulk carrier. Length 168 m, 5,706 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1979 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Middelbourg Trading Inc (Greece). Detained in 2010 in Vishakhapatnam (India). Sold for demolition in Pakistan. 505 \$ per ton.



Angelia, leaving Santos (Brazil), June 2008 © Rafael Ferreira Viva

Angelo della Gatta (ex-St. John, ex-Iron Master, ex-Pacific Challenge). IMO 7930694. Bulk carrier. Length 264 m, 20,178 t. Italian flag. Classification society RINA. Built in 1982 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by Deilemar Shipping SpA (Italy). Detained in 1997 in Aabenraa (Denmark). Sold for demolition in India. 505 \$ per ton.



Angelucky (ex-Piemonte, ex-Agip Piemonte). IMO 8520484. Ex double hull tanker converted into a bulk carrier. Length 257 m, 22,537 t. Marshall Islands flag. Classification society RINA. Built in 1987 in Monfalcone (Italy) by Fincantieri. Owned by COSCO (China). Sold for demolition in China. 475 \$ per ton.



Antoine D (ex-Nobel Forum, ex-Forum Spirit, ex-Teekay Forum, ex-Bona Forum, ex-Hoegh Forum). IMO 8022511. Bulk carrier. Length 243 m, 17,314 t. Bahamian flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by DND Management (Greece). Sold for demolition in Bangladesh.



Avra (ex-Borzesti). IMO 8024521. Bulk carrier. Length 253 m, 17,790 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Constanta (Romania) by Constanta SN. Owned by Good Faith Shipping Co SA (Greece). Detained in 2000 in Astoria (United States), in 2001 in Rotterdam (The Netherlands) and Ningbo (China), in 2005 in Hamburg (Germany), in 2006 in Marin (Spain), in 2008 in Hamburg again and in 2009 in Hong Kong (China). Sold for demolition in India. 515 \$ per ton including 1.000 t of bunkers.



Bao Tong Hai (ex-Hellas, ex-Venanna, ex-Tali, ex-Pengall). IMO 8010960. Bulk carrier. Length 280 m, 19,790 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Sakaide (Japan) by Kawasaki. Owned by China Shipping Guangzhou (China). Detained in 1999 in Quebec (Canada) and Virginia Beach (United States) and in 2002 in Quebec again. Sold for demolition in Bangladesh. 500 \$ per ton.



Best Fortune (ex-Nikos O, ex-Marienvoy, ex-Africa Unity). IMO 8020575. Bulk carrier. Length 223 m, 12,377 t. Panamanian flag. Classification society RINA. Built in 1982 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Ocean Faith International Shipping Ltd (China). Detained in 2006 in Port-Headland (Australia) and in 2008 in Vancouver (Canada). Sold for demolition in China. 430 \$ per ton.



Bora (ex-Sambor, ex-Bob L, ex-Shiva Mahal, ex-Kypros Alpha, ex-Mayombe, ex-Pontedeume). IMO 7724368. Bulk carrier. Length 119 m. Belize flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Bilbao (Spain) by Astilleros del Cadagua. Owned by International Shipping Group (Turkey). Detained in 2000 in Lisbon (Portugal), in 2001 in Ravenna (Italy), in 2004 in Monfalcone and Viano do Castelo (Italy) and in 2009 in Monfalcone again. Sold for an unknown destination of demolition.



Bravo P (ex-Charlie K, ex-Barry). IMO 7610476. Bulk carrier. Length 176 m, 10,386 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1979 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by PNO Shipmanagement Ltd (Greece). Detained in 2007 in Rotterdam (The Netherlands), in 2009 in Yantai (China) and in 2010 in Kandla (India). Sold for demolition in India. 472 \$ per ton.



Brilliant Zhejiang (ex-Ioannis 2, ex-Ioannis, ex-Leopold LD, ex-Samoa, ex-La Pampa). IMO 8010764. Bulk carrier. Length 230 m, 12,449 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Deptford (United Kingdom) by Sunderland. Owned by Zhejiang Ocean Shipping (China). Detained in 2004 in Hong Kong (China). Sold for demolition in India. 500 \$ per ton.



Buena Vista (ex-Jujo Maru). IMO 8010855. Bulk carrier. Length 199 m, 12,667 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Marugame (Japan) by Imabari. Owned by TMT Co Ltd (Taiwan). Detained in 2001 in Hamburg (Germany), in 2002 in Manila (Philippines) and in 2009 in Belfast (United Kingdom). Sold for an unknown destination of demolition.



Camriz (ex-Star Xingang, ex-Lowlands Yarra, ex-Iron Newcastle). IMO 8412443. Bulk carrier. Length 283 m, 22,250 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Kure (Japan) by Ishikawajima-Harima. Owned by Qingdao Fushun Ship Management Co Ltd (China). Sold for demolition in Bangladesh. 455 \$ per ton including 500 t of bunkers.

Cape Cosmos (ex-Eden, ex-World Eden). IMO 7926021. Bulk carrier. Length 270 m, 17,981 t. Cyprus flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Sakaide (Japan) by Kawasaki Heavy Inds. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 2002 in Ningbo (China), in 2003 in Hay Point (Australia) and in 2009 in Lianyungang (China). Sold for demolition in India, she actually arrived in Chittagong (Bangladesh) on April 12th. 535 \$ per ton including 1,000 t of bunkers.



Cape Santa Esperanca (ex-Great Moon, ex-Kohkisan, ex-Kohkisan Maru). IMO 8204444. Bulk carrier. Length 273 m, 20,967 t. Tuvalu flag. Classification society Korean Register of Shipping. Built in 1984 in Tsu (Japan) by Nippon Kokan. Owned by Singapore Star Shipping Pte Ltd (Singapore). Detained in Australia in 2003 in Newcastle and in 2005 in Abbot Point. Sold for demolition in India. 487 \$ per ton.



Cape Santa Milagria (ex-Boss, ex-Yamahime Maru). IMO 8324115. Bulk carrier. Length 270 m, 21,447 t. Tuvalu flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Imari (Japan) by Namura. Owned by Ace Worldwide Management Pte Ltd (Singapore). Detained in 2002 in Dampier (Australia), in 2004 in Amsterdam (The Netherlands) and in 2010 in Ningbo (China). Sold for demolition in China. 465 \$ per ton.



Captain Said (ex-Kareem F, ex-Rabee S, ex-Raby S, ex-Karen D, ex-Helen Schulte). IMO 7501883. Bulk carrier. Length 117 m, 3,068 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1976 in Hakata (Japan) by Watanabe Zosen. Owned by Al Rashid Shipping LLC (United Arab Emirates). Detained in 2003 in Constanta (Romania) and in 2007 in Odessa (Ukraine). Sold for demolition in India. 460 \$ per ton.



Caravos Galaxy (ex-Nyon, ex-Itel Polaris, ex-Pearl Corona). IMO 7527186. Bulk carrier. Length 224 m, 16,000 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Ariake (Japan) by Hitachi Zosen. Owned by Ocean Ship Management (India). Detained in 2000 in Hamburg (Germany) and in 2009 in Vancouver (Canada). Sold for demolition in Bangladesh. 480 \$ per ton.



Caravos Galaxy inbound IJmuiden seaports
(The Netherlands), October 2006 © **Tender / Shipspotting**



Challen (ex-Challenger II, ex-Challenger, ex-Pelopidas, ex-Wildcat, ex-Oceanus Campaigner). IMO 7612735. Bulk carrier. Length 186 m, 7,581 t. Comorian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Nagasaki (Japan) by Mitsubishi. Owned by Bulcom Ltd (Cyprus). Detained in 2000 in Amsterdam (The Netherlands), in 2007 in Murmansk (Russia) and in 2009 in Xiamen (China). Sold for demolition in India. 488 \$ per ton.



Chandi Prasad (ex-*Jasmin Joy*, ex-*Jasmin*, ex-*Oyashima Maru*). IMO 8017827. Bulk carrier minéralier. Length 260 m, 20,200 t. Deflagged from India to Comoros for her last journey. Classification society Indian Register of Shipping. Built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by Essar Shipping (India). Detained in 2010 in Rizhao (China). Sold as is in Singapore for demolition in Bangladesh where she was beached as « *Chand* ». 485 \$ per ton including 600 t of bunkers.



China Prosperity. IMO 8420593. Bulk carrier. Length 289 m, 23,208 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Chinese Maritime Transport Ltd (China). Detained in 2001 in Aabenraa (Denmark) and in 2003 and 2005 in Newcastle (Australia). Sold for demolition in China. 475 \$ per ton.



Chuong Dong (ex-*Norway Islands*, ex-*Santa Martina*). IMO 7370430. Bulk carrier. Length 135 m, 3,776 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1974 in Kure (Japan) by Kanda. Owned by Vinaship JSC (Vietnam). Sold as is in Vietnam for demolition in China. 397 \$ per ton.



Copihue (ex-*Atair*, ex-*Elma Seis*, ex-*Gongola Hope*, ex-*Steinhoff*). IMO 7619329. Bulk carrier. Length 129 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Kiel (Germany) by Howaldtswerke-DW. Owned by Chilena Transmares (Chile). Sold for an unknown destination of demolition. Ship-breaking in South America lack traceability.



Derya 2 (ex-*Med Bulker I*, ex-*Eurobulker III*, ex-*Thor I*, ex-*Irapua*). IMO 7433323. Bulk carrier. Length 147 m, 3,925 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1978 in Rio de Janeiro (Brazil) by Caneco. Owned by Horizon Denizcilik (Turkey). Detained in 1998, 1999 and 2000 in Novorossiysk (Russia), in 2001 in Ravena (Italy) and Tuapse (Russia), in 2004 in Novorossiysk again, in 2005 in Piraeus (Greece) and Tuapse again, twice in 2007 and then in 2010 in Nikolayev (Ukraine) and in 2010 in Yuzhnyy (Russia). Sold for demolition in India. 500 \$ per ton.



Docebay. IMO 8317796. Bulk carrier. Length 277 m, 18,939 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1986 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Vale SA (Brazil). Detained in 2002 in Hamburg (Germany), in 2006 in Port Headland (Australia), in 2007 in Rotterdam (The Netherlands) and in 2008 in Ningbo (China). Sold for demolition in China. 466 \$ per ton including 733 t of bunkers.



Doceriver. IMO 8317801. Bulk carrier. Length 277 m, 25,592 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1986 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Vale SA (Brazil). Detained in 1997 in Aabenraa (Denmark) and in 2005 in Amsterdam (The Netherlands). Sold for demolition in China. 476 \$ per ton including 843 t of bunkers.



Doceriver, March 2009, port of Sepetiba, Rio de Janeiro (Brazil) © Cesar T. Neves

Eiren (ex-Iolcos Leader, ex-NS Alliance). IMO 7716153. Bulk carrier. Length 224 m, 10,744 t. Cyprus flag. Classification society Bureau Veritas. Built in 1978 in Tsurumi (Japan) by Nippon Kokan. Owned by Dalnave Navigation (Greece). Detained in 2003 in Tarragona (Spain) and in 2008 in Rotterdam (The Netherlands). Sold for demolition in India. 500 \$ per ton.



Eleftheria D (ex-Friendship, ex-Rex Friendship, ex-Continental Friendship). IMO 7617204. Bulk carrier. Length 225 m, 11,719 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in (Japan) by Hitachi. Owned by Stanships Inc (Greece). Detained in 2003 in Naples (Italy), in 2005 in Lisbon (Portugal), in 2006 in Koper (Slovenia) and three times in 2009 in New Orleans (United States). Sold for an unknown destination of demolition.



Etoile (ex-Mega Dale, ex-Salzburg, ex-Tongala). IMO 7405687. Bulk carrier. Length 267 m, 18,018 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1977 in Landskrona (Sweden) by Gotaverken Oresunds. Owned by Good Faith Shipping Co (Greece). Detained in 2009 in Hong Kong. Sold as is in Shanghai for demolition in China. 498 \$ per ton including 1,300 t of bunkers.



Ever Express (ex-Mommy Duckling, ex-Teekay Fulmar, ex-Bona Fulmar, ex-Hoegh Fulmar). IMO 8024375. Bulk carrier. Length 242 m, 17,206 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Ever Link Maritime Co Ltd (China). Detained in 2007 in Port Talbot (United Kingdom). Sold for demolition in Bangladesh. 497 \$ per ton.



Fengzhou 5 (ex-Leon I, ex-Lake Oneida, ex-Powstaniec Warszawski). IMO 7637864. Bulk carrier. Length 198 m, 8,949 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Hongkong Extensive Ocean (China). Detained in 2004 in Saint-John (Canada) and in 2006 in Constanta (Romania). Sold for demolition in Bangladesh.



Five Stars Pioneer (ex-Celeste, ex-Iguassu, ex-Evgenia, ex-Longevity, ex-Manila Triumph, ex-Inverlock). IMO 7929499. Bulk carrier. Length 238 m, 12,700 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Kudamatsu (Japan) by Kasado Docks. Owned by Hanxing Shipmanagement Co Ltd (China). Detained in 2002 in Dampier (Australia), in 2003 in Tianjin, in 2005 in Zhanjiang (China), in 2008 in Pohang (South Korea) and in 2010 in Guangzhou (China) and Mokpo (South Korea). Sold for demolition in China. 450 \$ per ton.



Flag Tom (ex-Dimitris A, ex-Norman Maas). IMO 8028137. Bulk carrier. Length 223 m, 12,356 t. Greek flag. Classification society Det Norske Veritas. Built in 1983 in Koje (South Korea) by Samsung. Owned by Golden Union Shipping Co SA (Greece). Detained in 2006 in Tianjin (China). Sold for demolition in Pakistan.



Fortune (ex-East Fortune, ex-North Giant, ex-New Market, ex-Xin Hai, ex-Cielo Di Singapore, ex-Nevada, ex-Mare di Kara, ex-Serafina F). IMO 7925883. Bulk carrier. Length 194 m, 10,865t. Deflagged from Hong Kong to Tuvalu for her last journey. Classification society RINA. Built in 1982 in Castellammare (Italy) by Italcantieri. Owned by COSCO (China). Sold for demolition in Bangladesh.



Frotargentina. IMO 7433658. Bulk carrier. Length 193 m, 8,502 t. Brazilian flag. Classification society Bureau Veritas. Built in 1982 in Rio de Janeiro (Brazil) by EMAQ. Owned by Graneis Do Brasil Maritima Ltd (Brazil). Sold for demolition in Turkey.

General Dabrowski (ex-Lake Mead). IMO 8124292. Bulk carrier. Length 198 m, 9,502 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Polska Zegluga Morska PP (Poland). Detained in 1998 in Baie Comeau (Canada) and in 2006 in Klaipeda (Lithuania). Sold for demolition in Bangladesh.



Glory (ex-Glory Shanghai, ex-Cape Brazil, ex-Amazon). IMO 8010453. Bulk carrier. Length 266 m, 22,400 t. Deflagged from Panama to Comoros for her last journey. Classification society Bureau Veritas. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2000 in Singapore and in 2006 in Ningbo (China). Sold for demolition in Bangladesh.



Golden Huayang (ex-J Safe, ex-Niki S, ex-Mina S, ex-Papu, ex-Themistocles Petrakis, ex-Tarpon Sun). IMO 8118803. Bulk carrier. Length 185 m, 7,790 t. Saint Vincent and the Grenadines flag. Classification society China Classification Society. Built in 1982 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by COSCO (China). Detained in 2010 in Paradip (India). Sold for demolition in Mumbai, India.



Good News (ex-Ikan Tongkol). IMO 8001787. Bulk carrier. Length 270 m, 20,951 t. Saint Vincent and the Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Polembros Shipping Ltd (Greece). Detained in 2004 in Hamburg (Germany), Gladstone (Australia) and Rotterdam (The Netherlands). Sold for demolition in Bangladesh. 530 \$ per ton.



Good Trade (ex-Jag Vikas, ex-Polychronis). IMO 7628203. Bulk carrier. Length 177 m, 6,727 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1977 in Osaka (Japan) by Namura. Owned by Fujian Gangxiang Shipping Co Ltd (China). Detained in 2007 twice in Bandar Abbas (Iran) and in 2009 in Nanjing (China). Sold for demolition in China. 444 \$ per ton.



Hamburg Team (ex-Hen Shung, ex-Madredeus, ex-Lucinda, ex-Penbreuzh, ex-Tamarin). IMO 8107567. Bulk carrier. Length 199 m, 9,062 t. Liberian flag. Classification society Bureau Veritas. Built in 1982 in Sestao (Spain) by AESA. Owned by HBC Hamburg Bulk Carriers GmbH (Germany). Detained in 2008 in Port Headland (Australia) and in 2009 in Las Palmas (Spain). Sold for demolition in Pakistan.



Hamoudi F (ex-Hala, ex-Kinsale, ex-Rhombus, ex-Wachau, ex-Bayu). IMO 7501869. Bulk carrier. Length 117 m, 3,020 t. Georgian flag. Classification society Germanischer Lloyd. Built in 1976 in Hakata (Japan) by Watanabe Zosensho. Owned by FGM Shipmanagement Co Ltd (United Kingdom). Detained in Italy in 2006 in La Spezia and in 2010 in Palermo. Sold for demolition in India. 490 \$ per ton.



Horizon 1 (ex-Athina, ex-Fauna F, ex-Norhaven, ex-Dyvi Atlantic, ex-Bergo). IMO 7625732. Bulk carrier. Length 176 m, 10,200 t. Turkish flag. Classification society Turk Loydu. Built in 1980 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by Horizon Gemiisletmeciligi (Turkey). Detained in 2004 in Reserve, Louisiane (United States) and in 2007 in Piraeus (Greece). Sold for demolition in India. 485 \$ per ton including 180 t of bunkers.



Hyundai Island. IMO 8419609. Bulk carrier. Length 274 m, 16,323 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Detained in Australia in 2005 in Hay Point and in 2008 in Gladstone. Sold for demolition in Bangladesh. 485 \$ per ton.



Ikuna (ex-Wallarah). IMO 8512073. Bulk carrier. Length 97 m, 2,865 t. Tonga flag. Classification society Det Norske Veritas. Built in 1986 in Ube (Japan) by Ube Docks. Owned by Inco Ships Pty Ltd (Australia). Sold for demolition in India.

Island Queen (ex-Marah -F, ex-Mohamed S, ex-Nordmark). IMO 7501792. Bulk carrier. Length 117 m, 3,119 t. Georgian flag. Classification society Bulgarski Koraben Registrar. Built in 1975 in Hakata (Japan) by Watanabe Zosen. Owned by Barhoum Maritime (Syria). Detained in 2002 in Hamburg (Germany), in 2005 in Constanta (Romania) and in 2010 in Thessaloniki (Greece). Sold for demolition in India. 470 \$ per ton.



ITC Dragon (ex-Pacific Sky, ex-Tu king, ex-Darin Naree, ex-Pan Edvarda, ex-Handy Commander, ex-Jupiter Lily, ex-Florida, ex-Florida Maru). IMO 7608344. Bulk carrier. Length 168 m, 6,660 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kudamatsu (Japan) by Kasado Docks. Owned by International Transportation & Trading J.S. Company (Vietnam). Sold for demolition in Bangladesh. 500 \$ per ton.



ITC Express (ex-Abg Keshava, ex-Pearl Grace, ex-Amazon). IMO 7914975. Bulk carrier. Length 200 m, 10,357 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1982 in Rio de Janeiro (Brazil) by Caneco. Owned by International Transportation & Trading J.S. Company (Vietnam). Detained twice in 2009 in Vungtau (Vietnam). Sold for demolition in Bangladesh. 500 \$ per ton.



Jack D (ex-Sachuest, ex-Lynncraig, ex-Omegaventure L, ex-Arrow Gdynia, ex-Berge Gdynia). IMO 7915632. Bulk carrier. Length 250 m, 24,229 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by DND Management (Greece). Detained in 2002 in Trieste (Italy). Sold for demolition in Pakistan. 510 \$ per ton.



Jebel E Rahmat (ex-Argenmar Madryn, ex-Hector, ex-Corfu Bay, ex-Ocean Jade, ex-Cape Comorin, ex-Scan Progress). IMO 7611676. Bulk carrier. Length 174 m, 7,456 t. Comorian flag. Classification society International Naval Surveys Bureau. Built in 1978 in Mihara (Japan) by Koyo DY Co. Detained in 2009 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



Kenryu Maru. IMO 8608949. Bulk carrier. Length 297 m. Deflagged from Japan to Panama for her last journey. Classification society Nippon Kaiji Kyokai. Built in 1987 in Tsu (Japan) by Nippon KK. Owned by Hachiuma Steamship Co Ltd (Japan). Sold for demolition in Jiangyin (China).

Kingsway II (ex-Dura, ex-Brilliant Corners, ex-Mayasan Maru). IMO 8018170. Bulk carrier. Length 250 m, 16,265 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Chiba (Japan) by Mitsui. Owned by Topway Shipping Ltd (Hong Kong, China). Detained in 2008 in Marseille (France) and in 2010 in Zhoushan (China). Sold for demolition in Bangladesh.



Kun Peng (ex-Dina, ex-Tina, ex-Sandra C, ex-Loxandra, ex-Ellispontos, ex-Agia Sofia, ex-Grand Hickory). IMO 7701146. Bulk carrier. Length 174 m, 7,408 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Mihara (Japan) by Koyo DY Co. Owned by Dalan Shenghua Ship Management (China). Détenu in China en 2010 in Shanghai et Zhoushan. Sold for demolition in China. 438 \$ per ton.



Kyushu Star (ex-Kitaura Maru). IMO 8114144. Bulk carrier. Length 270 m, 18,690 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Kobe (Japan) by Kawasaki. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in India. 487 \$ per ton.



Lambert Maru. IMO 8200448. Ore carrier. Length 299 m, 23,000 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Nagasaki (Japan) by Mitsubishi. Owned by New Asian Shipping Co Ltd (Hong Kong). Sold for demolition in China. 470 \$ per ton.

Lian Chi (ex-Theben, ex-Crown Inland, ex-Inland). IMO 7419341. Bulk carrier. Length 170 m. Chinese flag. Unknown classification society. Built in 1977 in Göteborg (Sweden) by Eriksbergs SV. Owned by China Shipping Group (China). The *Lian Chi* was supposed to have been broken up in China in June 2007; actually this ex tanker was converted into a bulk carrier and went on sailing until she was sold for demolition in Turkey.



Lok Rajeshwari (ex-Jagat Rajeshwari). IMO 8026165. Bulk carrier. Length 184 m, 7,486 t. Indian flag. Classification society American Bureau of Shipping. Built in 1988 in Visakhapatnam (India) by Hindustan. Owned by Shipping Company of India – SCI (India). Sold for demolition in India. 460 \$ per ton.

Malaga (ex-SAC *Malaga*). IMO 7387093. Bulk carrier. Length 190 m. Saint Kitts and Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Sevilla (Spain) by Astilleros Espanoles. Owned by Ership SAU (Spain). Sold for demolition in Pakistan.



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Marilyn (ex-Overseas *Marilyn*, ex-*Esperanza*). IMO 7516967. Bulk carrier. Length 172 m, 6,102 t. United States flag. Classification society American Bureau of Shipping. Built in 1978 in Maizuru (Japan) by Hitachi. Owned by Sealift Inc (United States). Sold for demolition in Pakistan.

Markarid (ex-Iran *Dayanat*, ex-*Odinlock*). IMO 8107579. Bulk carrier. Length 199 m, 8,953 t. Iranian flag. Classification society Det Norske Veritas. Built in 1982 in Sestao (Spain) by AESA. Owned by Islamic Republic of Iran Shipping Lines - IRISL (Iran). Sold for demolition in India. 490 \$ per ton.



Matrix (ex-*Prima II*, ex-*K Prime*, ex-*World Light*). IMO 7926019. Bulk carrier. Length 270 m, 17,838 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Sakaide (Japan) by Kawasaki. Owned by Good Faith Shipping Co (Greece). Detained in 2009 in Dangjin (South Korea). Sold for demolition in Bangladesh. 515 \$ per ton.



Merit Land (ex-*Star Yantai*, ex-*Iron Kembla*). IMO 8412455. Bulk carrier. Length 283 m, 22,250 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by COSCO (China). Sold for demolition in China. 455 \$ per ton including 500 t of bunkers.

Mineral Chile (ex-RM *Hunter*, ex-Marine *Hunter*, ex-Federal *Hunter*). IMO 7923964. Bulk carrier. Length 289 m, 23,900 t. Comorian flag. Classification society RINA. Built in 1984 in Hoboken (Belgium) by Boelwerf. In March 2011, the *Mineral Chile* was deflagged from Panama to Comoros and beached for demolition in Bangladesh as «*Chill 1*».



Minos. IMO 7361142. Bulk carrier. Length 227 m, 10,880 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1975 in Emden (Germany) by Rheinstahl Nordsee. Owned by Navegadora Transpacifica SA (Greece). Detained in 2000 in Zhanjiang (China), in 2003 in Aarhus (Denmark) and in 2004 in Belfast (United Kingdom). Sold for demolition in India. 507 \$ per ton.



Mykonos (ex-Shin *Ogishima Maru*). IMO 7916595. Bulk carrier. Length 300 m, 28,456 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Tsu (Japan) by NKK corp. Owned by Polembros Shipping Ltd (Greece). Detained in 1999 in Long Beach (United States) and in 2000 in Port Walcott, (Australia). Sold for demolition in Bangladesh. 528 \$ per ton.



Napoleon (ex-*Rider*, ex-*Lagada Star*, ex-*Canaveral*, ex-*Tiger Cape*, ex-*Castillo de Javier*). IMO 7911662. Bulk carrier. Length 189 m, 10,771 t. Saint Kitts and Nevis flag. No classification society according to her last port State control. Built in 1981 in Sestao (Spain) by AESA. Owned by Taaz General Trading & Shipping Co (United Arab Emirates). Detained in 2002 in Taragona (Spain), Lisbon (Portugal) and Gibraltar (United Kingdom) and in 2007 in Zhoushan (China). Sold for demolition in Pakistan. 470 \$ per ton.



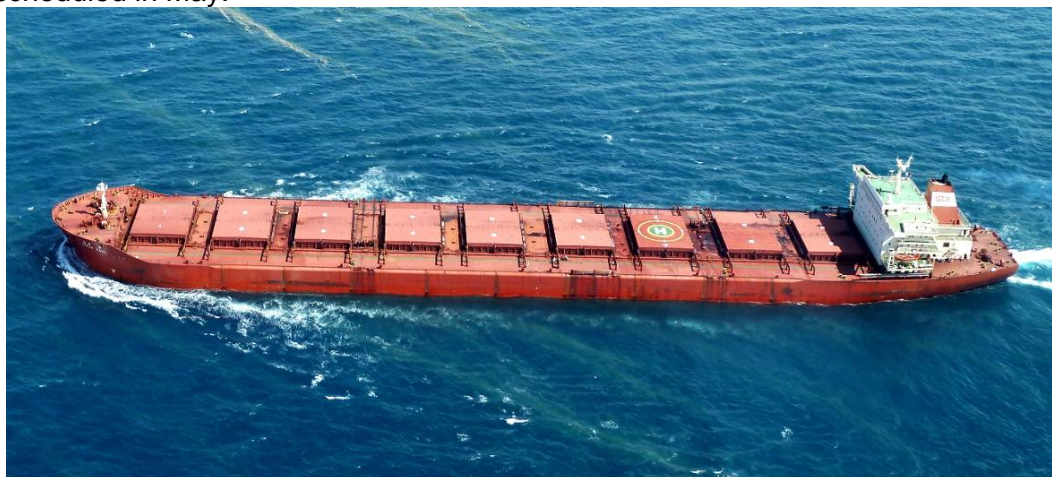
Nicholas M (ex-*Med Unity*, ex-*Laura G*, ex-*Forum Product*, ex-*Rafaela*). IMO 7433452. Bulk carrier. Length 200 m, 9,874 t. Saint Vincent and the Grenadines flag. Classification society Bureau Veritas. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by Chian Spirit Maritime Enterprises Inc (China). Detained in 2007 in Saint Petersburg (Russia) and in 2009 in Zhangjiagang (China). Sold for demolition in Bangladesh. 530 \$ per ton.



Ocean Charlie (ex- *SHC Pioneer*, ex-*Annie Sierra*, ex-*Green Maya*). IMO 7908809. Bulk carrier. Length 142 m, 6,194 t. Sierra Leone flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Kochi (Japan) by Kochi Jyuko. Owned by Saigon Maritime J SC Ltd (Vietnam). Detained in 2004 in Constanta (Romania), in 2006 in Tianjin (China) and in 2008 in Lumut (Malaysia). Sold for demolition in Bangladesh.



Ocean Park. IMO 8416700. Bulk carrier. Length 287 m, 25,402 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by STX Pan Ocean (South Korea). Sold as is in South Korea for demolition in Bangladesh. 450 \$ per ton. Her delivery is scheduled in May.



The *Ocean Park*, Hay Point, Australia, October 2010 © Tropic Maritime Photos

Panamax Ride (ex-*Panamax Pride*, ex-*Cerro Bolivar*). IMO 7628356. Bulk carrier. Length 230 m, 13,856 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1978 in Uraga (Japan) by Sumitomo. Owned by Cyprus Maritime Co Ltd (Greece). Detained in 1998 in Rotterdam (The Netherlands) and Kotka (Finland), in 2000 in Brindisi (Italy) and in 2002 in Qinhuangdao (China). Sold for demolition in Pakistan. 510 \$ per ton.



Pemi (ex-*Propontis*, ex-*Elli B*, ex-*Olympic Glow*, ex-*francois Venture*). IMO 7903275. Bulk carrier. Length 223 m, 11,760 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Mihara (Japan) by Koyo Dockyard. Owned by Karlog Shipping Co Ltd (Greece). Detained in 2009 in Cartagena (Spain). Sold for demolition in India.



Pistis (ex-*Spartacus I*, ex-*Hilon of Sparta*, ex-*Doceangra*, ex-*Lily*). IMO 8124266. Bulk carrier. Length 241 m, 13,243 t. Liberian flag. Classification society Bureau Veritas. Built in 1984 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Larus SA (Greece). Detained in 1998 in Quebec (Canada), in 2004 in Bristol (United Kingdom), in 2007 in Liverpool (United Kingdom) and Vancouver (Canada) and in 2010 in China in Guangzhou, Rizhao et Fuzhou. Sold for demolition in India. 521 \$ per ton.



Ricsun (ex-Australian Fame II, ex-Australian Fame I, ex-Australian Fame, ex-Cape Equinox, ex-Equinox). IMO 8010477. Bulk carrier. Length 266 m, 21,127 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Ulsan (South Korea) by Hyundai. Owned by KD Ocean Co Ltd (South Korea). Detained in 2004 in Dampier (Australia). Sold for demolition in China. 470 \$ per ton including bunkers for the last journey.



Rila. IMO 7607596. Bulk carrier. Length 185 m, 7,653 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1977 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Detained in 2001 in Naples (Italy), in 2006 in Amsterdam (The Netherlands) and in 2010 in Kandla (India). Sold for demolition in Pakistan. 468 \$ per ton including 700 t of bunkers.



Rising Spirit (ex-Lok Prakash). IMO 8126769. Bulk carrier. Length 185 m, 7,335 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Visakhapatnam (India) by Hindustan Shipyard. Owned by Swedish Management Co SA (United Arab Emirates). Detained in 2002 in Long Beach (United States), in 2007 in Hong Kong and in 2009 in Jiangyin (China). Sold for demolition in India. 407 \$ per ton.



Rock Express 1 (ex-Mercan A, ex-Iolcos History, ex-Yohkoh Maru). IMO 7808982. Bulk carrier. Length 192 m, 8,278 t. Saint Kitts and Nevis flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Yokohama (Japan) by Mitsubish. Owned by Bramco Wll (Bahrein). Detained in 2009 in Vishakhapatnam(India) and Bandar Khomeini (Iran). Sold for demolition in India. 470 \$ per ton.



Santa Catarina (ex-Themis, ex-Nea Tyhi). IMO 7708716. Bulk carrier. Length 180 m, 6,617 t. Cyprus flag. Classification society American Bureau of Shipping. Built in 1978 in Hakodate (Japan) by Hakodate Docks. Owned by Narval Shipping Corporation (Greece). Sold for demolition in India. 453 \$ per ton.



Sea Daisy (ex-Gizan Glory, ex-ICL Raja Rajan, ex-Yuko, ex-Yuko Maru). IMO 7632761. Bulk carrier. Length 199 m, 11,073 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Yokohama (Japan) by Mitsubishi. Owned by Emirates Trading Agency LLC (United Arab Emirates). Detained in 2003 in Singapore. Sold for demolition in India. 495 \$ per ton.



Seastar (ex-Stefanis, ex-Paxi, ex-Spiliada). IMO 7632929. Bulk carrier. Length 152 m, 4,981 t. Pavillon Saint-Vincent-et-Grenadines. Classification society American Bureau of Shipping. Built in 1978 in Toyama (Japan) by Nippon KK. Owned by Marine Fleet Management Pvt Ltd (Pakistan). Detained in 2006 in Silvertown (United Kingdom). Sold for demolition in Pakistan. 455 \$ per ton.



Situs Star (ex-Situs, ex-Titus, ex-Santa Vitoria Maru). IMO 8000604. Bulk carrier. Length 228 m, 12,103 t. Maltese flag. Classification society Bureau Veritas. Built in 1981 in Numakuma (Japan) by Tsuneishi. Owned by Chartworld Corp (Greece). Detained in 2003 in Qinhuangdao (China). Sold for demolition in Bangladesh.



carrier.
Veritas.
Shipping



Slavianka. IMO 7721316. Bulk carrier. Length 185 m, 6,590 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Bulgare Navigation (Bulgaria). Detained in 1999 in Antwerp (Belgium) and in 2001 in Sandnessjoen (Norway). Sold as is in Varna (Bulgaria) for demolition in Bangladesh. 380 \$ per ton.



Sotiria (ex-Meghna, ex-Al Samad). IMO 7718242. Bulk carrier. Length 164 m, 5,611 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1977 in Kure (Japan) by Ishikawajima-Harima. Owned by Larus SA (Greece). Detained in 2003 in Bilbao (Spain) and Novorossiysk (Russia). Sold for demolition in Pakistan. 510 \$ per ton.



Sound Proodos (ex-Mount Troodos, ex-Eptalofos, ex-Ellin, ex-Kin Ip). IMO 8019526. Bulk carrier. Length 197 m, 7,612 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Sevilla (Spain) by AESA. Owned by Blue Ocean Maritime Inc (Greece). The *Sound Proodos* had been « waiting for instructions » in Chittagong since March 17th but left and was finally beached for demolition in Gadani (Pakistan) on April 22th. 515 \$ per ton.



Speed Power (ex-Aquila, ex-Aquamarine, ex-Kyokusho Maru). IMO 7900704. Bulk carrier. Length 228 m, 12,382 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1979 in Tamano (Japan) by Mitsui. Owned by Moral Power International (China). Detained in 2010 in Ulsan South Korea. Sold as is in Singapore for demolition in India. 450 \$ per ton.



St. Stephan (ex-Svyatoy Stefan, ex-Apostolovo, ex-Lemona, ex-Askania Nova, ex-Akademik Bakulev). IMO 8227795. Bulk carrier. Length 215 m, 13,550 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Oktyabrskoye (Russia) by Okean. Owned by Unimor Shipping Agency (Ukraine). Detained in 1999 in Belfast (United Kingdom) and 2004 in Vancouver (Canada). Sold for demolition in Bangladesh.



Star Carrier (ex-Alltrans, ex-TNT Alltrans). IMO 8125569. Bulk carrier. Length 189 m, 9,710 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Innoshima (Japan) by Hitachi Zosen. Owned by ASP Shipmanagement Ltd (United Kingdom). Sold for demolition in India. 455 \$ per ton.



Svyatoy Mikhail (ex-Antoine). IMO 7626384. Bulk carrier. Length 191 m, 9,667 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Göteborg (Sweden) by Gotaverken. Owned by Fedcom Shipping (Ukraine). Detained in 2009 in Sevastopol (Ukraine) and in 2010 in Samsun (Turkey). Sold for demolition in India.



Tara 1 (ex-Qatar Sadiq, ex-Julia, ex-Lake Eyre). IMO 7623095. Bulk carrier. Length 148 m, 5,960 t. Comorian flag. Unknown classification society. Built in 1978 in Hiroshima (Japan) by Mitsubishi. Detained in 1999 in Savona (Italy) and in 2007 in Milos (Greece). Sold for demolition in India. 475 \$ per ton.



Tina M (ex-Amolyntos, ex-Amemptos, ex-California I, ex-California, ex-Berica, ex-Arrow Pearl, ex-Oak Pearl). IMO 8112421. Bulk carrier. Length 223 m, 12,273 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1982 in Kaohsiung (Taiwan) by China SB Corp. Owned by Athenian Ship Management Inc (Greece). Detained in 2007 in Portland (United States). Sold for demolition in India.



Tinos Warrior (ex-New Harvest, ex-Hoei Maru). IMO 8124773. Bulk carrier. Length 315 m, 28,050 t. Domenica flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Sakaide (Japan) by Kawasaki. Owned by Polembros Shipping Ltd (Greece). Detained in 2003 in Port Hedland (Australia). Sold for demolition in China. 480 \$ per ton including 800 t of bunkers.



TJ Andromeda (ex-Sunny Falcon, ex-World Themis, ex-Muskiz, ex-Amanda, ex-Amandine). IMO 7533111. Bulk carrier. Length 185 m, 8,170 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Tsurumi (Japan) by Nippon KK. Owned by TJ Shipping & Logistics (United Arab Emirates). Detained in 2000 in Port Headland (Australia), in 2004 in Okgye (South Korea) and in 2008 in Zoushan (China). Sold for demolition in Pakistan. 442 \$ per ton.



Tradenes (ex-Enterprise, ex-Torgnes). IMO 8321890. Bulk carrier. Length 113 m, 3,088 t. Maltese flag. Classification society Det Norske Veritas. Built in 1985 in Shimonoseki (Japan) by Mitsubishi. Owned by AJ Ship Management GMBH (Germany). Detained in 2007 in Leghorn (Italy). Sold for demolition in Turkey. 322 \$ per ton.



Venetico B (ex-*Venetico*, ex-*Punta*, ex-*Samson*, ex-*Coral*). IMO 7620548. Bulk carrier. Length 224 m, 11,643 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1978 in Ariake (Japan) by Hitachi. Owned by Baru Kaha Inc (Greece). Sold for demolition in India. 472 \$ per ton.



Vigsnes (ex-*Iron Sturt*). IMO 7812220. Bulk carrier. Length 161 m, 7,115 t. Australian flag. Classification society Det Norske Veritas. Built in 1979 in Kure (Japan) by Ishikawajima-Harima. Owned by ASP Ship Management Pty Ltd (Australia). Sold for demolition in India. 487 \$ per ton.

Welly (ex-*Zhao Shan*, ex-*Carlo M*). IMO 7602467. Bulk carrier. Length 187 m. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Aioi (Japan) by Ishikawajima-Harima. Owned by Way East Shipping (Taiwan). Detained in China in 2005, 2006 and 2009 in Hong Kong, in 2007 in Guangzhou and in 2008 in Huanghua. Sold for demolition in Pakistan.



Xiang He 1 (ex-*Yialia*, ex-*Poros*, ex-*Chrismir*, ex-*Uranus*). IMO 7902556. Bulk carrier. Length 224 m, 20,311 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Ulsan (South Korea) by Hyundai. Owned by Xiamen Lianghui Ship Management Co Ltd (China). Detained in 1997 in Cardiff (United Kingdom), in 2001 in Lisbon (Portugal) and in 2010 in Nikolayev (Ukraine). Sold for demolition in China. 445 \$ per ton.



Xing Hong Da (ex-*Glory Ningbo*, ex-*Rodanthi*, ex-*Kea*, ex-*Sharp*, ex-*Shabo*, ex-*Inzhener Parkhonyuk*, ex-*Torm Helene*). IMO 7526687. Bulk carrier.

Length 182 m, 9,230 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1978 in Lindo (Denmark) by Odense Stalskib. Owned by Fuzhou Minlun Shipping Co Ltd (China). Detained in 2002 in Belfast (United Kingdom), in 2005 in Ploce (Croatia), in 2009 in Guangzhou (China) and in 2010 in Xiamen (China). Sold for demolition in China. 432 \$ per ton.



Xin Zhejiang (ex-*Green Zhejiang*, ex-*Mimi Selmer*, ex-*Tomis Faith*, ex-*Banisor*). IMO 8506074. Bulk carrier. Length 254 m, 17,370 t. Chinese flag. Classification society China Classification Society. Built in 1987 in Mangalia (Romania) by 2 Mai Mangalia.

Owned by Zhejiang Ocean Shipping Co Ltd (China). Detained in 1999 in Cardiff (United Kingdom) and in 2000 in Rostock (Germany). Sold for demolition in Bangladesh.



Yamak Trader (ex-*Osios David*, ex-*Kydonia*, ex-*Mikolady*, ex-*Sweet Sultan*). IMO 7639068. Bulk carrier. Length 146 m, 4,461 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Kochi (Japan) by Kochi Jyuko. Owned by Nav Star Management Co (Syria). Detained in 2002 in Amsterdam (The Netherlands) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Pakistan. 453 \$ per ton.



Zheng Yi (ex-*CSE Wisdom*, ex-*China Steel Team*). IMO 8128731. Bulk carrier. Length 289 m, 24,229 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO Wallem Ship Management Co Ltd (China). Detained in 2000 in Newcastle (Australia). Sold for demolition in China. 455 \$ per ton.

Car carrier

Chijin (ex-*Chijin Maru*). IMO 8123054. Car carrier. Length 176 m, 9,390 t. Tuvaluan flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by MMS Co Ltd (South Korea). Sold for demolition in Bangladesh.



The *Chijin* in Walsorden (The Netherlands) September 2008 © Stan Muller

Hoegh Tracer (ex-*Hual Tracer*, ex-*Tracer*). IMO 7924841. Car carrier. Length 180 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1981 in Toyohashi (Japan) by Kanasashi. Owned by Hoegh Fleet Services AS (Norway). Detained in 2008 in San Francisco (United States). Sold for demolition in China.



Magic Wind (ex-*Maersk Wind*). IMO 7907544. Car carrier. Length 153 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Oshima (Japan) by Oshima SB. Owned by Yudo Shipping Co Ltd (South Korea). Sold for demolition in China.

Skaugran. IMO 7710410. Car carrier. Length 182 m, 15,967 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1979 in Fredriksstad (Norway) by Fredriksstad MV. Owned by Doriko Ltd (South Korea). Sold for demolition in India.



Heavy load carrier

Fairmast. IMO 8110899. Heavy load carrier. Length 109 m, 3,966 t. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Capelle (The Netherlands) by Ysselwerf. Owned by (Kahn Shipping Ltd (The Netherlands). Detained in 2000 in Brindisi (Italy), in 2001 in Charleston (United States) and in 2010 in Port Headland (Australia). Sold as is in Singapore for demolition in India. 434 \$ per ton including 200 t of bunkers.



Siam Project (ex-*Klampenborg*, ex-*Project*, ex-*Project Workshops*, ex-*Project Arabia*). IMO 8100571. Heavy load carrier. Length 139 m, 5,066 t. Singapore flag. Classification society RINA. Built in 1982 in Leer (Germany) by Jansen. Owned by Jutha Maritime Public Co Ltd (Thailand). Detained in the United Kingdom in 2007 in Liverpool and in 2010 in Swansea. Sold for demolition in India.



Cement carrier

Adriatic Arrow (ex-*Cem Rol*, ex-*Cem Adriatic*, ex-*Sofia G*, ex-*Cem Pumper*, ex-*Kianda*, ex-*Gidoex-Fusaro*, ex-*Fernao Gomes*, ex-*Ocean Challenge*, ex-*Simonburn*, ex-*Gomba Challenge*, ex-*City of Pretoria*, ex-*Ria Jean McMurtry*). IMO 7231139. Cement carrier. Length 122 m, 4,221 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1973 in Dundee (United Kingdom) by Robb Caledon. Sold for demolition in Pakistan.



Asano n°18 (ex-*Asano*, ex-*Chishima Maru*). IMO 7355428. Cement carrier. Length 131 m, 3,100 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1974 in Shiogama (Japan) by Tohoku Shipbuilding. Owned by Prosperity Steamship Co Ltd (Hong Kong, China). Detained in 2002 in Toyohama (Japan). Sold for demolition in China. 406 \$ per ton.



Asian Carrier (ex-Asian Star, ex-Soyo Maru). IMO 7373731. Cement carrier. Length 141 m, 4,272 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1974 in Kochi (Japan) by Kochi Jyuko. Owned by Seabulk Shipping SA (Greece). Sold for demolition in India.



Cementador. IMO 6718908. Cement carrier. Length 84 m. Spanish flag. Classification society Lloyd's Register of Shipping. Built in 1968 in San Fernando (Spain) by Bazan. Owned by Tudela Veguin (Spain). Sold for an unknown destination of demolition.



Elbia. IMO 7702140. Cement carrier. Length 135 m, 3,840 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Neuenfelde (Germany) by JJ Sietas. Owned by Essberger Jt GMBH (Germany). Sold as is in Capetown (South Africa) for demolition in India. 385 \$ per ton.



Glory Moon (ex-Nazli-K, ex-Golden Oriole, ex-Star Oriole). IMO 7328786. Bulk carrier converted into a cement carrier in 1996. Length 175 m, 7,450 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Govan (United Kingdom) by Govan SB. Owned by KGJ Cement Fleet Management AS (Norway). Detained in 2004 in Jacksonville (United States) and in 2005 in New York (United States). Sold for demolition in India.



Glory Moon, December 2010, Sydney Harbour (Australia) © Clyde Dickens

Sealo I (ex-Mary Elizabeth, ex-Aristeides). IMO 5410236. Transporteur de ciment. Length 173 m, 10,628 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1963 in Tamano (Japan) by Mitsui. Owned by Seabulk Shipping SA (Greece). Detained in 2004 in Naples (Italy). Sold for demolition in India. 515 \$ per ton.



Miscellaneous

Research ship

H. H. Hess (ex-*Canada Mail*). IMO 6419758. Research ship. Length 171 m, 13,521 t. United States flag. No classification society. Built in 1965 in San Diego (United States) by NASSCO for American Mail Lines and operated in the Pacific. The *Canada Mail* is briefly chartered by the

CL Z



Navy's Military Sealift Command (MSC) in 1973 and acquired by the US MARAD in 1975. She was then converted into an oceanographic research ship and renamed *H.H. Hess*. She was removed from service in 1992 and placed in the Suisun Bay Reserve Fleet. In January 2011, she left California to be demolished by ESCO Marine in Brownsville, Texas (United States).

H.H. Hess being demolished in Texas

© Captain Peter / Shipspotting

Okean. IMO 7016503. Research ship. Length 96 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1969 in Szczecin (Poland) by A.Warskiego Szczecinska. Meteo and oceanographic research ship owned by Far Eastern Regional Hydrometeorological Research Institute (Russia). Detained in 2002 in Otaru (Japan). Sold for demolition in Turkey. 267 \$ per ton.



Priliv. IMO 6916574. Research ship. Length 96 m. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1969 in Szczecin (Poland) by A.Warskiego Szczecinska. Meteo and oceanographic research ship owned by Far Eastern Regional Hydrometeorological Research Institute (Russia). Sold for demolition in Turkey. 280 \$ per ton.



Barge

Giant 3. IMO 7706029. Barge. Length 140 m. Dutch flag. Unknown classification society. Built in 1977 in Chiba (Japan) by Mitsui. Owned by Smit Transport (The Netherlands). Sold for an unknown destination of demolition.



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Giant 3 in Flushing (The Netherlands), September 2009 © Richard Wisse

Hopper dredger

Alpha B (ex-*Alpha Bay*). IMO 7904815. Hopper dredger. Length 112 m, 5,292 t. Cyprus flag. Unknown classification society. Built in 1980 in Kindiardijk (The Netherlands) by HC Smit. Sold for demolition in India.



Berbiceway (ex-*Presidente Cardenas*). IMO 7601401. Hopper dredger. Length 59 m. Saint Vincent and the Grenadines flag. Classification society Det Norske Veritas. Built in 1976 in Grand-Quevilly (France) by Dubigeon Normandie. This dredger was one of the serie built in Grand-Quevilly for the Mexican government, of which the *Presidente Elias Calles* (1975), *Presidente Juarez* (1973) and *Tepoca ex-Guadalupe Victoria* (1975) are still in service. Sold in 2004 to Dragamex, the Mexican subsidiary of Royal Boskalis (The Netherlands). Sold for an unknwn destination of demolition.



Dredging the Fairway on the Berbice River to New Amsterdam (Guyana) April 2008 © Captain Peter / Shipspotting

Offshore supply ship

Brodospas Ibis (ex-*Ibis One*). IMO 7304807. Offshore supply ship. Length 53 m. Croatian flag. Unknown classification society. Built in 1973 in Foxhol (The Netherlands) by Bodewes Gruno NV. Operated in the Mediterranean oil fields. Owned by Brodospas (Croatia). Sold for demolition in Turkey.

Olympic America (ex-*Gondwana*, ex-*Nabeel*, ex-*Viking*, ex-*Gorm Viking*). IMO 7401320. Offshore supply ship. Length 61 m, 1,454 t. Tuvaluan flag. Unknown classification society. Built in 1975 in Elmshorn (Germany) by Kremer Sohn. Owned by Singapore Star Shipping Pte (Singapore). Sold for demolition in India.



Sindhu-1. IMO 8203737. Offshore supply ship. Length 58 m, 1,268 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

Sindhu-10. IMO 8322600. Offshore supply ship. Length 55 m, 1,228 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

Sindhu-15. IMO 8314380. Offshore supply ship. Length 58 m, 1,239 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India in Mumbai.

Sindhu-16. IMO 8418215. Offshore supply ship. Length 58 m, 1,299 t. Indian flag. Classification society Indian Register of Shipping. Built in 1993 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

Sindhu-2. IMO 8203749. Offshore supply ship. Length 58 m, 1,211 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). Sold for demolition in India

Sindhu-3. IMO 8203751. Offshore supply ship. Length 58 m, 1,228 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Vasco da Gama (India) by Goa Shipyard Ltd. Owned by SCI - Shipping Company of India (India). Sold for demolition in India

Sindhu-4. IMO 8203763. Offshore supply ship. Length 58 m, 1,226 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Mumbai (India) by Mazagon Dock. Owned by SCI - Shipping Company of India (India). . Sold for demolition in India.

Sindhu-9. IMO 8322595. Offshore supply ship. Length 55 m, 1,230 t. Indian flag. Classification society Indian Register of Shipping . Built in 1985 in Inchon (South Korea) by Inchon Engineering. Owned by SCI - Shipping Company of India (India). Sold for demolition in India.

Vos Fighter (ex-*Dea Fighter*, ex-*Sea Sapphire*, ex-*Ibis Two*). IMO 7310820. Offshore supply ship. Length 53 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1973 in Stroobos (The Netherlands) by Barkmeijer. Owned by Vroon Offshore Services Ltd (The Netherlands). Sold for an unknown destination of demolition.



Vos Monarch (ex-*Britannia Monarch*, ex-*Suffolk Monarch*, ex-*St David*). IMO 7234296. Offshore supply ship. Length 36 m. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1973 in Woolwich (United Kingdom) by Cubow. Owned by Vroon Offshore Services BV (The Netherlands). Sold for an unknown destination of demolition.



Vos Vedette (ex-*Viking Vedette*, ex-*Cam Vedette*, ex-*Gnupur*, ex-*Asthor*, ex-*Lofottral III*). IMO 7024122. Ex fishing ship converted into an offshore supply ship in 1992. Length 46 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1970 in Kristiansund N (Norway) by Storviks. Owned by Vroon Offshore Services Ltd (The Netherlands). Sold for an unknown destination of demolition.



Vos Vedette arriving in Lerwick (United Kingdom), June 2009 © **Richard Paton**

The END

The death, in Alang, of a fine cross-Channel ferry, the *Primrose*, the former Belgian vessel *Princesse Marie Christine*, to which an extra deck was added 10 years after her launch



Princesse Marie Christine, 1980 © Brian Fisher

Like all the ships in the “Régie des Transports Maritimes”, the Belgian national company that operates the Ostend-Dover route, this ferry - 118.40 metres long – launched on 8 September 1975 by the Cockerill shipyard in Hoboken, near Antwerp, was named after a member of the royal family, in this case Princess Marie-Christine, one of the daughters of king Leopold III. She was owned by the private Cobelfret Group as the RTM did not have the finances and was not able to buy her until 1985, having chartered her under “bare boat” conditions for 10 years.



In 1986 © Brian Fisher



© Roy Thornton

The *Princesse Marie-Christine* tirelessly ploughed back and forth over the Channel, but over the years it turned out that she did not have sufficient lorry transport capacity to meet the demand. To increase this, the Boelwerf shipyard carried out a relatively unusual surgical operation in 1985 that consisted of cutting the ship open horizontally along her entire length and inserting an extra 5-metre high car deck into her superstructures.

In this way, the *Princesse Marie Christine* was now able to accommodate 68 lorries instead of 37. At the same time, her passenger capacity was increased from 1,200 to 1,400. But the ship was now very high in the water and, to keep her stable, sponsons were attached to either side of the hull, which completed her disfigurement. she now sailed under the colours of Townsend Thoresen.

In 1994, her English terminus changed from Dover to Ramsgate, slightly further north. She lived through the death throes of RTM until she was decommissioned in Dunkirk in April 1997, as there was no longer enough space in Ostend. she was then soon bought by the Slovenian group Transeuropa Shipping Lines in Koper, which renamed her *Primrose* after a flower, like its other ferries, and put her back into service under a Cypriot flag on its Transeuropa Ferries route ... between Ostend and Ramsgate, which she performed faithfully as in the past, except during the summer of 2009, when she headed off for a few months in the sun, having been chartered by the Moroccan company Comarit to sail between Almeria and Al Hoceima.

And it was in the south that her career came to an end. Bought in 2010 by the Italian shipping company Blunavy, she sailed the Livorno – Portoferraio route (Island of Elba) under the same name and flag. But this was to last only a season; she was sold to Prayati Shipping in February 2011 with a view to her demolition in India. Renamed *Elegant I*, she made her last journey to Alang under the St Kitts & Nevis flag, arriving on 9 May after a 36-year career.



The *Primrose* in Portoferraio, March 2011 © Massimo Mediani

Sources

Ahmedabad Mirror (the) ; American Bureau of Shipping ; Bay Crossings ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Chittagong Port Authority (the) ; Clarkson's ; Cotzias ; Daily Star (the) ; Det Norske Veritas ; Dover ferries.com ; European Maritime Safety Agency ; Equasis ; Exim India ; Facebook ; Germanischer Lloyd ; Global Marketing Systems ; HHV ferrie.com ; Indian Ocean Memorandum of Understanding ; International Maritime Bureau ; Lloyd's List ; Lloyd's Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Miramar Ship Index ; Mumbai Mirror (the) ; Museum of the City of San Francisco (the) ; National Library of Scotland (the) ; Nippon Kaiji Kyokai ; Robin des Bois, personal sources and archives ; Russian Maritime Register of Shipping ; Ship Nostalgia ; Shipspotting ; Tanker Pacific ; Times Herald (the) ; Tokyo Memorandum of Understanding ; TradeWinds ; United States Coast Guards ; United States Maritime Administration ; Vessel Tracker ; Vietnam Register of Shipping.

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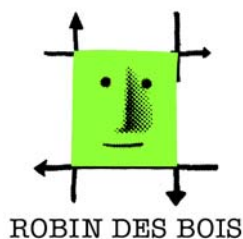
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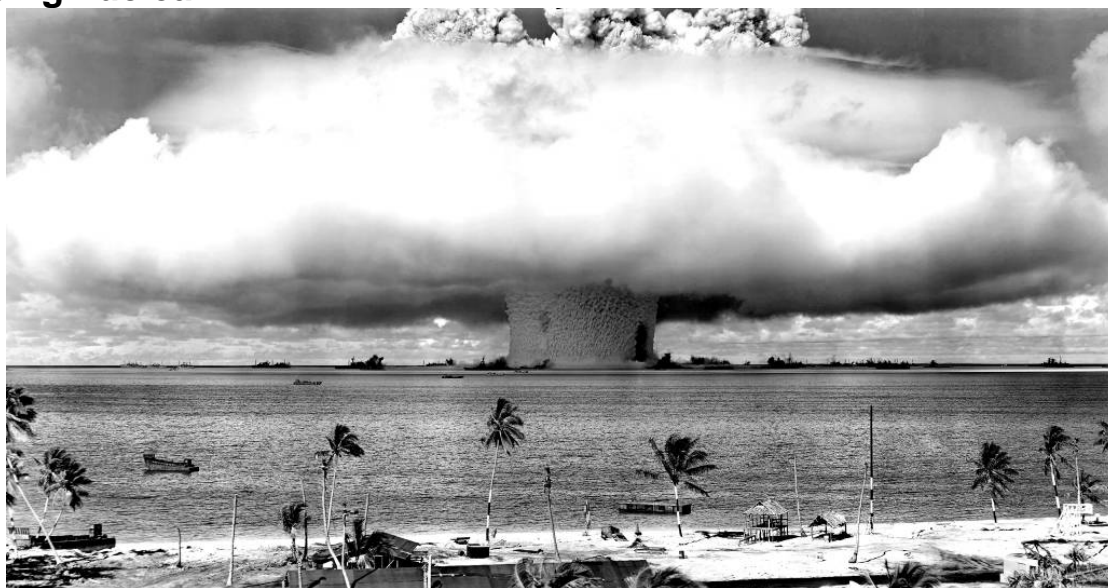


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Scrapping nuclear



BAKER, 26th July 1946. Bikini, Pacific Ocean

Note the ship sucked up by the blast of the explosion at the right base of the atomic mushroom.

In July 1946 the US army launched Operation Crossroads, a series of three nuclear weapons tests at Bikini Atoll. A fleet of more than 90 target ships, including obsolete US ships or surrendered warships from the Japanese and German fleets, assembled at the atoll to study the effects of nuclear explosions on ships, equipment and the livestock on board as laboratory equipment. An additional support fleet of 150 ships was mobilised on site to carry out the experiments and accommodate staff.

One year after Hiroshima, 125 accredited journalists came from all over the world, including France, China and the Soviet Union, to cover the tests from the *USS Appalachian*.

In the first test, ABLE, the bomb was dropped on to the target fleet; in the second test, BAKER, it was suspended underneath one of the target ships. For several weeks, the majority of the ships were considered to be too contaminated from a radiation point of view to be boarded for anything longer than a few minutes. The support fleet itself was contaminated.

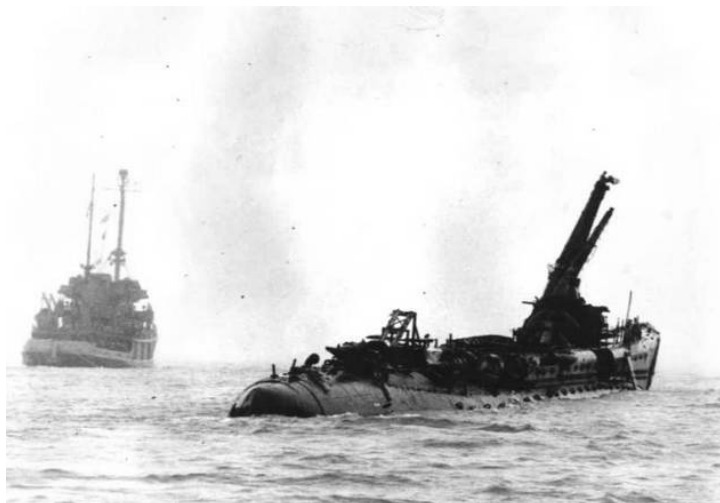
The effect of the blast and pressure killed fish by the thousands. Coral reefs were devastated and lagoons were polluted by oil slicks and waste material from a 45,000 strong scientific and military community stationed in the area for several months. Given the impossibility of carrying out inspections on board the target ships without surpassing the exposure threshold limits in force at the time, Operation Crossroads was halted in August 1946. The planned third underwater detonation was cancelled because of the devastating effects of BAKER. The external decontamination of the target ships was carried out in situ by non-official teams. In a second step, the surviving fleet was towed to Kwajalein Atoll, still in the Marshall Islands, around 200 miles southwest of Bikini. The idea was to decontaminate the hulls with.... non-contaminated water. In fact, the largest section of the target fleet, namely around 70 wrecks, was sunk near to Kwajalein Atoll or the Hawaii archipelago.

One year after these two nuclear tests, a team of scientists from the Smithsonian Institute was sent to the site without much radiation protection. Before even making any analyses, it was noted beyond any shadow of a doubt that radiation had entered the marine food chain. On the photographic plates, plankton was shining, as were the digestive systems of planctivore fish.

In 2010, UNESCO made Bikini Atoll a World Heritage Site; the 107 inhabitants of the atoll who were deported in March 1946 were never able to return to their homeland and place of birth

The decontamination programme of the target fleet continued until 1948; 12 ships were cleared and continued their careers, 8 large ships and submarines were towed to California. Similarly, the fleet of support ships left for the US Navy base in San Francisco to be inspected and decontaminated. Among these ships, the *Reclaimer* would be declared OK for service and returned to Pearl Harbor but the *Clamp* would remain laid up in San Francisco.

Today, these two contaminated vessels have been sold to Texas for demolition (cf. p 9). No information regarding potential residual radiation is available.



The *Clamp* towing the target submarine *USS Skate* from Bikini o San Francisco© The National Association of Fleet Tug Sailors



The *Reclaimer* is leaving Suisun Bay along with the *Sagamore*, another ship from the Californian National Defense Reserve Fleet. © Jerry White

Are French ship owners responsible?

The LNG carrier *Tellier*

The *Tellier* is in Le Havre. According to her classification society Bureau Veritas she is no longer 'in service'. The deadline for inspecting the hull while in dry dock passed at the end of July. After nearly four decades of faithful service, the *Tellier* has reached the end of the line. The average retirement age for gas transporter ships is 33. Nevertheless, the *Tellier* has just been paid a visit by mysterious buyers who were hoping to extend her usefulness.

Could it be possible that GDF-Suez, the owner of the *Tellier*, is engaging in the same cunningness as they did with the *Descartes*, which was sold for further use to a Taiwanese shell company, left in a

forgettable Asian dock and sold 3 months later to low cost class scrapping in Bangladesh (see [#13](http://Ship-breaking.com)", page 8)?



The *Tellier* berthed in Le Havre, July 2011 © Robin des Bois

The *Tellier*'s crews are also waiting – a few sailors and officers, with the skipper in charge, relieve each other from duty in an isolated area of the port. In the absence of a chef, their provisions are topped up every two days by a caterer. When they will leave is uncertain, perhaps even unknown, pushed towards the exit, eventually moving ashore.

The guys from the *Tellier* are tough nuts to crack. They never wanted to be put through the mill of globalisation and maritime convenience. After a four week strike in November 2004, they succeeded in ensuring that all crews would exclusively be made up of French sailors, an exception for a ship registered with the Registre International Français who were being led to recruit foreign sailors for economic reasons.

Currently, of the 120 sailors who made up the *Tellier*'s workforce, 60 have been made redundant and the surviving 60 should find a position on other LNG carriers flying the GDF-Suez flag; a 'relocalization' that should allow (this would also be a first) jobs to be given to domestic sailors that until now have been reserved for Filipino colleagues. That, at least, is what Robin des Bois hopes will be the case for the last "warriors" left within the French Merchant Navy.

As for the *Tellier*, Robin des Bois hopes she will have the asbestos removed and be dismantled in France in adherence with all health requirements. This wish is shared by the Secretary of State in charge of Transport under the authority of the Ministry for Ecology which, in a letter in May 2010 sent to the CEO of GDF-Suez, recommended France as the country for the dismantling of the *Tellier* and cautioned the ship owner on the legal dangers of exporting the ship at the end of its life and its dangerous waste products. In his letter, Dominique Bussereau points out that "given her date of construction and propulsion type, the *Tellier* contains significant quantities of asbestos".

Without any shadow of a doubt, the Ministry for Ecology maintains the position it had in 2010.

The history of the *Tellier*

The *Tellier*, which was laid up on her arrival at Le Havre on the 6 July, reached her 37th birthday. A ship with a capacity of 40,000 cubic metres of methane, she was delivered in January 1974 by the La Ciotat shipyard to Messigaz, a company whose principal shareholder was the Compagnie des Messageries Maritimes – then looking to diversify – along with Gaz de France. The *Tellier* owed her name to the engineer Charles Tellier, who invented procedures for preserving foodstuffs by cooling. Gas, an energy foodstuff, is transported in gas carriers in liquid form at a temperature of minus 160°. The *Tellier* started her career with a few voyages between Arzew (Algeria) and the methane terminal at Le Havre (now no longer there) during a period when the *Jules Verne* was being repaired. She then entered into service on the route for which she was designed, Skikda (Algeria) – Fos-sur-Mer, France, which she virtually never left.



The *Tellier*, May 2008, going alongside M1 loading terminal in Skikda (Algeria) © Dido / Shipspotting

The Messigaz Company became a subsidiary of Gaz de France at the end of 1993, but the *Tellier* was kept in operation by the Compagnie Générale Maritime (which followed on from Messageries Maritimes) until 2001, when her management was taken over by Gazocéan, another maritime subsidiary of Gaz de France. The *Tellier* was incorporated into the GDF-Suez fleet when the two entities merged in 2008.

Two pending *Seafrance* vessels



October 2009, *SeaFrance Cezanne* and *Renoir* are rusting in Dunkirk © HHV ferry blog

Laid up in Dunkirk for two years and degrading rapidly in this condition, the *SeaFrance Renoir* and *Cezanne* ferries were sold two weeks ago to two Panama based companies whose sole vocation is managing, independently of each other, their lucky finds from Dunkirk. Their first mission is to transfer them from French flag to the Belize flag (a high risk flag, listed on the “grey list” of the Paris Memorandum of Understanding). For two years, the French broker Parimar tried to find untraceable

buyers likely to continue using the fuel and oil guzzling ships, with their out-dated design and requiring significant amounts of work to bring them into line with current standards. It is unfortunately common knowledge that the transferring of passenger ships from European routes and waters to exotic waters and unsuitable modes of management has been the cause of numerous maritime and human disasters.



October 2005, the *SeaFrance Renoir* arriving in Calais
© Bram Provost



December 2008, The *SeaFrance Cezanne* in Dover
© John Mavin

If the fate of the *Cezanne* and *Renoir* is indeed a continuance of their use in waters far away from Europe, *SeaFrance*, the SNCF and therefore the French State are taking clearly identified risks.

Alternatively, the French ship owner could use the services of a shell company in order to escape the financial constraints of a dismantling operation that complies with the highest European standards, with the shell company purchasing embarrassing virtual wrecks at very low cost and selling them on to Asian scrap dealers for a good price. If scrapped in India or Bangladesh, the *Renoir* and *Cezanne* would bring around 3 and 4.5 million dollars at today's prices for their owners while at the same time exposing workers to multiple dangers including those related to asbestos - the *Cezanne* is full of the stuff.

The threat of takeover for *SeaFrance* is a real one. In order to convince serious buyers such as Louis Dreyfus Armateurs and the Danish DFDS, *SeaFrance* must be as presentable as possible; buyers are not interested in acquiring the problems of the *Renoir* and *Cezanne*.

History of the *SeaFrance Cézanne*, a roll on roll off vessel which became a ferry

The *SeaFrance Cézanne* was originally the Swedish roll on roll off cargo ship the *Ariadne* (10,500 tonnes deadweight) of Nordö fit out, built in 1980 by the Kockums shipyard in Malmö. Renamed the *Soca* a shortly after she was put into service, she was first put to work on the Koper (Slovenia) – Tartous (Syria) route, transporting trucks destined for the Middle East. She was then sold in 1982 to the Bulgarian road transport company Somat who renamed her the *Trapezitza* and continued initially with the same type of transportation on the Koper – Aqaba (Jordan) route. In 1984 she was operated on the 'Medlink' line between Marseille, Greece and Bulgaria and in 1986 she was to be found on the Trieste – Patras route under Greek charter.

In 1988, she was acquired by Sealink British Ferries for their Dover – Calais freight service and was initially named the *Fantasia*, then the *Channel Seaway* in 1989 under the flag of the Bahamas. The British company then decided to convert the roll on roll off freight ship into a car ferry and with that in mind, sent her to the Lloyd Werft shipyard in Bremerhaven in 1989. When she left the shipyard in 1990 she had been completely transformed, with a capacity for 1800 passengers, 480 cars and 80 heavy goods vehicles.



Trapezitza © Bram Provost



Channel Seaway arriving in Bremerhaven for conversion © Bruce Peter

Within the context of Franco-British cooperation on cross channel traffic, Sealink British Ferries (which in the meantime had become a subsidiary of the Swedish company Stena) then gave her to the Société Propriétaire de Navires (49 % Stena – 51 % GIE SNCF-CGM), her fit out being provided by the Société Nouvelle d'Armement Transmanche, a result of the recent conversion into subsidiaries by the SNCF and its Armement Naval section. She was frenchified as the *Fiesta* and began service on the Calais-Dover route in July 1990. The *Fiesta* was then renamed the *SeaFrance Cézanne* when the SNAT changed its business structure on 1 January 1996 after the pool linking it to Stena was dissolved. Finally, in December 1999, SeaFrance bought back the 49 % share of the SPN that Stena held and in the process became 100% owners of the ship.



The *Fiesta* at Calais berth 6. © Joe Canavan

The *SeaFrance Cézanne* had two sisters-ships. The *Zenobia*, put into service at the end of 1979 on the Koper – Tartous route, had to be evacuated by its crew on 2 June 1980 after listing heavily near Larnaca (Cyprus); she then capsized and sank. The *Scandinavia*, delivered by Kockums in March 1980, had a career similar to the *Cézanne*, becoming the Bulgarian *Tzarevets* in 1982, then the Bahamian *Fiesta* and the *Fantasia* with Sealink after being transformed into a ferry in Bremerhaven in 1990. Staying on the Dover-Calais route, she was then renamed the *Stena Fantasia* (at the end of 1990) and the *P&OSL Canterbury* (1998) after the creation of P&O Stena Lines. Sold to the Greek fit out company Agoudimos, she left for the Adriatic in March 2004 and became the Greek *Alkmini A.*, then went back up to the Baltic in October of the same year after being acquired by the Polish company Polferries who then used her under a Bahamas flag on the Swinoujscie (Poland) – Ystad (Sweden) route under the name of the *Wawel*.

History of the *SeaFrance Renoir*, formerly the *Côte d'Azur*

The career of the *SeaFrance Renoir* was much more linear than that of the *SeaFrance Cézanne*. Built in 1981 by the Ateliers et Chantiers du Havre under the name of the *Côte d'Azur* for the SNCF, this ship, which had always been used on the Calais-Dover route, marked the history of the French cross channel fleet in that she was the first ferry to be known as 'third generation', notably equipped with two car decks, one of top of the other, accessible from the front and rear. Her capacity was 1600 passengers, 330 cars or 54 trucks. In 1990, along with the *Fiesta*, she was given to the Société Propriétaire de Navires (SPN), which united Stena and the SNCF, and was fitted out by the Société Nouvelle d'Armement Transmanche (a subsidiary of the SNCF). She took her name the *SeaFrance Renoir* at the start of 1996 at the same time that the SNAT became SeaFrance. The latter took full ownership of the vessel in December 1999 following the repurchase of Stena's share by the SPN.



2007, off Dover in a choppy sea © John Mavin

Laid up in Dunkirk since February and September 2009 respectively, the *SeaFrance Cézanne* and *SeaFrance Renoir* were acquired in July 2011 by Kimiya Shipping Inc and Emily Shipping Inc, two Panamanian companies linked to the German firm Condor Maritime Dienstleistung, from Hamburg. They were renamed the *Western Light* and the *Eastern Light* and fly the flag of Belize. They were still in Dunkirk as of 8 August.

Asbestos on board

Asbestos is an indisputable carcinogen. The World Health Organisation has called for a cease in its usage. It estimates that 100,000 people a year worldwide die due to asbestos exposure. The only Asian countries to ban its use are Japan in 2006 and South Korea in 2009. The four leading countries when it comes to ship dismantling – India, Bangladesh, China and Pakistan – have no statistics on death rates from asbestos. Asia consumes 70% of global production and yet only 13% of annual deaths from asbestos globally are recorded as occurring there. No statistics on asbestos, therefore no deaths or disabilities through asbestos; the equation is too easy and obviously wrong. It is only when asbestos widows or widowers demonstrate in China and India and other Asiatic countries that have a ship dismantling industry that the administrations there will launch epidemiological research or communicate any research they already have in their possession. Until then, many asbestos soldiers will be mown down. The study that Asiatic experts have just published is revealing and uncompromising: “there is a lack of information on deaths due to asbestos in Asia. The evolution of the use of asbestos in Asia since 1970 will in all likelihood in the coming decades cause a ground swell of illnesses and deaths linked to asbestos”.

Staying with the field of ship demolition, it is astounding to note that ships no longer in use containing asbestos in various forms are going to await demolition in countries where they were not built, where the constraints on the use of asbestos and its handling are weak or non-existent. We should not delude ourselves. For example, the efforts of China in moving towards ‘ecological’ or ‘green’ dismantling will not extend to storing asbestos recovered from ships in cells. This would be the first time that a mineral user country (more than 600,000 tonnes in 2007) throws a substantial part of it into the rubbish, particularly when the genius of recycling, good or evil, prevails there.

It is Robin des Bois’ opinion that responsible ship owners should only send their ships for demolition to countries that prohibit the exploitation and use of asbestos and which are gathering statistics on its differing pathologies.

Asbestos everywhere



The *Anna* in La Rochelle, in October 2009 and in yard 2 being dismantled in June 2011

© Françoise Massart / Marinemarchande.net

© France 3 Poitou

Asbestos catalogue for the *Anna*, a small Ukrainian coastal trading vessel built in Glasgow in 1978, 87m long, 1500 t, currently being broken up in Dock No.2 at La Rochelle port after 3 years of laid up (Cf. [#22](http://Ship-breaking.com) p 4):

- mastic in the electricity cable ducts
- insulating material in the electrical panels
- windlass brake bands
- flange seals and furnace door seals
- gland packing braid and spare braid
- piping insulation material
- paint in the chain locker and resurfacing paints
- box underneath sanitary plinth
- ceiling covering
- glue underneath carpet

Fresh news from the *Ocean Pearl*

One remembers the old general cargo carrier *Ocean Pearl* arrived in Chittagong on September 3rd 2010. The ship was obviously fated to demolition by her new owner Prayati Shipping, a specialist in the purchase of breathless ships like the old Finnish ferry *Onyx* (Cf. [the Onyx saga](#)) last year. The *Ocean Pearl* was stranded on a sand bar, with a twisted hull and no hope to break free by her own (Cf. [the note of information](#) on August 12th 2010 and the bulletin [Ship-breaking.com #22](#), p 4). Since then, the ship has been cut up and her stern ripped off.



November 17th 2010 © Hans Rosenkranz



July 12th 2011, Chittagong © Dmitriy Lakhtikov

Global assessment - May, June, July 2011

India still, Bangladesh back

237 ships set off for demolition, i.e. 20 ships a week. India with **99** ships (42%) maintains its rank as the leader for demolition in terms of both tonnage and recycling units in spite of Bangladesh fighting back with **55** ships (23%). China is 3rd with **37** ships (16%), ahead of Pakistan, **20** (8%), Turkey and the United States **6** ships each (3%). The destination of demolition of **10** vessels remains unknown.

The High Court of Justice of Bangladesh had “temporarily” authorized the beaching for demolition until early July pending regulatory measures. A new deadline is expected which would enable the activities to be extended.

In terms of the volume of scrap metal to be recycled, India (almost 800,000 tonnes) comes ahead of Bangladesh (538,000 t), China (390,000 t) and Pakistan (238,000 t). These four countries represent 95% of the recycled tonnage. Overall demolition will recycle over **2 million tonnes** of metal. With 88 units (37%) bulk carriers are the leading category of ships being sent for demolition, ahead of tankers – oil, chemical and gas carriers – 51 (22%) and general cargo carriers 42, (18%).

Of the **237** ships, **217** went for demolition in Asia. **80** (34 %) were sailing under a European flag or belonged to ship-owners established within the European Union or in the European Free Trade Association (EFTA). **78** (33%) were built in these same countries.

Detention and demolition

62 (26%) of the ships sent for demolition were inspected by a classification society that is not a member of the IACS (International Association of Classification Societies), or had no classification. Sub-standard ships are always a priority for departure: at least **143** (60%) had been previously detained in ports worldwide, with a detention rate of 75 % for bulk carriers and general cargo carriers, and 57% for container ships. The detention rate was 34 % for oil tankers, but 55 % for chemicals carriers and 60% for the OBO family of the *Gulf Jash ex-Probo Koala*.

Years and meters

The end-of-life age for ships ranged from **18 years** for the double hull tankers *General Zamora* and *Quito Jaya*, and **69 years** for the ex US rescue and salvage ship *Clamp*. The average age was **30 years**: It is 25 for double-hull tankers and 29 for single-hull tankers which seems to confirm that the maintenance of the latter is easier. 81 ships were under 150 m long, 80 were between 150 and 199 m and 76 were over 200 m. The biggest ship to be sent for demolition this quarter was the tanker *Titan Scorpio*, **332 m** long.



Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).

Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.



Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.



Vessel 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.



Color coding of ships which may be radioactive to varying levels.

US MARAD National Defense Reserve Fleets (NDRF)

Bolster. ARS-38. Rescue and salvage ship. Length 65 m, 1,488 t. United States flag. No classification society. Built in 1944 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship was assigned to the Asiatic-Pacific theater and participated later to the Korean and Vietnam wars. She was present at atomic tests in 1955 at Operation Wigwam and in 1958 at Operation Hardtack. During the 1970s and 1980s, she was used as ocean tug including for towing old navy vessels to the US MARAD reserve fleet. Decommissioned and struck from the naval register on September 14th 1994. On May 23rd 2011 she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be brushed to eliminate the eventual invasive species which could be transferred via the Panama Canal from the Pacific to the Atlantic Ocean.



Bolster, returning from sea to the Naval Station, Long Beach, Spring 1992 © David Buell

Clamp (ex-*Atlantic Salvor*). ARS-33. Rescue and salvage ship. Length 65 m, 1,630 t. United States flag. No classification society. Built in 1942 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship was assigned to the Asiatic-Pacific theater. Her career was short but very active : in March 1946, she sailed for Bikini Atoll to assist at the American atomic bomb tests of Operation Crossroads. She took in tow the ex Japanese warship *Nagato* to the atoll. Her duty following the tests was to extinguish fires and control damages to the target vessels. In May 1947, the *Clamp* towed the submarine *Skate*, one of the target vessel used during the tests to Mare Island naval base in California where the submarine will eventually be scuttled off.



The *Clamp* was decommissioned the same year and laid up in the Pacific Reserve Fleet in San Pedro and later, in 1962 in the National Defense Reserve Fleet in Suisun Bay. She has been out of operation for more than 60 years and most of her equipment was removed to support several memorial ships. Decommissioned and struck from the naval register on September 14th 1994. In 2009, her condition is described as « very poor » and she is not listed either as a vessel with significant historical or technological characteristics. On May 23rd, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be cleaned.



The *Clamp* laid up in Suisun Bay in 2004 © Ron Reeves

Reclaimer. ARS-42 . Rescue and salvage ship. Length 65 m, 1,497 t. United States flag. No classification society . Built in 1945 in Napa (United States) by Basalt Rock. Owned by US MARAD (United States). During the Second World War, the ship served on the Asiatic-Pacific theater In June 1946, like her sistership the *Clamp*, she sailed to Bikini atoll and assisted to the American atomic bomb tests. She was contaminated but in January 1947, she received final radiological clearance and returned to Pearl Harbor. She was recommissioned for service in the Korean wars. In 1962 she assisted to another atomic test on Christmas Islands. She then sailed back to Pearl Harbor and participated in the Vietnam war. Decommissioned and struck from the naval on 13 September 1994. Laid up since in the reserve fleet Suisun Bay ; in 2008 she was prepared for SINKEX the US Navy naval exercises. On May 16th 2011, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be cleaned.



Ohio (ex-*Seatrail Ohio*, ex-*Mission San Jose*). IMO 6621234. Container ship. Length 160 m, 5,532 t. United States flag. No classification society. Built in 1944 in Sausalito (United States) by Marinship Corp as fleet oiler for the US Navy. In 1966, the ship was sold to Hudson Waterways and converted to a combination container ship and train ferry. Her title was transferred again to the US MARAD in 1973. In May 2011, she leaves the Beaumont reserve fleet for demolition by the ESCO Marine Shipyards in Brownsville, Texas (United States).



Sagamore (ex-*Alaska Standard*). IMO 5008071. Tanker. Length 78 m. United States flag. No classification society . Built in 1959 in Portland (United States) by Albina E&M Works for Standard Oil of California in replacement of the first *Alaska Standard* built in 1923 which supplied for 35 years fuel to remote towns on Alaska's coast as well as to the camps of miners, trappers and fishermen. The second *Alaska Standard* was purchased by Sealift Tankers in 1986 and then transferred to the US MARAD. On May 16th 2011, she leaves Suisun Bay for demolition by the Marine Metal Shipyards in Brownsville, Texas (United States) after a stop in San Francisco where her hull will be cleaned.



The arrival of *Sagamore* in San Francisco for cleaning before demolition in Texas © daver6 / navy.memorieshop

OBO (Oil / Bulk / Oore)



See **The END** p 46 for all the details on the **Probo** sisters' saga

Oil / Bulk / Ore carrier (OBO)

Gulf Ahmadi (ex-*Probo Bison*, ex-*Eships Gull*, ex-*Probo Gull*). IMO 8405866. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,662 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Detained in 2004 in Gladstone (Australia) and in 2009 in Port Alfred (Canada). Sold for demolition in Bangladesh en bloc with two of her sisterships, *Gulf Shagra* and above all *Gulf Jash*, ex-*Probo Koala*. 528 \$ per ton. The *Gulf Ahmadi* arrived mid-May in Chittagong and was allowed to be beached for demolition on July 2nd.



Gulf Jash (ex-*Probo Koala*, ex-*Probo Baoning*). IMO 8309816. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,389 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Detained in 2004 in Vladivostok (Russia), in 2007 in Bandar Khomeini (Iran), in 2008 in Bremen (Germany) and in 2010 in Galveston (United States). Sold for demolition in Bangladesh en bloc with two of her sisterships, *Gulf Shagra* and *Gulf Ahmadi*. 528 \$ per ton. Refused in the Bangladeshi waters on May 28th, the fate of the ship is uncertain.



Gulf Safwa (ex-*Probo Elk*, ex-*Probo Hawk*). IMO 8315401. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,585 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Detained in 2006 in Long Beach (United States). Sold for demolition in India. 535 \$ per ton.



Gulf Shagra (ex-*Probo Panda*, ex-*Probo Baron*). IMO 8315396. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,623 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). Sold for demolition in Bangladesh en bloc with two of her sisterships, *Gulf Ahmadi* and above all *Gulf Jash*, ex-*Probo Koala*. 528 \$ per ton.

Gulf Sieb (ex-*Probo Emu*, ex-*Probo Bani*). IMO 8309804. Oil / Bulk / Ore carrier (OBO). Length 182 m, 14,613 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1989 in Pusan (South Korea) by Korea SB & E Corp. Owned by Gulf Navigation (United Arab Emirates). After an ultimate call mid-june in Chittagong where she unloaded a cargo of clinker, the *Gulf Sieb* sailed to Alang where she was beached for demolition on July 30th.



August 2nd 2006, in Gibraltar. Like her sistership *Probo Koala*, the *Probo Emu* was used as a floating refinery of sulphurous petroleum products © **paceyms / Shipspotting**

Tanker

African Prince (ex-*Princess Sofia*, ex-*Rio Grande*, ex-*Eso Rio Grande*, ex-*Petromar Rio Grande*). IMO 8025563. Tanker. Length 154 m, 4,564 t. North Korean flag. Unknown classification society. Single hull ship built in 1982 in Tigre (Argentina) by ASTARSA. Owned by Ship & Shore Services Ltd (Nigeria). Sold for demolition in Pakistan.



Angeles B (ex-*Tebo Olympia*). IMO 7813327. Tanker. Length 141 m. Panamanian flag. Classification society Lloyd's Register. Double hull ship built in 1980 in Vuosaari (Finland) by Valmet. Owned by Compania Maritima de Panama SA (Panama). Detained in 2005 in Stockholm (Sweden) and in 2006 in Algeciras (Spain). Sold for an unknown destination of demolition.



Archon (ex-*Alexander M*, ex-*Omonia*, ex-*Tago*, ex-*Angelina Amoretti*). IMO 7012480. Tanker. Length 89 m, 1,400 t. Greek flag. Classification society American Bureau of Shipping. Single hull ship built in 1970 in Porto Viro (Italy) by Visentini. Owned by Alpha Bunkering III Shipping Co (Greece). The ship was listed by the European Commission among the 66 highly dangerous ships after the sinking of the tanker *Prestige* in November 2002; she should therefore have been banned from European ports under the directive on Port State Controls. The ban remains paper and the *Archon* went on calling at all the European ports where she was detained for varying durations. Detained in 1998 in Malaga (Spain), in 1999 in Genoa (Italy) and Heraklion (Greece), in 2000 in Brest (France) and Rotterdam (The Netherlands), in 2001 in Harwich (United Kingdom), in 2003 in Dublin (Ireland), in 2004 in Piraeus (Greece), in 2005 in Valencia (Spain) and in 2006 in Setubal (Portugal) and Belfast (United Kingdom). Sold for an unknown destination of demolition.



Archon, on Perama roads (Greece), June 2007 © Aleks Lindström

Asphalt Victory (ex-*Kiowa*, ex-*Ariadne I*, ex-*Ariadne*). IMO 8023761. Bitumen tanker. Length 170 m, 8,746 t. Cayman Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1983 in Oskarshamn (Sweden) by Nya Oskarshamns. Owned by Chronos Shipping Co Ltd (Greece). Sold for demolition in India. 515 \$ per ton.



Azraq 7 (ex-*Venture V*, ex-*Global Venture*, ex-*Syabas Singapura*, ex-*Essex*, ex-*Explorer*, ex-*Bos Navigator*, ex-*Golden Navigator*, ex-*Eishin Maru No.28*). IMO 7718333. Tanker. Length 89 m, 1,449 t. Panamanian flag. Classification society Bureau Veritas. Built in 1977 in Akitsu (Japan) by Kishigami Zosen. Owned by Elite Marine Services (United Arab Emirates). Sold for demolition in Pakistan.

Blue Ridge (ex-*Carlsbad*). IMO 7908172. Tanker. Length 200 m, 10,802 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1981 in San Diego (United States) by National Steel. Owned by Crowley Petroleum Transport (United States). Sold as is in the Bahamas for demolition in India. 315 \$ per ton.

Blue Ridge, March 2009, on the Mississippi river
© A Sazonov



Brazos 1 (ex-*Heidmar Brazos*, ex-*Charles B Renfrew*). IMO 8616348. Tanker. Length 239 m, 13,699 t. Deflagged from Marshall Islands to Tuvalu for her last journey. Classification society American Bureau of Shipping. Double hull ship built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by International Tanker Management (United Arab Emirates). Sold for demolition in Bangladesh.

D Elephant (ex-*Yahiko Maru*). IMO 8902383. Tanker VLCC. Length 330 m, 38,909 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Chiba (Japan) by Mitsui. Owned by Selandia Ship Management (Singapore). Sold for demolition in Pakistan. 520 \$ per ton.

Delta 3 (ex-*Tasco Beta*, ex-*Chak Rose*, ex-*Vanissa*, ex-*Marvin II*, ex-*Nikko Maru n°8*). IMO 8011500. Bitumen tanker. Length 62 m, 661 t. Thai flag. No classification society according to her last Port State Control. Double hull ship built in 1980 in Kinoo (Japan) by Sasaki Zosen KK. Owned by Tipco Maritime CoLtd (Thailand). Sold for demolition in Bangladesh.



Dolphina (ex-*Encounter*, ex-*Liquid Bulk Encounter*). IMO 8307959. Tanker. Length 126 m, 3,740 t. Panamanian flag. Classification society International Register of Shipping. Double hull ship built in 1983 in Akitsu (Japan) by Taihei Kogyo KK. Owned by RTBS Consultants Pte Ltd (Singapore). Detained in 2002 in Singapore, in 2005 and 2008 in Guangzhou (China) and in 2009 in Maoming (China). Sold for demolition in Bangladesh. 530 \$ per ton.



Falkonera (ex-*Taiho I*, ex-*Taiho Maru*). IMO 8919336. Tanker. Length 330 m, 33,334 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1991 in Kure (Japan) by Ishikawajima-Harima. Owned by Aeolos Management SA (Greece). Reported as sold for demolition in Pakistan, the Greek *Falkonera*, sailed from Rotterdam (The Netherlands), announced her arrival in India through the Automatic Identification System (AIS) but eventually reached Chittagong on ballast on May 21st and was allowed to be beached for demolition ten days later. 540 \$ per ton.



General Zamora (ex-*Amity*). IMO 9007788. Tanker. Length 226 m, 14,150 t. Venezuelan flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Shanghai (China) by Hudong. Owned by Global Shipmanagement CA (Venezuela). Sold for demolition in Pakistan. 500 \$ per ton.

Iran Rajai (ex-*Ferncraig*). IMO 8003369. Tanker. Length 176 m, 9,974 t. Deflagged from Iran to Comoros for her last journey. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1983 in Pula (Croatia) by Uljanik. Owned by IRISL Marine Services (Iran). The Iranian fleet is hiding under the Comorian flag ! Sold for demolition in India where she arrives as « *Raka* » 515 \$ per ton.

Iran Rajai, berthed in Rotterdam (The Netherlands), May 2008 © Frans Sanderse



Iron Monger 5 (ex-*Thistle*, ex-*Palmstar Thistle*). IMO 8916190. Tanker. Length 244 m, 16,592 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1991 in Onomichi (Japan) by Onomichi Docks. Owned by TMT Co Ltd (Taiwan). Sold for demolition in Pakistan. 520 \$ per ton.

Jag Lakshya (ex-*Geres*, ex-*Knock Sheen*, ex-*Friendly Rainbow*). IMO 8714762. Tanker. Length 267 m, 21,189 t. Indian flag. Classification society Det Norske Veritas. Double hull ship built in 1989 in Okpo (South Korea) by Daewoo. Owned by Great Eastern Shipping Co Ltd (India). Sold as is in Colombo (Sri Lanka) for demolition au Pakistan.

Mar Princess (ex-*Genmar Princess*, ex-*Crude Princess*, ex-*Nord-Jahre Princess*, ex-*Jahre Princess*). IMO 8917819. Tanker. Length 232 m, 15,300 t. Panamanian flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Oppama (Japan) by Sumitomo HI. Owned by Tomini Ship Management Ltd (Pakistan). Sold for demolition in Bangladesh. 537 \$ per ton.

Marlina (ex-*Marlina XV*, ex-*Aurora*, ex-*Ulyanovsk*). IMO 7925778. Tanker. Length 170 m, 7,460 t. Saint-Kitts-and-Nevis flag. Unknown classification society. Single hull ship built in 1983 in Skaramanga (Greece) by Hellenic Shipyards. Owned by Sukses Osean Khatulistiwa Line (Indonesia). Detained in 2000 in A Coruña (Spain) and in 2002 in Amsterdam (The Netherlands). Sold for demolition in Bangladesh.



Overseas New Orleans (ex-*Exxon Yorktown*, ex-*Hunter Armistead*). IMO 7932422. Tanker. Length 200 m, 9,833 t. Tuvaluan flag. Classification society American Bureau of Shipping. Double hull ship built in 1983 in San Diego (United States) by National Steel (NASSCO). Like all the OSG ships (Overseas Shipholding Group), the *Overseas New Orleans* was deflagged from United States, became the simple *Orleans* owned by a ghost company based in the British Virgin Islands and was in the end beached for demolition in in India. 525 \$ per ton.



Overseas New Orleans , May 2008, outbound in the port of Valletta (Malta) © Jörn Prestien

Quito Jaya (ex-*Ibnu*). IMO 9043988. Tanker. Length 178 m, 7,999 t. Comorian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Dalian (China) by Dalian SY Co. Owned by CB Marine Ltd (United Kingdom). Sold for demolition in Bangladesh.



River Jamaima (ex-*Guadalupe B*, ex-*Camponubla*). IMO 7711634. Tanker. Length 166 m, 6,522 t. Unknown flag. Unknown classification society. Single hull ship built in 1979 in Puerto Real (Spain) by AESA. Owned by Expedia Marine Co Ltd (Nigeria). Banned from transporting heavy fuel in European waters since January 2005. The ship had already been sold for demolition in June 2010 (Cf. Shipbreaking.com # 20). In fact she went on sailing under an unknown flag and was just beached for demolition in India in Alang.



Rose (ex-*Alkarnak 1*, ex-*Passatore*, ex-*Fujikaze*, ex-*Mikitoyo Maru*). IMO 7374486. Tanker. Length 97 m, 1,769 t. Comorian flag. Classification society Union Marine Classification. Single hull ship built in 1974 in Hakata (Japan) by Murakami Hide. Detained in 2010 in Khorramshahr (Iran). Sold for demolition in Pakistan.



Siam Sathaporn (ex-*Oxalis Violet*, ex-*Aoi Maru*). IMO 8125870. Tanker. Length 105 m, 1,795 t. Thai flag. No classification society according to her last port State control. Single hull ship built in 1982 in Hakata (Japan) by Murakami Hide. Owned by Siam Mongkol Marine Co Ltd (Thailand). Sold for demolition in Bangladesh.



Titan Scorpio (ex-*Titan Libra*, ex-*Cross*, ex-*Seacross II*, ex-*Kakuho*). IMO 8507602. Tanker VLCC. Length 332 m, 41,479 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1986 in Sakaide (Japan) by Kawasaki. Owned by Titan Ocean Pte Ltd (Singapore). Detained in 2005 in Qingdao (China). Sold for demolition in Pakistan. 520 \$ per ton.



The *Titan Scorpio* in Shanhaiguan shipyard, October 2006 © Rybas

Valder 1 (ex-*Rebel I*, ex-*Rebel*, ex-*Restless*, ex-*Fili*). IMO 8913576. Tanker. Length 183 m. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1991 in Inchon (South Korea) by Halla. Owned by Valdercrown Shipping Ltd (Cyprus). Sold for demolition in Xinhui (China) by Jiangmen Zhong Xin Shipbreaking Co.



Venture (ex-*Genesis Adventurer*, ex-*Cam Etinde*, ex-*Le Cedre n°1*, ex-*Arthur Simard*). IMO 7321635. Tanker. Length 131 m, 2,756 t. Nigerian flag. Unknown classification society. Single hull ship built in 1973 in Sorel (Canada) by Marine Industries. Owned by J Marine Logistics Ltd (Nigeria). Sold for demolition in India.



Vergina II (ex-*Lark Lake*). IMO 8719217. Tanker. Length 247 m, 21,304 t. Cyprus flag. Classification society American Bureau of Shipping. Double hull ship built in 1991 in Gdynia (Poland) by Komuny Paryskiej Shipyards. Owned by Tsakos Columbia Shipmanagement (Greece). Sold as is in Singapore for demolition in Bangladesh where she arrives as « *Gina* ». 521 \$ per ton.



Wabecotanker (ex-*Lough Fisher*, ex-*Cableman*). IMO 7813884. Tanker. Length 117 m. Nigerian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1980 in Appledore (United Kingdom) by Appledore SB. Owned by Transocean Shipping Ventures Pvt Ltd (India). Sold as is in Lagos (Nigeria) for an unknown destination of demolition.



Washington Voyager (ex-Chevron Washington). IMO 7391226. Tanker. Length 198 m, 10,675 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1976 in Portland (United States) by FMC Corp. Owned by Chevron Usa Inc (United States). Sold for demolition in Brownsville, Texas (United States).



Washington Voyager, Bay of San Francisco, February 2008 © Hector Aguilar

Gas tanker

Several ships anchored in the Bay of Yokohama (Japan) or sailing from there, or cargoes onboard, have been lightly contaminated by the fallout of the Fukushima Daiichi accident. This is the reason why, as a warning, Ship-breaking.com, considering the hasty demolition of the *Bekalang* and the *Belais*, has decided to call for attention on the risks of radioactive spots on these two vessels.

Bekalang (ex-Gadila). IMO 7217896. Gas tanker. Length 256 m, 22,000 t. Brunei flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. This LNG carrier with a capacity of 75.000 m3 was, like her sistership *Belais*, fated for the transport of natural gas from Brunei to Japan. Sailing originally under the British flag, their title was transferred in 1986 from STASCO - Shell Trading and Shipping Company to Brunei Shell Tankers and they were reflagged to Brunei. On 6th March, before the tsunami and Fukushima accident, the *Bekalang* was sailing in the Bay of Yokohama. She then left for Osaka and South Japan, came back to Yokohama at the end of March and was sold for demolition in China. 450 \$ per ton.



January 2008, Uruga Channel
©Yuichi Morita

Belais (ex-Gastrani). IMO 7347794. Gas tanker. Length 256 m, 22,000 t. Brunei flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Brunei Shell Tankers. Like her sistership *Bekalang*, the *Belais* was berthed in Yokohama during the Fukushima crisis. She did not sail far from the Bay before she was sold for demolition and headed to Jiangyin in China. 450 \$ per ton. The series had two other ships, *Gadina* and *Gari*, still in service.



Ethylene Phenix. IMO 8604486. Gas tanker. Length 73 m. Japanese flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1987 in Sasebo (Japan) by Sasebo HI. Owned by Daiichi Tankers Co Ltd (Japan). Sold for an unknown destination of demolition.

Navigas 1 (ex-Sigas Duke, ex-Knud Kosan, ex-Knud Tholstrup, ex-Traenafjord). IMO 8026373. Gas tanker. Length 76 m, 1,857 t. Maltese flag. Classification society Bureau Veritas. Single hull ship built in 1982 in Sandnessjoen (Norway) by Nord-Offshore. Owned by Navigas Ltd (Gibraltar). Sold for demolition in Turkey.



Norgas Trader (ex-Coral Temse). IMO 7909346. Gas tanker. Length 118 m, 4,703 t. Deflagged from Singapore to Saint-Kitts-and-Nevis for her last journey. Classification society Germanischer Lloyd. Double bottom ship built in 1981 in Temse (Belgium) by Boelwerf. Owned by Norgas Carriers AS (Norway). Detained in 2004 in Terneuzen (The Netherlands). Sold for demolition in India where she arrives as « Gas T. ». 701 \$ per ton including an important amount of nickel.



Patcharawadee-2 (ex-Phacharawadi, ex-Navakun 6, ex-Chiyo, ex-Shino Go, ex-Ryoo Maru). IMO 7025700. Gas tanker. Length 79 m, 1,190 t. Thai flag. No classification society according to her last Port State Control. Single hull ship built in 1970 in Kochi (Japan) by Imai Shipbuilding Co. Owned by Siam Gas & Oil (Thailand). Detained in 2005 in Haiphong (Vietnam). Sold for demolition in Bangladesh



Chemical tanker

Bitumen Express (ex-Seakap, ex-Biograd, ex-MRS B, ex-Landguard Point). IMO 8014344. Bulk carrier converted in 1991 to chemical tanker. Length 108 m, 4,074 t. Saint-Vincent-and-Grenadines flag. Classification society International Naval Surveys Bureau. Double hull ship built in 1982 in Shimizu (Japan) by Miho. Owned by Split Ship Management Ltd (Croatia). Sold for demolition in India. 522 \$ per ton.



Dong Joo Mariner (ex-Sam Bu No. 17). IMO 8429111. Chemical tanker. Length 68 m. South Korean flag. Classification society Korean Register of Shipping. Single hull ship built in 1985 in Ulsan (South Korea) by Banghujin Shipbuilding & Engineering. Owned by Dong Joo International Shipping Co Ltd (South Korea). Sold for an unknown destination of demolition

Doris (ex-Conny). IMO 8315035. Chemical tanker. Length 163 m, 6,242 t. Panamanian flag. Classification society International Register of Shipping. Double hull ship built in 1984 in Kudamatsu (Japan) by Kasado Docks. Owned by RTBS Consultants Pte Ltd (Singapore). Sold for demolition in Bangladesh. 540 \$ per ton.



Hannibal II (ex-Merit, ex-Merity). IMO 8011756. Chemical tanker. Length 172 m, 8,813 t. Panamanian flag. Classification society Bureau Veritas. Double hull ship built in 1983 in Dunkirk (France) by Normed. Sister-ship of the *Lady Jasmine* (see below), the *Hannibal II* was delivered in 1983 as *Merity* to the Brazilian shipowner Flumar. She was purchased in 1997 by Gabès Marine Tankers, renamed *Hannibal II*, first flew the Tunisian flag and was reflagged to Panama from 2007 on. Her late career was marked by the attack of Somali pirates on November 11th 2010. She was detained with her 31 crew members until March 17th 2011 and was beached in Alang on July 6th.



Hannibal II, port of Patras (Greece), April 2011 © Evangelos Patsis

Lady Jasmine (ex-*Lady Nil*, ex-*Chuy*). IMO 8011744. Chemical tanker. Length 172 m, 8,849 t. Tunisian flag. Classification society Bureau Veritas. This double hull chemical tanker (mainly phosphoric acid), with a capacity of 24,000 dwt, was built in 1983 in



Dunkirk by NORMED (Chantiers du Nord et de la Méditerranée) as the Brazilian *Chuy* for Transportes Fluviais y Maritimos (Flumar), among whose shareholders at the time was the French group Louis Dreyfus. She was sold in 1996 and became the Turkish *Lady Nil* and in 2003 the *Lady Jasmine* owned by the Tunisian Gabes Marine Tankers SARL. Detained in 1999 in Hamburg (Germany). Sold for demolition in India.

September 2008, berthed in Valletta (Malta) © Jörn Prestien

Mutiara (ex-*Olga*, ex-*Santa*, ex-*Paulina*, ex-*Bergensfjord*). IMO 8321864. Chemical tanker. Length 174 m, 6,977 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1984 in Usuki (Japan) by Minami-Nippon. Owned by Cakra Bahana Pt (Indonesia). Sold for demolition in India.



New Toyokaze (ex-*Toyokaze*, ex-*Houshin*). IMO 8319744. Chemical tanker. Length 160 m, 6,519 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1984 in Saiki (Japan) by Usuki Tekkosho. Owned by Glory Ship Management (Singapore). Detained in 2010 in Guangzhou (China) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India.



Prem (ex-*Hari Prem*, ex-*Jo Maple*). IMO 8914764. Chemical tanker. Length 115 m, 3,084 t. Saint-Kitts-and-Nevis flag. Classification society Det Norske Veritas. Double hull ship built in 1991 in Nandan (Japan) by Teraoka. Owned by Buoy Chartering & Trading Ltd (United Arab Emirates). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



Sky Star (ex-*Sichem Baltic*, ex-*Kilchem Baltic*, ex-*Kichem Baltic*, ex-*Dansborg*, ex-*Golden Arrow*). IMO 8418928. Chemical tanker. Length 106 m, 2,229 t. Panamanian flag. Classification society Universal Shipping Bureau. Double hull ship built in 1985 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Detained in 1999 in A Coruña (Spain), in 2007 in Aarhus (Denmark) and in 2009 and 2010 in Bandar Khomeini (Iran). Sold for demolition in Pakistan.



Sterlink Vernal Grace (ex- *Vernal Grace*, ex-*Guimaras Island*, ex-*Everton*, ex-*Shoun World*). IMO 8510154. Chemical tanker. Length 113 m, 2,567 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1985 in Chofu (Japan) by Kyokuyo Zosen. Owned by Teras Offshore Pte Ltd (Singapore). Detained in 2003 in Ulsan (South Korea) and in 2008 in Bangkok (Thailand). Sold for demolition in Bangladesh.



Theresa Gemini (ex-*Mont Blanc*, ex-*White Sapphire*, ex-*Selendang Sutera*, ex-*Cliff*, ex-*Ferncliff*, ex-*Arabian Challenger*, ex-*Atlas Challenger*). IMO 7923586. Chemical tanker. Length 174 m, 10,860 t. Kiribati flag. Classification society International Ship Classification. Double hull ship built in 1981 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Raffles Shipmanagement (Singapore). Detained in 2005 in Fawley (United Kingdom) and in 2011 in Dumai (Indonesia) and Zhangjiagang (China). Sold for demolition in India. 535 \$ per ton.



General cargo

Aab-E-ZamZam (ex-*Med Wind*, ex-*FML*. S.V. *Savarskar*, ex-*Maratha Convoy*, ex-*Aldgate*, ex-*Frisian Mariner*). IMO 7711517. General cargo. Length 81 m, 1,012 t. Comorian flag. Classification society Hellenic Register of Shipping. Built in 1979 in Harlingen (The Netherlands) by Harlingen S&R. Detained in 2005 in Koper (Slovenia) and Valencia (Spain), in 2006 in Koper again, in 2007 in Okha (India) and in 2009 in Kolkata (India). Sold for demolition in Bangladesh.



Al Bahsa 4 (ex-Senan D, ex-Senan 1, ex-Lady Maha, ex-Saturnus, ex-Hansa Bay). IMO 7042162. General cargo. Length 102 m, 1,888 t. Sierra Leone flag. Classification society Global Bureau Of Shipping. Built in 1971 in Rostock (Germany) by Neptun VEB. Owned by Al-Bahsa General Trading (Kuwait). Detained in 2001 in Ploce (Croatia), Aveiro (Portugal) and Novorossiysk (Russia), in 2007 and 2008 in Novorossiysk again, in 2008 in Rijeka (Croatia) and in 2009 twice in Bandar Khomeini (Iran). Sold for demolition in India.



Allahus Samad (ex-Rahman Noor Rahim, ex-Eid-A-Mostafa, ex-Continent-4, ex-Hui Ying, ex-Sonbai). IMO 8209066. General cargo. Length 134 m, 5,859 t. Sierra Leone flag. Classification society International Register of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo H.I. Owned by AK Ship Management & Services (Bangladesh). Sold for demolition in Bangladesh.



Balboa (ex-Sea Life, ex-Ocean Pacific I, ex-Colombia I, ex-Colombia, ex-CTE Lucia, ex-Almirante Jose Padilla, ex-Ciudad de Barranquilla). IMO 8200876. General cargo. Length 158 m, 9,755 t. Saint-Kitts-and-Nevis flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Gdansk (Poland) by Gdanska Lenina Shipyards. Owned by MD Shipping Co (Ukraine). Detained in 2006 in Shanghai (China). Sold for demolition in India. 535 \$ per ton.



BM Challenge (ex-Steel 1, ex-Ruby I, ex-Sea Aberdeen, ex-Express Aberdeen, ex-Taeping). IMO 7521522. General cargo. Length 153 m, 6,576 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Rio de Janeiro (Brazil) by Caneco. Owned by BM Shipping Group SpA (Italy). Detained in 2008 in Nantong (China) and Ulsan (South Korea) and in 2011 in Guangzhou (China). Sold for demolition in India. 505 \$ per ton.



Bright Future (ex-Hai Ning, ex-Bell Korea, ex-Jin Korea, ex-Fareast Pilot, ex-Western Venture). IMO 8304103. General cargo. Length 96 m. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1984 in Hakata (Japan) by Murakami Hide. Owned by Union Rich International Shipping Co Ltd (China). Detained in 2001 in Fushiki (Japan), in 2005 in Kunsan et Masan (South Korea), in 2008 in Tokyo (Japan), in 2009 in Changshu (China) and in 2010 in Onahama (Japan). Sold for demolition in Bangladesh.



Cahaya Mas (ex-Great Mary, ex-Enif, ex-Libra Peru, ex-CSAV Rapel, ex-Rapel, ex-Euro Florida, ex-Antares, ex-Ville d'Orient, ex-Maretrader). IMO 7632711. General cargo. Length 157 m, 6,388 t. Indonesian flag. Classification society Germanischer Lloyd. Built in 1977 in Usuki (Japan) by Minami-Nippon. Owned by Tempuran Emas (Indonesia). Sold for demolition in Bangladesh.

Coastal 1 (ex-Coastal Express 1, ex-Ambika, ex-Eastern Universe). IMO 8318764. General cargo. Length 108 m, 3,143 t. Deflagged from India to Saint-Kitts-and-Nevis for her last journey. Unknown classification society. Built in 1985 in Saiki (Japan) by Honda. Owned by Transcoastal Cargo & Shipping (India). Detained twice in 2000 in Kanto, (Japan). Sold for demolition in Bangladesh.



Coastal 2 (ex-Sinar Nusa, ex-Winco Feeder, ex-X-Press Annapurna, ex-Savannah). IMO 8321694. General cargo. Length 158 m, 5,909 t. Deflagged from India to Saint-Kitts-and-Nevis for her last journey. Unknown classification society. Built in 1984 in Bremerhaven (Germany) by Seebeckwerft ; jumboized in 1991 and lengthened from 144 to 158 m. Owned by Transcoastal Cargo & Shipping (India). Sold for demolition in Bangladesh.



Deren Pioneer (ex-Essco Faith, ex-Lela, ex-Govora). IMO 7906306. General cargo. Length 130 m, 3,367 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Galati (Romania) by SN. Owned by Sea Pioneer Denizcilik (Turkey). Detained in 1997 in Bilbao (Spain), in



1998 in Newcastle (United Kingdom), in 2000 in A Coruña (Spain) and Rouen (France), in 2001 in Antwerp (Belgium) and Aveiro (Portugal), in 2004 in Genoa (Italy) and Koper (Slovenia) and in 2006 in Leghorn (Italy) and Cartagena (Spain). Sold for demolition in India.

Deren Pioneer, February 2009, Kiel canal (Germany) © Olaf Eggert

Elegant (ex-Huasco, ex-Consensus Sky, ex-Tulip Trader, ex-Silver Arrow). IMO 7632967. General cargo. Length 144 m, 5,096 t. Saint-Kitts-and-Nevis flag. Classification society American Bureau of Shipping. Built in 1978 in Oshima (Japan) by Oshima SB. Owned by Pelmar Shipping (India). Sold for demolition in India.

Eleonora (ex-NZOL Contender, ex-Porer). IMO 8030867. General cargo. Length 160 m, 6,929 t. Bahamian flag. Classification society Bureau Veritas. Built in 1983 in Pula (Croatia) by Uljanik. Owned by G Bulk Corp (Greece). Detained in 1999 in New York (United States). Sold for demolition in India. 535 \$ per ton.



Gati 1 (ex-Toei 1). IMO 8405165. General cargo. Length 92 m, 1,758 t. Indian flag. Classification society Indian Register of Shipping. Built in 1984 in Kochi (Japan) by Kochi Eiho. Owned by Gati Coast To Coast (India). Sold for demolition in India.

Hato (ex-Hato Arrow, ex-Grena). IMO 7380758. General cargo. Length 182 m, 10,803 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1974 in Toyama (Japan) by Nipponkai. Owned by SMT Shipmanagement & Transport Ltd (Cyprus). Detained in 1998 in Quebec (Canada) and in 2008 in Tianjin (China). Sold for demolition in China. 462 \$ per ton.



Hilir Mas (ex-Jala Mas, ex-Sinar Lampung, ex-Sinar Malka, ex-OOCL Arrow, ex-Vigour Luzon, ex-ala Atlantica, ex-Aqaba Crown, ex-Bavaria Singapore, ex-Colombus Capricorn, ex-Rienzi). IMO 7328645. General cargo. Length 144 m, 4,550 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1973 in Lübeck (Germany) by Orenstein & Koppel. Owned by Tempuran Emas (Indonesia). Detained in 2005 in Singapore. Sold for demolition in Bangladesh.



Hong Ming (ex-Oel Strength, ex-Orient Strength, ex-Tang He). IMO 8100533. General cargo. Length 170 m, 6,970 t. Panamanian flag. Classification society International Register of Shipping. Built in 1983 in Flensburg (Germany) by Flensburger Schiffswerft. Owned by Jieheng Shipping Co Ltd (China). Detained in China in 2009 in Lianyungang and in 2011 in Guangzhou. Sold for demolition in China. 457 \$ per ton.



Kemal G (ex-Y Kemal, ex-Aksoy Star, ex-Falcon). IMO 6820828. General cargo. Length 129 m, 3,810 t. Georgian flag. Classification society International Register of Shipping. Built in 1968 in Fredriksstad (Sweden) by Fredriksstad MV. Owned by Derpina Denizcilik (Turkey). Detained in 2011 in Venice (Italy). Sold for demolition in India.



King Favor (ex-Olmeca, ex-Delmas Marula, ex-Delmas Joinville, ex-St Blaize, ex-Deppe America, ex-Lloyd Sao Paulo, ex-Manila Bay, ex-Euro Sea). IMO 8119704. General cargo. Length 191 m, 10,425 t. Saint-Vincent-and-Grenadines flag. Classification society RINA. Built in 1984 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Nanjing King Ship Management Co (China). Detained in 2010 in Paradip (India). Sold for demolition in India. 526 \$ per ton.



King Glory (ex-Rickmers Mumbai, ex-Merida, ex-Silvia Sofia). IMO 7820772. General cargo. Length 178 m, 9,692 t. Pavillon Saint-Vincent-and-Grenadines flag. Classification society RINA. Built in 1979 in Innoshima (Japan) by Hitachi Zosen. Owned by Nanjing King Ship Management Co (China). Detained in 1999 in Antwerp (Belgium) and Hamburg (Germany), in 2004 in Hamburg again, in 2007 in Tilbury (United Kingdom) and in 2011 in Bushire (Iran). Sold for demolition in India. 525 \$ per ton.



King Success (ex-Chainat Navee, ex-Dorinco, ex-Malacca Maru). IMO 7718292. General cargo. Length 157 m, 7,870 t. Saint-Vincent-and-Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1978 in Sakaide (Japan) by Kawasaki. Owned by Nanjing King Ship Management Co (China). Detained in 2000 in Singapore and Antwerp (Belgium), in 2002 in Antwerp again and in 2011 in Kakinada (India). Sold for demolition in India. 515 \$ per ton.



Lady Juliet (ex-Runner B, ex-Afris Runner, ex-Kapetan Pavlovic). IMO 8225204. General cargo. Length 162 m, 6,931 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Kaalbye Shipping (Ukraine). Detained in 2002 in Zeebrugge (Belgium), in 2003 in Guangzhou and Hong Kong (China) and in 2004 in Kashima (Japan). Sold for demolition in India. 488 \$ per ton.



Maldiv Star (ex-Pharos I, ex-Pharos, ex-Adria I, ex-Naxos I, ex-Renate Wunsche, ex-Nordwelle). IMO 7601243. General cargo. Length 129 m, 4,251 t. Maldives Islands flag. No classification society according to her last Port State Control. Built in 1977 in Ishinomaki (Japan) by Yamanishi SB. Owned by Maldives National Shipping Ltd (Maldives Islands). Detained in 2003 et 2006 in Singapore. Sold for demolition in India.



Mazin Arab (ex-Fay, ex-Herfah, ex-Trade Candour, ex-Bertram Rickmers). IMO 7904542. General cargo. Length 170 m, 7,911 t. Saudi Arabian flag. Classification society Germanischer Lloyd. Built in 1979 in Vegesack (Germany) by Bremer Vulkan. Owned by Saudi Arabia Shipping (Saudi Arabia). Detained in 2009 in Bandar Khomeini (Iran). Sold for demolition in India. 532 \$ per ton.



Med Salvador (ex-Stena Arctica, ex-Seatrain London, ex-Columbialand). IMO 7519282. General cargo. Length 185 m, 9,700 t. Panamanian flag. Classification society RINA. Built in 1978 in Göteborg (Sweden) by Eriksbergs. Owned by B Navi (Italy). Detained in 2005 in Amsterdam (The Netherlands), in 2008 in Hong Kong (China) and in 2009 in Antwerp (Belgium). Sold for demolition in India. 512 \$ per ton.



Med Salvador, in Amsterdam (The Netherlands), February 2010 © E. Vroom

Nicetec (ex-Alice, ex-Irini, ex-Ruhland). IMO 8501024. General cargo. Length 158 m, 7,100 t. Hong Kong flag. Classification society China Classification Society. Built in 1985 in Warnemunde (Germany) by Warnowwerft. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition in Bangladesh. 518 \$ per ton.



Ocean Project (ex-Al Diyar, ex-Al Mamoori, ex-Rony, ex-Nabil, ex-Yusr, ex-Bay Fish, ex-North Star, ex-Arklowe River, , ex-Arklow River, ex-Bay Fisher, ex-Atlantic Coast). IMO 7424035. General cargo. Length 71 m, 912 t. Sierra Leone flag. Classification society African International Register. Built in 1976 in Frederikshavn (Denmark) by Orskovs. Owned by Ocean Shells Shipping LLC (United Arab Emirates). Detained in 2006 in Mumbai (India) and Bushire (Iran) and in 2007 in Bandar Abbas (Iran). Sold for demolition in India.



Pasir Mas (ex-Coronel, ex-Muara Mas, ex-San Juan, ex-Scandutch Levant, ex-Nincop II, ex-Merzario Arcadia). IMO 7703285. General cargo. Length 87 m, 1,680 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1977 in Steinwerder (Germany) by Blohm & Voss. Owned by Tirtamas Express Pt (Indonesia). Sold for demolition in Bangladesh.



Pella. IMO 7705520. General cargo. Length 145 m, 4,400 t. Greek flag. Classification society American Bureau of Shipping. Built in 1979 in Aioi (Japan) by Ishikawajima-Harima. Owned by Scarmar Shipping Agency SA (Greece). Detained in 2011 in Klaipeda (Lithuania). Sold for demolition in Turkey. 342 \$ per ton.



Prianka (ex-Slavianka). IMO 7721316. General cargo. Length 185 m, 7,777 t. Panamanian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Green Ocean Ship Management Pvt Ltd (India). Detained in 1999 in Antwerp (Belgium) and in 2001 in Sandnessjoen (Norway). Sold for demolition in India. 510 \$ per ton.



Rezq Allah (ex-Save, ex-Saveni). IMO 7806764. General cargo. Length 106 m, 2,445 t. Unknown flag. Unknown classification society. Built in 1978 in Braila (Romania) by Braila SN. Detained in 1998 in Antwerp (Belgium) for 251 days, in 2003 in Constanta (Romania), in 2006 in Sochi (Russia) and in 2008 in Rijeka (Croatia). Sold for demolition in Pakistan.



Ri Gang Zheng He (ex-Zheng He Shi Ba, ex-Hao Guo, ex-Fairwind 308, ex-Xiang Fen, ex-Lun Bao). IMO 8829725. General cargo. Length 105 m, 2,729 t. Chinese flag. Classification society China Classification Society. Built in 1986 in Wuhan (China) by Wuchang. Owned by Yangpu Rigangzhenhe Logistics (China). Sold for an unknown destination of demolition.

Sapphire I (ex-Sea Phoenix, ex-Express Phoenix, ex-Narrator, ex-Naxos Island). IMO 7722152. General cargo. Length 145 m, 4,411 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Chita (Japan) by Ishikawajima-Harima. Owned by Karlog Shipping Co Ltd (Greece). Detained in 2007 in Klaipeda (Lithuania) and in 2008 in San Antonio (Chile). Sold for demolition in China.



Skogaland (ex-Kent Navigator, ex-Star Skoganger, ex-Petraia, ex-Khalij Enterprise, ex-Aldebaran). IMO 7604336. General cargo. Length 164 m, 7,413 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Imperial Ship Management AB (Sweden). Detained in 2004 in Montreal (Canada), in 2005 in Naples (Italy) and in 2010 in Szczecin (Poland). Sold as is in Kakinada (India) for demolition in India where she arrives as « *Gala* ». 470 \$ per ton.



Skogaland in Nordseekanal (The Netherland) © **Boatfan07 / vesseltracker**

SV Matvey (ex-Portland Castle, ex-Highgate, ex-Colima). IMO 8215560. General cargo. Length 196 m, 12,163 t. Panamanian flag. Classification society RINA. Built in 1985 in Deptford Yard (United Kingdom) by Sunderland SB. Owned by Interunity Management Corp SA (Greece). Detained in 2003 in San Juan (Porto Rico) . Sold for demolition in India. 522 \$ per ton.



Svyatoy Panteleymon (ex-Oxford Castle, ex-Star Davanger, ex-Star Denver, ex-Star Enterprise). IMO 7700702. General cargo. Length 183 m, 10,985 t. Panamanian flag. Classification society RINA. Built in 1978 in Sakaide (Japan) by Kawasaki. Owned by Fedcom Shipping (Ukraine). Detained in 2010 in Nikolayev (Ukraine) and Novorossiysk (Russia). Sold for demolition in India. 515 \$ per ton.



SV Serafim (ex-Richmond Castle, ex-Star Djervanger, ex-Star World). IMO 7620615. General cargo. Length 183 m, 11,502 t. Panamanian flag. Classification society RINA. Built in 1978 in Tamano (Japan) by Mitsui. Owned by Fedcom Shipping (Ukraine). Detained in 2000 in Saint Petersburg (Russia) and in 2001 in Dublin (Ireland). Sold for demolition in India.



Syria Star (ex-Hollandic, ex-Hollandic Confidence, ex-Netherland Confidence, ex-Iris Island). IMO 7608136. General cargo. Length 146 m, 4,362 t. Saint-Vincent-and-Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Owned by Reem Maritime Ltd (Syria). Detained in 2004 in Las Palmas (Spain) and in 2010 in Vishakhapatnam (India). Sold for demolition in India.



Tasik Mas (ex-Eastern Polaris, ex-Toba, ex-Gyosei Maru). IMO 7353987. General cargo. Length 105 m, 2,967 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1974 in Chofu (Japan) by Kyokuyo. Owned by Tempuran Emas (Indonesia). Sold for demolition in Bangladesh.

Umm Albain (ex-*Stella M*, ex-*Interocean*, ex-*Moinesti*). IMO 8503890. General cargo. Length 131 m, 3,534 t. Saint-Kitts-and-Nevis flag. Classification society International Register of Shipping. Built in 1985 in Tulcea (Romania) by Tulcea Santierul Naval. Owned by Al Sabatain Shipping LLC (United Arab Emirates). Detained in 2004 in Naples (Italy) and twice in Constanta (Romania) and in 2006 in Leghorn (Italy). Sold for demolition in India. 488 \$ per ton.



Western Traveller (ex-*Thor Traveller*, ex-*Victoria Pride*, ex-*Gabyana*, ex-*Caribbean Princess*, ex-*Santa Rosa*). IMO 8503060. General cargo. Length 176 m, 8,224 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned by Nobpac Shipping Pte Ltd (Singapore). Detained in 2002 in Gdansk (Poland) and Rotterdam (The Netherlands). Sold for demolition in Bangladesh.



Whitewood (ex-*Kent Mariner*, ex-*Finnstar*, ex-*Finnfighter*, ex-*Kaipola*). IMO 7403691. General cargo. Length 159 m, 6,904 t. Gibraltar flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Gijon (Spain) by Juliana Gijonese. Owned by Regal Agencies Corp (Greece). Detained in 2006 in Georgetown and Summerside (Canada). Sold for demolition in India.



Whitewood, March 2011, Kiel canal (Germany)
© Arne Luetkenhorst

Yacu Puma (ex-*Poppi P*). IMO 7622807. General cargo. Length 149 m, 5,909 t. Peruvian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Tadotsu (Japan) by Hashihama SB. Owned by MMS Americas LLC (United States). Detained in 2011 in Houston (United States). Sold as is in Tampico for demolition in India. 320 \$ per ton.



Yahya K (ex-*Abeer S*, ex-*Burg*, ex-*Joboy*). IMO 7348669. General cargo. Length 122 m, 3,409 t. Syrian flag. Classification society Germanischer Lloyd. Built in 1974 in Rostock (Germany) by Neptun Schiffswerft. Owned by Rayan Maritime Services (Syrie). Detained in 1999 in Antwerp (Belgium), in 2001 in Calais (France), in 2001 in Antwerp again, in 2006 in Varna (Bulgaria) and in 2011 in Novorossiysk (Russia). Sold for demolition in India.



Container ship.

Emilio 1 (ex-*Delmas Kinshasa*, ex-*Monte Gordo*, ex-*Kekenis*, ex-*Cadiz*, ex-*OPDR Cadiz*, ex-*Cape*, ex-*Hellenic Cape*). IMO 8017322. Container ship. Length 120 m, 2,689 t. Sierra Leone flag. Classification society Germanischer Lloyd. Built in 1982 in (Singapore) by Singapore SB. Proprietaire Rania Marina SARL (Lebanon). Detained in Lisbon (Portugal) in 2002 and twice in 2004. Sold for demolition in India. 510 \$ per ton.



Hub Trader (ex-*Australian Trader*, ex-*Fremantle Enterprise*). IMO 7718917. Container ship. Length 122 m, 3,756 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1978 in Numakuma (Japan) by Tsuneishi. Owned by Hub Shipping (Malaysia). Detained in 2000 in Singapore and in 2002 in Hong Kong (China). Sold for demolition in India. 445 \$ per ton.



King Honor (ex-*Portinari*, ex-*Vermeer*, ex-*Red Sea Entente*, ex-*Hapag Lloyd Kiel*, ex-*Seatrain West Poinr*, ex-*Ville de Bordeaux*). IMO 7521986. Container ship. Length 201 m, 10,498 t. Saint-Vincent-and-Grenadines flag. Classification society RINA. Built in 1978 in Tonsberg (Norway) by Kaldnes ; jumboized in 1982 and lengthened from 172 to 201 m. Owned by Nanjing King Ship Management Co (China). Detained in 2007 in Tianjin (China) and Bandar Abbas (Iran) and in 2010 in Bandar Abbas again. Sold for demolition in India. 525 \$per ton.



Lintas Nusantara (ex-*Sheng Da*, ex-*Kalamazoo*, ex-*Eagle Trust*, ex-*Siberia Maru*). IMO 7430084. Container ship. Length 122 m, 3,067 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1975 in Yokkaichi (Japan) by Mie. Owned by Wahana Baruna Khatulistiwa (Indonesia). Sold for demolition in Bangladesh.



MSC Bali (ex-*Sea-Land Explorer*). IMO 7820930. Container ship. Length 257 m, 17,078 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1980 in Nagasaki (Japan) by Mitsubishi ; jumboized in 1985 and lengthened from 227 to 257 m. Owned by Conbulk Shipping SA (Greece). Detained in 2008 in San Vicente (Chile). Sold for demolition in India.



MSC Diman (ex-*Diman II*, ex-*MSC Indonesia*, ex-*ACX Lavender*, ex-*Neptune Corundum*, ex-*California Apollo*, ex-*Hyuga Maru*). IMO 8204468. Container ship. Length 209 m, 13,504 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Tsu (Japan) by Nippon Kokan. Owned by Transman Shipmanagers SA (Greece). Sold for demolition in India. 543 \$ per ton.



MSC Nefeli (ex- *Nefeli I*, ex-*MSC Vietnam*, ex-*Zim Shekou*, ex-*MSC Durban*, ex-*Hanjin Chungmou*, ex-*Korean Wonis Seven*). IMO 7930668. Container ship. Length 208 m, 12,697 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Target Marine SA (Greece). Sold for demolition in India. 508 \$ per ton.



MSC Paola (ex-*Safmarine Nomzi*, ex-*Nomzi*, ex-*Boringia*). IMO 7416868. Container ship. Length 202 m, 9,820 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Nakskov (Denmark) by Nakskov SV. Owned by Mediterranean Shipping Company - MSC (Switzerland). Detained in 2004 et 2005 in Fremantle (Australia), in 2007 in Montreal (Canada) and in 2011 in Singapore. Sold for demolition in India. 526 \$ per ton.



MSC Paola, outward bound from Lyttelton (New Zealand), March 2006
© Wayne ACourt / Shipspotting

Permai VI (ex-*Uni-Oasis*, ex-*Ever Oasis*). IMO 8100832. Container ship. Length 180 m, 8,310 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Muroran (Japan) by Hakodate Docks. Owned by PT Jayakusuma Perdana Lines (Indonesia). Détenu in Hong Kong in 2002, 2004, 2005, 2007 and 2009. Sold for demolition in India.



Wisdom (ex-Qc *Wisdom*, ex-*India Star*, ex-*Moringia*, ex-*Vietnam Star I*, ex-OOCL *Pudong*, ex-*City Of Leeds*, ex-*Contship Canada*, ex-*Ocean Spirit*, ex-*Olandia*). IMO 8417558. Container ship. Length 147 m, 4,730 t. Singapore flag. Classification society Germanischer Lloyd. Built in 1985 in Bremerhaven (Germany) by Rickmers. Owned by Manship Pte Ltd (Singapore). The *Wisdom* was sailing early June from Colombo (Sri Lanka) to the demolition yards of Alang in tow of the Greek tug *Seabulk Plover*. She broke free, headed towards the Bandra Worli Sea Link but missed this bridge between Mumbai Center and its western suburbs, and finally drifted and grounded up north on Juhu Beach. She was grounded a few hundred meters away from the shore and became an attraction for thousand of visitors; some curious visistors tried to swim across to get onboard and had eventually to be rescued. One teenager drowned. The coast guards and the Indian navy refused to support the towing of the ship to Alang and the *Wisdom* stays stucked for three weeks before being freed by a tug hired from Singapore. She was beached in Alang on July 2nd. 475 \$ per ton.



The *Wisdom* grounded on Juhu Beach near Mumbai (India), June 13th 2011 © seandsilva / Shipspotting

Reefer.

Antigua (ex-*Soria*, ex-*Escambray*). IMO 8812813. Reefer. Length 105 m, 2,790 t. Netherlands Antilles flag. Classification society Bureau Veritas. Built in 1991 in Gijon (Spain) by Juliana Gijonese. Owned by Seatrade Groningen BV (The Netherlands). Sold for demolition in India. 480 \$ per ton.



Asiatic (ex-*Sanuki Reefer*). IMO 8608743. Reefer. Length 106 m, 2,288 t. Bahamian flag. Classification society Bureau Veritas. Built in 1986 in Hachinohe (Japan) by Kitanihon. Owned by Seatrade Groningen BV (The Netherlands). Detained in 1999 in Esbjerg (Denmark). Sold for demolition in India. 480 \$ per ton.



Baltic Carrier (ex-*Algeciras Carrier*, ex-*Winter Sun*, ex-*Zenit Sun*). IMO 7707918. Reefer. Length 169 m, 10,370 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Göteborg (Sweden) by Gotaverken Arendal. Owned by Ost-West-Handel-und-Schiffahrt GmbH (Germany). Detained in 1999 in Hamburg (Germany), in 2005 in Dover (United Kingdom) and in 2007 in Le Havre (France). Sold for demolition in India. 490 \$ per ton.



Baltic Prosperity (ex-*Symi Island*, ex-*Leyte Island*, ex-*West Wind*). IMO 8319093. Reefer. Length 125 m, 3,751 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Kochi Jyuko. Owned by Laskaridis Shipping Co (Greece). Detained in 2000 twice in Pago Pago (American Samoa Islands), in 2006 in Talcahuano (Chile) and in 2008 in Dalian (China). Sold for demolition in India. 464 \$ per ton.



Barents Bay (ex-*Chiricana*, ex-*Juvante*). IMO 8313300. Reefer. Length 139 m, 4,493 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Shimonoseki (Japan) by Towa. Owned by Roswell Navigation Corp (Greece). Detained in 2007 in Constanta (Romania). Sold for demolition in India. 510 \$ per ton.



Canterbury Star. IMO 8316015. Reefer. Length 151 m, 6,191 t. Liberian flag. Classification society Det Norske Veritas. Built in 1986 in Belfast (United Kingdom) by Harland & Wolff. Owned by Star Reefers (United Kingdom). Sold for demolition in India. 514 \$ per ton.



Cape Vincente. IMO 8911475. Reefer. Length 120 m, 4,235 t. Liberian flag. Classification society Bureau Veritas. Built in 1991 in Shanghai (China) by Shanghai Shipyard. Owned by Seatrade Groningen BV (The Netherlands). Detained in 2000 in Gulfport (United States). Sold for demolition in India. 485 \$ per ton



Kamchatskiy (ex-*Kamchatskiy Proliv*). IMO 8228476. Reefer used as fish carrier. Length 172 m, 8,090 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Nikolayev North (Ukraine) by 61 Komunara. Owned by Laskaridis Shipping Co (Greece). Detained in 2002 in Jacksonville (United States). Sold for demolition in China.



Nostalgic (ex-*Green Nostalgic*, ex-*Northern Express*). IMO 8511952. Reefer. Length 109 m, 2,347 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Waterhuizen (The Netherlands) by Van Diepen. Owned by Seatrade Groningen BV (The Netherlands). Detained in 2000 in Ijmuiden (The Netherlands). Sold for demolition in India. 480 \$ per ton.



Scottish Star. IMO 8315994. Reefer. Length 151 m, 5,924 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1985 in Belfast (United Kingdom) by Harland & Wolff. Owned by Star Reefers (United Kingdom). Detained in 2005 in San Diego (United States). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 465 \$ per ton.



Scottish Star , in Gibraltar straits, October 2009 © Angel Luis Godar Moreira

Seagull (ex-*Thorunn*, ex-*Calamo*, ex-*Hamanasu*). IMO 8126032. Reefer. Length 145 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Takamatsu (Japan) by Shikoku Docks. Owned by Laskaridis Shipping Co Ltd (Greece). Sold for an unknown destination of demolition



Sky Glider (ex-Tudor Star, ex-Saxon Star, ex-Blumenthal, ex-Helene Jacob). IMO 8222989. Reefer. Length 146 m, 5,735 t. Belizean flag. Classification society Det Norske Veritas. Built in 1984 in Lübeck-Siems (Germany) by Flender. Owned by MurmantransflotCo Ltd (Russia). Sold for demolition in India. 485 \$ per ton.



Sky Pegasus (ex-Trojan Star, ex-Cap Palmas, ex-Bremerhaven, ex-Walter Jacob). IMO 8222991. Reefer. Length 146 m, 5,715 t. Belizean flag. Classification society Det Norske Veritas. Built in 1984 in Lübeck-Siems (Germany) by Flender. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in India. 485 \$ per ton.



Tasman Start (ex-Tasman Star). IMO 8221844. Reefer. Length 140 m, 6,073 t. Barbados flag. Classification society American Bureau of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by Holy House Shipping AB (Sweden). Detained in 2006 in Constanta (Romania). Sold for demolition in India.



Tibor (ex-Baltic Cliff, ex-Firenze, ex-Bretagne, ex-C.R. Dieppe, ex-Italian Reefer, ex-Extreluz). IMO 8301034. Reefer. Length 134 m, 5,276 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Bilbao (Spain) by Astilleros del Cadagua. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in India. 485 \$ per ton.



White Mountain (ex-Iceland Rex). IMO 8223971. Reefer. Length 137 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Laskaridis Shipping Co (Greece). Detained in 2001 in Saint Petersburg (Russia). Sold for demolition in China.



Ro-Ro

Duana (ex-Sardauna, ex-Vulpine, ex-Southern Carrier, ex-Tor Fladria, ex-Anna Oden). IMO 7800758. Ro-Ro. Length 170 m, 6,754 t. Deflagged from Panama Tanzania for her last journey. Classification society Det Norske Veritas. Built in 1979 in Landskrona (Sweden) by Gotaverken Oresunds ; jumboized in 1988 and lengthened from 143 to 170 m. Owned by RMR Shipmanagement BV (The Netherlands). Sold for demolition in India.



Duana, Capetown (South Africa), june 2011 © Ian Shifman

Emerald Sea (ex-Anadyr). IMO 8120674. Ro-Ro. Length 177 m, 10,815 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Vuosaari (Finland) by Valmet oy. Owned by Elmira Shipping& Trading SA (Greece). Detained in 2006 in Mumbai (India). Sold as is in Capetown (South Africa) for demolition in India. 455 \$ per ton.



European Mariner (ex-European Highlander, ex-Lion, ex-Merchant Valiant, ex-Salahala). IMO 7636092. Ro-Ro. Length 116 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1978 in Bremerhaven (Germany) by Rickmers. Owned by P&O Ferries Ltd (United Kingdom). Sold for demolition in Turkey.



Finnforest (ex-Bore Britannica, ex-Stena Britannica, ex-Stena Hispania, ex-Kotka Violet, ex-Merzario Hispania, ex-Atlantic Project, ex-Stena Project). IMO 7528623. Ro-Ro. Length 151 m, 7,100 t. Swedish flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Weissfiord Shipping (Latvia). Sold as is in Italy for demolition in India.



Italoro Two (ex-Calabria, ex-Serenissima Express). IMO 7517583. Ro-Ro. Length 148 m, 6,322 t. Italian flag. Classification society RINA. Built in 1976 in Shimonoseki (Japan) by Hayashikane SB. Owned by Puglia Navigazione (Italy). Sold for demolition in Turkey.). 330 \$ per ton. Her sistership, *Italoro One*, owned by the same company, has been laid up in Toulon (France) since October 2008 following a legal decision as the owner failed to pay for the ship's bunkers. The crew had been detained on board until March 2009.



Italoro Two, May 2007 from Malamocco to Venice
© Riccardo Faè



Italoro One, in Brégaillon (France), August 2010
© Pascal Bredel

Nasser (ex-Inca, ex-Alex V, ex-Aldo, ex-Merzario Liguria). IMO 7929114. Ro-Ro. Length 110 m, 2,385 t. North Korean flag. Unknown classification society. Built in 1981 in Porto Viro (Italy) by Visentini. Owned by Marwan Shipping & Trading Co (United Arab Emirates). Sold for demolition in India. 493 \$ per ton.



Repubblica di Venezia. IMO 8511706. Ro-Ro. Length 213 m, 16,628 t. Italian flag. Classification society RINA. Built in 1987 in Marghera (Italy) by Breda Fincantieri; jumboized in 1991 and lengthened from 181 to 213 m. Owned by Grimaldi Group (Italy). Sold for demolition in India.



February 2011 in IJmuiden (The Netherlands)
© Erwin Willemse

Veesham Oak (ex-Transoak, ex-Ada Gorthon). IMO 8305949. Ro-Ro. Length 156 m, 6,394 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea SB. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 2005 in Quebec (Canada). Sold for demolition in India.



Bulk carrier

3 Maj. IMO 8610904. Bulk carrier ex-OBO. Length 224 m, 15,369 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1988 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Deulemar Shipping SpA (Italy). Detained in 2003 in Trieste (Italy) and in 2010 in Xiamen (China). Sold for demolition in Bangladesh. 530 \$ per ton.



Adalbert Antonov. IMO 7813030. Bulk carrier. Length 201 m, 9,758 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulgare Navigation (Bulgaria). Detained in 2003 in Hamburg (Germany) and in 2007 in Fredrikstad (Norway). Sold for demolition in China. 455\$ per ton.



Adalbert Antonov, October 2010 Tjörn Hakefjorden (Sweden)© Opalen / Marinetrafic

Agios Vartholomeos (ex-Svyatoy Varfolomey, ex-Agios Dimitrios, ex-Evlimeni). IMO 7518305. Bulk carrier. Length 224 m, 11,341 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Ariake (Japan) by Hitachi. Owned by Fedcominvest (Ukraine). Detained in 2000 in Hamburg (Germany) and in 2004 in Venice (Italy). Sold for demolition in Pakistan. 508 \$ per ton.



Alfred N (ex-Lyra). IMO 8900438. Ore carrier. Length 325 m, 34,493 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1991 in Monfalcone (Italy) by Fincantieri Italiani. Owned by Neu Seeschiffahrt GmbH (Germany). Detained in 2009 in Hamburg (Germany). Sold for demolition in Bangladesh. 530 \$ per ton.



Amira S (ex-Burdur). IMO 7389845. Bulk carrier. Length 154 m, 5,136 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Camialti (Turkey) by Denizcilik Bankasi. Owned by Maritime Agencies Co (Egypte). Detained in 2002 in Santander (Spain) and in 2005 in Ghent (Belgium). Sold for demolition in India. 520 \$ per ton.



Apollo Star (ex-Voutakos, ex-K. Jasmine, ex-Jasmine). IMO 8518015. Bulk carrier. Length 291 m, 22,978 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Kojé (South Korea) by Samsung. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2005 in Dampier (Australia) and in 2006 in Rotterdam (The Netherlands) and again in Dampier. Sold as is in Singapore for demolition in Bangladesh. 505 \$ per ton.



Arena (ex-Kibele, ex-Amura, ex-Boleslawiec). IMO 7725568. Bulk carrier. Length 95 m, 1,772 t. Turkish flag. Classification society Turk Loydu. Built in 1979 in Govan (United Kingdom) by Govan SB. Owned by Aspet Gemi Tankerciligi (Turkey). Detained in 1999 in Gdansk (Poland) and in 2008 in Cagliari (Italy). Sold for demolition in India. 494 \$ per ton.



Arius (ex-Mariupol, ex-Zhdanov, ex-Arctic Skou). IMO 7533123. Bulk carrier. Length 178 m, 6,920 t. Ukrainian flag. Classification society Shipping Register of Ukraine. Built in 1977 in Tsurumi (Japan) by Nippon Kokan. Owned by DONBASS (Ukraine). Detained in 2002 in Ghent (Belgium) and in 2003 in New Orleans (United States). Sold for demolition in Bangladesh.



Atagosan Maru. IMO 8607763. Bulk carrier. Length 290 m, 22,422 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Chiba (Japan) by Mitsui. Owned by MOL - Mitsui OSK Lines (Japan). Detained in 2003 in Ningbo (China) and Newcastle (Australia). Renamed « *Tagos* » and sold for demolition in China. 455 \$ per ton.



Atticos. IMO 7525970. Bulk carrier. Length 180 m, 6,537 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Hakodate (Japan) by Hakodate Docks. Owned by Capital Management Services SA (Greece). Sold for demolition in China. 463 \$ per ton.



Berge Pacific (ex-Iron Pacific). IMO 8412675. Bulk carrier. Length 315 m, 33,679 t. Norwegian flag (registre international). Classification society Det Norske Veritas. Built in 1986 in Koje (South Korea) by Samsung. Owned by Berge Bulk Norway AS (Norway). Sold for demolition in India. 505 \$ per ton.



Brazil Star (ex-Tsukuba Maru). IMO 8204638. Bulk carrier. Length 298 m, 25,113 t. Liberian flag. Classification society Nippon Kaiji Kyoka. Built in 1983 in Oppama (Japan) by Sumitomo. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Sold for demolition in Bangladesh. 525 \$ per ton.



Cape Gulf (ex-United Dynamic, ex-Donat). IMO 8712403. Bulk carrier. Length 274 m, 23,414 t. Liberian flag. Classification society Lloyd's Register of SHipping. Built in 1990 in Puerto Real (Spain) by AESA. Owned by Pioneer Marine Services Pvt Ltd (India). Detained in 2009 in Ningbo (China). Sold as is in Singapore for demolition in Bangladesh but she eventually arrived in India. 497 \$ per ton including 1.300 t of bunkers.



Cape Providence (ex-Turtle Queen, ex-Shinrei, ex-Shinrei Maru). IMO 8600571. Bulk carrier. Length 268 m, 18,080 t. Greek flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Golden Union Shipping Co SA (Greece). Detained in 2005 in Newcastle (Australia) and in 2008 in Zoushen (China). Sold for demolition in India. 530 \$ per ton.



Cape Santa Milagria (ex-Boss, ex-Yamahime Maru). IMO 8324115. Bulk carrier. Length 270 m, 21,447 t. Tuvaluan flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Imari (Japan) by Namura. Owned by Ace Worldwide Management Pte Ltd (Singapore). Detained in 2002 in Dampier (Australia), in 2004 in Amsterdam (The Netherlands) and in 2010 in Ningbo (China). Sold for demolition in China.



Capt. Nazih (ex-Krymchakhtar, ex-Golden Sun, ex-Loreley, ex-Avalon, ex-Valerie C, ex-Isla, ex-Sunny Island). IMO 8015178. Bulk carrier. Length 175 m, 6,950 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1980 in Numakuma (Japan) by Tsuneishi. Owned by Vega Marine (Honduras). Detained in 2000 in Antwerp (Belgium), in 2001 in Dublin (Ireland) and in 2006 in Mangalore (India). Sold for demolition in Bangladesh. 510 \$ per ton.



Captain Eglio (ex-Kopalnia Sosnowiec). IMO 7349883. Bulk carrier. Length 145 m, 4,300 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1974 in Travemunde (Germany) by Schlichting Werft. Owned by Riamar ShippingCo Ltd (Syria). Sold for demolition in India. 487 \$ per ton.



Cheng Gong (ex-Apollo Genkai, ex-Genkai Maru). IMO 7907453. Gas tanker to bulk carrier. Length 224 m, 15,806 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Aioi (Japan) by Ishikawajima-Harima. Owned by Hengfa Shipping Inc (China). Sold for demolition in China. 455 \$ per ton.



Cotswold (ex-China Fortune). IMO 8503498. Bulk carrier. Length 288 m, 24,594 t. Bermudas flag. Classification society Lloyd's Register of Shipping. Built in 1986 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Zodiac Maritime Agencies Ltd (United Kingdom). Detained in 2003 in Newcastle (Australia) and in 2004 in Vancouver (Canada). Sold for demolition in Bangladesh. 520 \$ per ton.



Da Shun (ex-Crane, ex-Antigone SB, ex-Antigone). IMO 7375612. Bulk carrier. Length 183 m, 6,537 t. Unknown flag. Classification society Isthmus Bureau of Shipping. Built in 1977 in Osaka (Japan) by Sanoyasu. Owned by Ever Gain Shipping SA (China). Detained in 1999 in Port Everglades (United States) and in 2009 in Vanino (Russia). Sold for demolition in Bangladesh. 510 \$ per ton.



Daewoo Spirit. IMO 8305896. Bulk carrier. Length 287 m, 25,387 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1985 in Okpo (South Korea) by Daewoo SB. Owned by STX Pan Ocean (South Korea). Sold for demolition in China. 455 \$ per ton.

Eternal Sea (ex-CSE Grace, ex-China Steel Entrepreneur). IMO 8128743. Bulk carrier. Length 289 m, 24,407 t. Panamanian flag. Classification society RINA. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by COSCO (China). Sold for demolition in India. 550 \$ per ton including 1.800 t of bunkers.

Everest (ex-Chang An, ex-Kalma, ex-Stacarrier, ex-Bermio, ex-Lux Indiapendence, ex-Macaye). IMO 7900273. Bulk carrier. Length 198 m, 7,646 t. Comorian flag. Classification society Hellenic Register of Shipping. Built in 1981 in Séville (Spain) by AESA. Owned by Universal Navigation Pte Ltd (Singapore). Detained in 2001 in Rotterdam (The Netherlands), in 2005 in Venice (Italy) and in 2007 in Bandar Khomeini (Iran). Sold for demolition in Pakistan. 475 \$ per ton.



Everest in Singapore, january 2008 © **Hajo Schaefer**

Express Power (ex-Antigoni, ex-Wanetaex-Mobil Valiant). IMO 8005575. Tanker converted to bulk carrier in 2009. Length 243 m, 16,740 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Oshima (Japan) by Oshima SB. Owned by Moral Power International Shipping Ltd (China). Detained in 2011 in Rizhao (China). Sold for demolition in India. 560 \$ per ton including 1,075 t of bunkers.



Five Stars Eternal (ex-Tai Chang, ex-Papago, ex-Panther). IMO 8015154. Bulk carrier. Length 228 m, 12,366 t. Panamanian flag. Classification society Nippon Kaiji Kyoka. Built in 1982 in Tadotsu (Japan) by Hashihama Zosen. Owned by Hanxing Ship Management Co Ltd (China). Detained in South Korea en 2007 in Pohang and in 2009 in Kwangyang. Sold for demolition in China. 458 \$ per ton.



Five Stars Galaxy (ex-*Sperchios*, ex-*Sanko Heron*). IMO 8025305. Bulk carrier. Length 235 m, 13,408 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Onomichi (Japan) by Onomichi Zosen. Owned by Hanxing Ship Management (China). Sold for demolition in China. 460 \$ per ton.



Fratzescos-M (ex-*Alfios*, ex-*Yana*, ex-*Celtic Yana*). IMO 8000537. Bulk carrier. Length 224 m, 11,326 t. Liberian flag. Classification society Det Norske Veritas. Built in 1981 in Imari (Japan) by Namura. Owned by Rainbow Shipmanagement SA (Greece). Detained in 1998 in Amsterdam (The Netherlands), in 2005 in Constanta (Romania), in 2007 in Bandar Abbas (Iran) and in 2011 in Shenzhen (China). Sold for demolition in Bangladesh.



Friend Ace (ex-*Myrae Ace*, ex-*Crystal Ace*, ex-*Korean Peace*). IMO 7712676. Bulk carrier. Length 170 m, 7,469 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1979 in Pusan (South Korea) by Korea SB. Owned by Doriko Ltd (South Korea). Detained in 2000 in Vladivostok (Russia) and in 2007 in Bandar Abbas (Iran). Sold for demolition in Bangladesh.



Front Breaker (ex-*Front Breaker*). IMO 8906872. OBO converted to bulk carrier. Length 285 m, 23,090 t. Deflagged from Marshall Islands to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by International Tanker Management (United Arab Emirates). Detained in 2003 in Dampier (Australia) and in 2008 in Kdzeregli (Turkey). Sold for demolition in Bangladesh. 510 \$ per ton.



Furong (ex-*Long Charity*, ex-*Winner*, ex-*Karteria*, ex-*MaGhentang Ilog*). IMO 8213627. Bulk carrier. Length 290 m, 24,295 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1985 in Ariake (Japan) by Hitachi. Owned by Grand Fame Ship Management Ltd (China). Detained in 2008 in Port Walcott (Australia). Sold for demolition in India. 489 \$ per ton.



Glory Shenzhen (ex-*Cape Maxim*, ex-*Lanka Manel*, ex-*Wakatsukawa Maru*). IMO 8403026. Bulk carrier. Length 270 m, 18,382 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sakaide (Japan) by Kawasaki. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2009 in Caofeidian (China). Sold for demolition in India. 550 \$ per ton including 2,000 t of bunkers.



Golden Glow (ex-*Bandao*, ex-*Susan B*). IMO 7928122. Bulk carrier. Length 225 m, 12,250 t. Greek flag. Classification society American Bureau of Shipping. Built in 1981 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Trojan Maritime Inc (Greece). Detained in 2002 in Canada in Quebec and Dartmouth and in 2004 in Port Headland (Australia). Sold for demolition in Bangladesh. 510 \$ per ton.



Golden Glow, November 2009, Hammond, Oregon (United States) © Sammi Anthens / Marine Traffic

Haina Golden (ex-*Iolcos Triumph*, ex-*Saikai Maru*). IMO 7916519. Bulk carrier. Length 227 m, 12,941 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1980 in Nagasaki (Japan) by Mitsubishi. Owned by Haina Marine HongKong Ltd (China). Detained in 2002 in Vancouver (Canada) and in 2009 in Lisbon (Portugal). Sold for demolition in China. 450 \$ per ton.



Hamburg Pearl (ex-*Elixir*, ex-*Almerinda*, ex-*Trinidad*). IMO 8102751. Bulk carrier. Length 199 m, 9,063 t. Liberian flag. Classification society Bureau Veritas. Built in 1982 in Sestao (Spain) by AESA. Owned by HBC Hamburg Bulk Carriers GmbH (Germany). Detained in 2007 in Ghent (Belgium) and in 2008 in Hydro Karmoy (Norway). Sold for demolition in China. 457 \$ per ton.



Hamburg Pearl, on the Mississippi River, April 2011
© Captain Ted / Shipspotting

Handy V (ex-*Courag*, ex-*Ikan Kerisi*, ex-*Eternal Strength*, ex-*Gema Pertiwi*, ex-*Stella*, ex-*Suwa Maru*). IMO 8209030. Bulk carrier. Length 225 m, 11,349 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Imari (Japan) by Namura. Owned by Liberty Management SA (Greece). Detained in 2003 in Newcastle (Australia), in 2007 in Samcheonpo (South Korea), in 2008 in Venice (Italy) and in 2009 in New Orleans (United States). Sold for demolition in India. 458 \$ per ton including 700 t of bunkers.



Hao Wang (ex-*Altair*, ex-*Mentor*, ex-*Ambassador*, ex-*Success Bulker*, ex-*Beau Success*, ex-*Manila Honour*, ex-*Hydrolock*). IMO 7928110. Bulk carrier. Length 225 m, 12,067 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1981 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Tianjin Shipping Co Ltd (China). Detained in 1998 in Rotterdam (The Netherlands), in 2000 in Pula (Croatia), in 2004 in Zhanjiang (China), in 2005 in Shenzhen (China) and Port Headland (Australia) and in 2006 in Durban (South Africa). Sold for demolition in Pakistan. 495 \$ per ton.



Harriette (ex-*Overseas Harriette*, ex-*Esmeralda*). IMO 7516993. Bulk carrier. Length 172 m, 6,102 t. United States flag. Classification society American Bureau of Shipping. Built in 1978 in Maizuru (Japan) by Hitachi. Owned by Sealift Inc (United States). In January 2010, the US MARAD prompted the US Environmental Protection Agency to review the *Harriette* transfer request and her demolition in Bangladesh in regard with the Toxic Substances Control Act. One year and half later, no recommendation has come from the EPA and this was considered as a clearance for scrapping. The Bangladeshi authorities allowed the ship to be beached for demolition in June 2011. 530 \$ per ton.

Overseas Harriette, in Gibraltar, October 2006
© Daniel Ferro



Hebei Arrow (ex-*Carso*, ex-*Kapitan Tkachenko*, ex-*Nilam*). IMO 8107517. OBO converted to bulk carrier in 1997. Length 244 m, 17,458 t. Hong Kong flag. Classification society Det Norske Veritas. Built in 1985 in Puerto Real (Spain) by AESA. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in China.



Hebei Innovator (ex-*Galaxy*, ex-*Cosmo Galaxy*). IMO 8420440. OBO converted to ore carrier in 2005. Length 319 m, 35,641 t. Hong Kong flag. Classification society China Classification Society. Built in 1986 in Kure (Japan) by Ishikawajima-Harima. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in Bangladesh. 530 \$ per ton.

Hebei Lion (ex-*Iguazu*, ex-*Gulf Steel*). IMO 7925534. Bulk carrier. Length 241 m, 13,297 t. Hong Kong flag. Classification society China Classification Society. Built in 1983 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Sold for demolition in Bangladesh. 513 \$ per ton.

Hebei Mercy (ex-*Kapitan Putilin*, ex-*Mercedes*). IMO 8023266. OBO converted to bulk carrier in 2005. Length 244 m, 16,938 t. Hong Kong flag. Classification society China Classification Society. Built in 1985 in Puerto Real (Spain) by AESA. Owned by Hebei Ocean Shipping Co Ltd - HOSCO (China). Detained in 1999 in Rotterdam (The Netherlands) and in 2006 in Seattle (United States). Sold for demolition in Bangladesh.



Irida (ex-*Xin Long*, ex-*Pasir I*, ex-*Acina*, ex-*El Zorro*, ex-*Kaszony*). IMO 7910785. Bulk carrier. Length 243 m, 17,288 t. Liberian flag. Classification society Bureau Veritas. Built in 1982 in Vegesack (Germany) by Bremer Vulkan. Owned by Larus SA (Greece). Detained in 2009 in Dangjin (South Korea) and in 2010 in Shenzhen (China). Sold for demolition in Pakistan.



Iron Monger 6 (ex-*Rose*, ex-*Palmstar Rose*). IMO 8916188. Ore carrier. Length 244 m, 17,217 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Onomichi (Japan) by Onomichi Docks. Owned by TMT Co Ltd (Taiwan). Sold for demolition in Bangladesh. 512 \$ per ton.

Island (ex-*Hyundai Island*). IMO 8419609. Bulk carrier. Length 274 m, 16,321 t. Comorian flag. Classification society Korean Register of Shipping. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Hyundai Merchant Marine Co Ltd (South Korea). Detained in Australia in 2005 in Hay Point and in 2008 in Gladstone. Sold for demolition in India.



Island Express (ex-*Nikiti*, ex-*Apollonia Star*, ex-*Dignity*, ex-*Santorin*, ex-*Kitty Porr*). IMO 7531187. Bulk carrier. Length 128 m, 3,848 t. Tanzanian flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Barhoum Maritime Co (Syria). Detained in 2003 in San Antioco (Italy). Sold for demolition in India.



Island Star (ex-*Carina II*, ex-*Huron*, ex-*Nomadic queen*, ex-*Ravenna*, ex-*Pacific Freedom*, ex-*Union Beauty*). IMO 7627481. Bulk carrier. Length 178 m, 6,792 t. Saint-Vincent-and-Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Oppama (Japan) by Sumitomo. Owned by Reem Maritime Ltd (Syria). Sold for demolition in Pakistan. 507 \$ per ton.

Japan Platanus. IMO 8613449. Bulk carrier. Length 283 m, 20,400 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Kure (Japan) by Ishikawajima-Harima. Proprietaire Schulte Shipmanagement (Germany). Detained in 2011 in Newcastle (Australia). Sold for demolition in India. 501 \$ per ton.



Ji Mei Long (ex-*Lara*, ex-*Golbal Epoch*, ex-*Kurotakisan Maru*). IMO 8103547. Bulk carrier. Length 228 m, 12,753 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Numakuma (Japan) by Tsuneishi SB. Owned by FOSCO (China). Detained in 1998 in Rotterdam (The Netherlands), in 1999 in Quebec (Canada), in 2000 in Antwerp (Belgium), in 2004 in Hamburg (Germany) and in 2005 in Montreal (Canada). Sold for demolition in China. 480 \$ per ton including 750 t of bunkers.



Jia Fu Star (ex-Hebei Eagle, ex-Successor, ex-Belval). IMO 8407905. Bulk carrier. Length 282 m, 23,425 t. Panamanian flag. Classification society RINA. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by COSCO (China). Detained in 2005 in Amsterdam (The Netherlands). Sold for demolition in India. 545 \$ per ton including 1.600 t of bunkers.



Jimrich (ex-Leopardi, ex-Marin, ex-New Venture). IMO 8029090. Bulk carrier. Length 263 m, 17,620 t. Panamanian flag. Classification society RINA. Built in 1982 in Tamano (Japan) by Mitsui. Owned by TOSCO (China). Detained in Australia in 2000 in Port Headland, in 2007 in Dampier and in 2008 and 2009 in Gladstone. Sold for demolition in Bangladesh. 508 \$ per ton.



Kalisti (ex-Jeannie, ex-Skytec, ex-Charmyl, ex-Almaris). IMO 7433012. Bulk carrier. Length 173 m, 7,364 t. Panamanian flag. Classification society Universal Shipping Bureau. Built in 1981 in Niteroi (Brazil) by CCN Maua. Owned by Tomazos Shipping (Greece). Detained in 2000 in Hamburg (Germany). Sold for demolition in India.



Khalija 3 (ex-Almavita, ex-Al Noor). IMO 8128690. Bulk carrier. Length 191 m, 8,515 t. Saint-Kitts-and-Nevis flag. Classification society International Register of Shipping. Built in 1985 in Angra dos Reis (Brazil) by Verolme do Brasil. Owned by Gulf Rocks KSC (Kuwait). Detained in 2001 in Augusta (Italy), in 2007 in Tuticorin (India), in 2008 in Xiamen (China) and in 2010 in Fangcheng (China) and Mumbai (India). On August 7th 2010, the *Khalija 3* collided with the container ship *MSC Chitra* while leaving the port of Mumbai. An oil spill polluted the seashore up to Elephanta Island whose caves are listed as a UNESCO's world heritage site. The *MSC Chitra* was towed to Alang for demolition in March 2011 (see Ship-breaking.com #23, p 37) and today it is *Khalija 3*'s turn. Sold for demolition in India. 470 \$ per ton.



The *Khalija 3* and her smashed bow, laid up in Mumbai, December 2010 © Brian Crocker

KS Hope (ex-Kyma, ex-Kyvernitis). IMO 7628227. Bulk carrier. Length 185 m, 7,866 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Imari (Japan) by Namura Shipbuilding. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2000 in Newcastle (United Kingdom), in 2001 in New Orleans (United States) and Hamburg (Germany), in 2007 in Tangshan (China) and in 2008 in Donghae and Ulsan (South Korea). Sold for demolition in Bangladesh. 510 \$ per ton.



La Donna I (ex-Navarino, ex-Annitsa L, ex-Fort Dufferin). IMO 8101991. Bulk carrier. Length 225 m, 12,500 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1983 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by M B Moundreas Shipping Co SA (Greece). Detained in 2008 in Pula (Croatia). Sold for demolition in India. 540 \$ per ton.



Levantes (ex-*Ocean Spirit I*, ex-*Ocean Spirit*, ex-*Eurocarrier*, ex-*Star I*, ex-*St Nicholas A*, ex-*Kalisti*, ex-*Olympic Promise*, ex-*London Viscount*). IMO 7366128. Bulk carrier. Length 183 m, 5,814 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1977 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Newport SA (Greece). Detained in 2000 in Rotterdam (The Netherlands), in 2003 in Novorossiysk (Russia), in 2005 in Koper (Slovenia) and Venice (Italy), in 2007 in Bari (Italy) and in 2011 in Koper again. Sold for demolition in China. 463 \$ per ton.



Melbourne Majesty (ex-*Trust Ethnos*, ex-*Pindar*, ex-*Front Merlin*, ex-*Obo Merlin*, ex-*Nor-OBO 5*, ex-*Ugland OBO 5*). IMO 8315657. Bulk carrier. Length 207 m, 12,587 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Uddevalla (Sweden) by Uddevalavarvet. Owned by Pioneer Marine Services Pvt (India). Detained in 2010 in Mundra (India). Sold for demolition in India. 507 \$ per ton.



Michalakis (ex-*Venus*, ex-*Venus Venture*). IMO 7517090. Bulk carrier. Length 193 m, 10,994 t. Maltse flag. Classification society Bureau Veritas. Built in 1977 in Chita (Japan) by Ishikawajima-Harima. Owned by Seatrans Management Enterprises (Greece). Sold for demolition in Pakistan. 530 \$ per ton.



Milin Kamak. IMO 7729734. Bulk carrier. Length 185 m, 7,573 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1979 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulgare Navigation (Bulgaria). Detained in 2010 in Antwerp (Belgium). Sold for demolition in China. 455 \$ per ton.



Min Fu (ex-*Glory Zoushan*, ex-*Alekos N. Agoudimos*, ex-*Kos*, ex-*Salgir*, ex-*Professor Kostjukov*, ex-*Torm Helvig*). IMO 7526663. Bulk carrier. Length 182 m, 9,230 t. Deflagged from to Tuvalu for her last journey. Classification society Inter maritime Certification Services. Built in 1978 in Lindo (Denmark) by Odense Staalskibs. Owned by Hai Ling Shipping (Hong Kong, China). Detained in 2001 in Lisbon (Portugal), in 2004 in Szczecin (Poland) and in 2005 in Genoa (Italy). Sold for demolition in Bangladesh. 510 \$ per ton.



Palini (ex-*Aftokratira Irini*, ex-*Mount Penteli*). IMO 7916090. Bulk carrier. Length 224 m, 11,370 t. Maltse flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Innoshima (Japan) by Hitachi. Owned by NANE Shipping Management SA (Greece). Detained in China in 2004 in Qinhuangdao and in 2010 in Guangzhou. Sold for demolition in China. 473 \$ per ton.



Panamax Mars (ex-*Saturn V*, ex-*Sunny Prince*, ex-*Saturn*). IMO 7902544. Bulk carrier. Length 224 m, 11,709 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1980 in Ulsan (South Korea) by Hyundai. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2000 in Amsterdam (The Netherlands) and in 2006 in Daesan (South Korea). Sold for demolition in China. 451 \$ per ton.



Philippos (ex-*Argus Traveller*, ex-*Loire*, ex-*Ogden Loire*). IMO 7375272. Bulk carrier. Length 185 m, 7,792 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Osaka (Japan) by Osaka Zosensho. Owned by Sicuro SA (Greece). Detained in 2002 in Newport News (United States). Sold for demolition in China. 440 \$ per ton.



Phuc Hai Star (ex-*Sea Cresta*, ex-*Gemini*, ex-*Yannis D*). IMO 7609219. Bulk carrier. Length 179 m, 6,642 t. Mongolian flag. Classification society Viet Nam Register of Shipping. Built in 1977 in Onishi (Japan) by Kurushima. Owned by Phuc Hai Co Ltd (Vietnam). Detained in 2001 in Naples (Italy), in 2004 in Montreal (Canada) and in 2008 in Rizhao (China). The *Phuc Hai Star* arrived in Chittagong on 27th September 2010 and was finally beached for demolition in Bangladesh on the 29th juin 2011.



Rodopi. IMO 7702839. Bulk carrier. Length 185 m, 7,505 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulgare Navigation (Bulgaria). Sold for demolition in China. 455 \$ per ton.



Rojen (ex-Sakar). IMO . Bulk carrier. Length 185 m, 7,626 t. Bulgarian flag. Classification society Bulgarski Koraben Registar. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyard. Owned by Bulgare Navigation (Bulgaria). Detained in 2008 and 2009 in Nikolayev (Ukraine). Sold for demolition in China. 455 \$ per ton.



Samarinda Carrier (ex- Dong Ya Ocean, ex- Tianwang Star, ex- Minoas, ex-Baleares, ex-El Toro, ex-Alexander). IMO 7910761. OBO converted to bulk carrier in 2004. Length 243 m, 17,106 t. Deflagged from Panama to Comores for her last journey. Classification society Lloyd's Register of Shipping. Built in 1981 in Vegesack (Germany) by Bremer Vulkan. Owned by Chokang Shipping Co Ltd (South Korea). Detained in 2004 in Taranto (Italy) and in 2009 in Tianjin (China). Sold for demolition in Bangladesh. 502 \$ per ton including 750 t of bunkers.



Sapphire II (ex-Tabarak, ex-Pythagoras, ex-Nea Elpis). IMO 7708728. Bulk carrier. Length 181 m, 6,598 t. Saint-Kitts-and-Nevis flag. Classification society American Bureau of Shipping. Built in 1978 in Hakodate (Japan) by Hakodate Docks. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 1999 in Tampa (United States), in 2009 in Novorossiysk (Russia) and in 2011 in Bandar Khomeini (Iran). Sold for demolition in China. 435 \$ per ton.



The *Sapphire II*, ex *Nea Elpis*, in Cuxhaven (Germany), August 1991 © Gerald Sörger

Saunière (ex-Algosea, ex-Brooknes). IMO 7028489. Bulk carrier. Length 156 m, 8,450 t. Canadian flag. Classification society Lloyd's Register of Shipping. Built in 1970 in Glasgow (United Kingdom) by Lightgows . Owned by Seaway Marine Transport (Canada). In June 2011, she left Montreal in tow for demolition in Turkey.



Sea Tiger 1 (ex-Haj Hamad S, ex-Hasan S, ex-Karen). IMO 7501857. Bulk carrier. Length 118 m, 3,060 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1976 in Hakata (Japan) by Watanabe Zosen. Owned by Moje Sepide Atlas Co (Iran). Detained in 2003 in Aveiro (Portugal), in 2009 in Novorossiysk (Russia) and in 2010 in Bandar Chahbahar (Iran). Sold for demolition in Pakistan.



Sealink Majesty (ex-Cape Maria, ex-New Harriet, ex-Harriet Maru). IMO 8024296. Bulk carrier. Length 299 m, 24,184 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Chiba (Japan) by Mitsui. Owned by COSCO (China). Detained in 2003 in Dampier (Australia) and Ningbo (China) and in 2011 in Qingdao (China). Sold as is in South Korea for demolition in China. 455 \$ per ton.



Sealink Prosperity (ex-Orient Fortune, ex-Songa Abra, ex-Daghild, ex-Leviathan, ex-Mindanao River 2). IMO 8319328. Bulk carrier. Length 280 m, 21,024 t. Hong Kong flag. Classification society American Bureau of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by COSCO (China). Detained in 2000 and 2002 in Port Headland (Australia) and in 2004 in Shanghai (China). Sold as is in Nantong (China) for demolition in China. 460 \$ per ton.



Shun Ji Xing (ex-Disco Volante, ex-United Hope). IMO 8114314. Bulk carrier. Length 229 m, 12,357 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Mihara (Japan) by Koyo Docks. Owned by COSCO (China). Detained in 2002 in Albany (Australia), in 2003 in Geelong (Australia) and in 2011 in Donghae (South Korea). Sold for demolition in Bangladesh. 505 \$ per ton.



Silver Carrier (ex-Dynasty, ex-Singapore Ace, ex-River Ace). IMO 8103626. Bulk carrier. Length 270 m, 20,004 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Ariake (Japan) by Hitachi. Owned by STX Marine Service Co Ltd (South Korea). Detained in 2000 in Tarragona (Spain), in 2001 in Virginia Beach (United States), in 2003 in Dampier (Australia) and in 2005 in Newcastle (Australia). Sold for demolition in Pakistan. 502 \$ per ton including 350 t of bunkers.



Sparrow (ex-Papa, ex-Bright Rose, ex-Akashi Maru). IMO 8324103. Bulk carrier. Length 270 m, 21,484 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imari (Japan) by Namura Shipbuilding. Owned by Transmed Shipping Co Ltd (Greece). Detained in Australia in 2006 in Gladstone and in 2007 in Newcastle and in 2011 in Ningbo (China). Sold for demolition in India. 520 \$ per ton.



Star Zulu (ex-Mineral Zulu). IMO 8401066. Bulk carrier. Length 290 m, 22,963 t. Bahamian flag. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Chartworld Shipping Corp (Greece). Detained in 2004 in Port Walcott (Australia). Sold for demolition in Pakistan.



Sunny Sailor (ex-Cape Lord, ex-Optimist, ex-Berge Master). IMO 8011249. Bulk carrier. Length 270 m, 21,491 t. Panamanian flag. Classification society China Classification Society. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Qingdao Huajian Shipping Co Ltd (China). Detained in 2000 in El Ferrol (Spain), in 2002 in Newcastle (Australia) and in 2003 in Amsterdam (The Netherlands). Sold for an unknown destination of demolition. 515 \$ per ton.



Suntec (ex-Nicole, ex-Green Kobe). IMO 7825227. Bulk carrier. Length 173 m. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Sasebo (Japan) by Sasebo HI. Owned by Shanghai Adani Shipping Co Ltd (China). Sold for demolition in China. 455 \$ per ton.

Surreal (ex-Five Ocean, ex-Asean Premier, ex-Keystone Ace, ex-Eastern Fuji). IMO 7607900. Bulk carrier. Length 142 m, 4,030 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1976 in Kochi (Japan) by Kochi Jyuko. Owned by Nobpac Ship Management Ltd (Bangladesh). Detained in 2000 in Kunsan (South Korea), in 2004 in Yingkou (China) and again in Kunsan and in 2007 in Zhangjiagang (China). Sold for demolition in Bangladesh. 480 \$ per ton.



Svyatoy Andrey (ex-Armonikos, ex-Docegulf). IMO 7725831. Bulk carrier. Length 205 m, 8,133 t. Panamanian flag. Classification society Polski Rejestr Statkow. Built in 1979 in Ulsan (South Korea) by Hyundai. Owned by Fedcom Shipping (Ukraine). Sold for demolition in Pakistan. 503 \$ per ton.

Syros (ex-*Clymene*, ex-*Queen Nora*, ex-*Eternity Venture*). IMO 7917953. Bulk carrier. Length 223 m, 12,139 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1981 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Aeolos Management SA (Greece). Detained in 2007 in Constanta (Romania). Sold for demolition in India. 530 \$ per ton.



Syros, port of Santos, February 2006 © **Lauro Filho**

Vega 1 (ex-*Axion I*, ex-*Clarisse Venture*). IMO 8101965. Bulk carrier. Length 223 m, 12,399 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Keelung (Taiwan) by China SB Corp. Owned by Good Faith Shipping Co SA (Greece). Detained in 1999 in Butzfleth (Germany), in 2007 in Vancouver (Canada) and in 2011 in Qingdao (China). Sold for demolition in India. 520 \$ per ton.



Venus (ex-*Horizo*, ex-*Tycoon*, ex-*Bandak*, ex-*Anito*, ex-*Enard Hope*). IMO 7921174. Bulk carrier. Length 224 m, 10,623 t. Liberian flag. Classification society Det Norske Veritas. Built in 1980 in Tsurumi (Japan) by Nippon KK. Owned by Dilek Transport Inc (Greece). Detained in 2003 in Rotterdam (The Netherlands). Sold for demolition in Bangladesh. 518 \$ per ton.



Victory-2 (ex-*Prestigious*, ex-*Pride C*, ex-*Pride*, ex-*Xifias*, ex-*Benignity*, ex-*Sea Gull*). IMO 7638569. Bulk carrier. Length 164 m, 5,678 t. Saint-Kitts-and-Nevis flag. Classification society Hellenic Register of Shipping. Built in 1978 in Kure (Japan) by Ishikawajima-Harima. Owned by Universal Navigation Pte Ltd (Singapore). Detained in 2001 in Lisbon (Portugal), in 2003 in Novorossiysk (Russia) and in 2006 in Zhanjiang (China). Sold for demolition in Bangladesh.



Vinalines Pacific (ex-*Lucky Rose*, ex-*Findikli*, ex-*Denish K*, ex-*Sea Mozart*, ex-*Ilanga*, ex-*Alexandros G. Tsavlis*). IMO 7410838. Bulk carrier. Length 162 m, 7,251 t. Panamanian flag. Classification society Viet Nam Register of Shipping. Built in 1978 in Niteroi (Brazil) by CCN Maua Niteroi. Owned by Vietnam National Shipping Lines - Vinalines (Vietnam). Detained in 1997 in Leith (United Kingdom), in 1999 in Sète (France) and in 2010 in Singapore. Sold for demolition in Bangladesh. 490 \$ per ton.



Xin Ye 2 (ex-*Themera*, ex-*Emerald*, ex-*Aello*, ex-*Soaring Kite*, ex-*Hydrangea*). IMO 7432642. OBO converted to bulk carrier in 2004. Length 228 m, 14,250 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1978 in Kobe (Japan) by Kawasaki. Owned by Xing Hong Yang International Ship Management (China). Detained in 2000 in Brindisi (Italy), in 2001 in Bremen (Germany), in 2003 in Hamburg (Germany), in 2007 in Constanta (Romania) and Dalian (China) and in 2008 in Guangzhou (China). Sold for demolition in Xinhui (China) by Jiangmen Xinhui Yuzhou Shipbreaking Co.



Zhen Feng (ex-Jag Leber, ex-Genmar Pacific, ex-North Pacific, ex-Nord Pacific). IMO 8408416. Tanker converted to bulk carrier. Length 245 m, 17,820 t. Panamanian flag. Classification society Inter maritime Certification Services. Double hull ship built in 1986 in Koje (South Korea) by Samsung. Owned by Fujian Ocean Shipping Co - FOSCO (China). Detained in China in 2008 in Qingdao and in 2010 in Shenzhen. Sold for demolition in China. 452 \$ per ton.



Zheng Yu (ex-Star Europe, ex-Mineral Europe). IMO 8417649. Bulk carrier. Length 290 m, 23,331 t. Panamanian flag. Classification society Bureau Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Fujian Ocean Shipping Co - FOSCO (China). Detained in Australia in 2001 in Dampier and in 2005 in Newcastle. Sold for demolition in Bangladesh. 525 \$ per ton.



Car carrier

Baltic Leader (ex-Brava, ex-Jinyo Maru). IMO 8202692. Car carrier. Length 161 m, 9,925 t. Deflagged from Panama to Comoros for her last journey. Classification society Nippon Kaiji Kyokai. Built in 1982 in Hakata (Japan) by Watanabe Zosen. Owned by Nippon Yusen Kaisha -NYK Line (Japan). Sold for demolition in Bangladesh. 540 \$ per ton including 250 t of bunkers and 843 t de ballast.

Nobleza (ex-Meijin, ex-Caribbean Carrier). IMO 8300470. Car carrier. Length 164 m. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Toyohashi (Japan) by Kanasashi. Owned by Wilhelmsen Ship Management (Norway). Sold for demolition in China.



Nordic Spirit (ex-Hual Triumph, ex-Hual Margarita). IMO 8606185. Car carrier. Length 200 m, 15,824 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Okpo (South Korea) by Daewoo. Owned by Mitsui OSK Lines – MOL (Japan). Detained in 2003 in Melbourne (Australia), in 2008 in Port Kembla (Australia) and in 2011 in Tyne (United Kingdom). Sold for demolition in India.



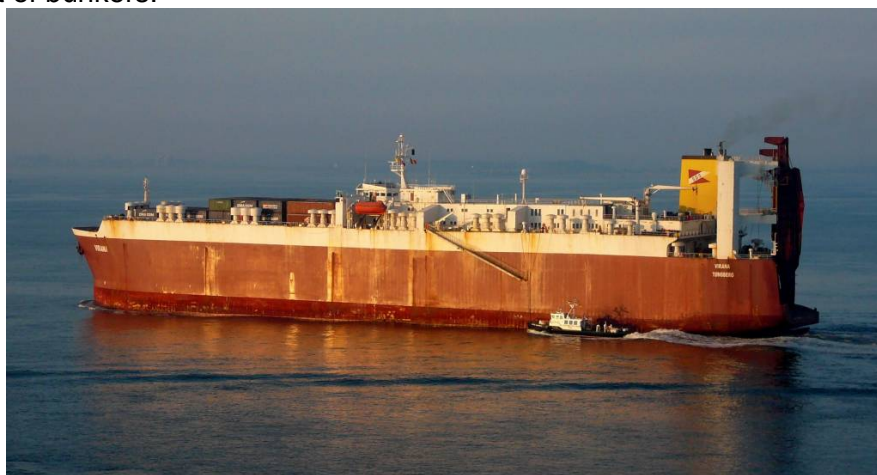
Phoenix Ace. IMO 8223593. Car carrier. Length 164 m, 9,557 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Kansai Steamship Co Ltd (Japan). Detained in 2000 in Port Jackson (Australia) and in 2002 in Auckland (New Zealand). Sold for demolition in China. 457 \$ per ton.



Tigris Leader (ex-Maersk Crest, ex-Rich Queen). IMO 8211019. Car carrier. Length 166 m. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Saiki (Japan) by Usuki. Owned by Wallem Shipmanagement Ltd (Norway). Sold for demolition in China.



Virana (ex-G And C Parana, ex-G and C Forest, ex-Nosac Forest, ex-Troll Forest, ex-Skaubord). IMO 7710408. Car carrier. Length 182 m, 16,031 t. Norwegian flag (internapional register). Classification society Det Norske Veritas. Built in 1979 in Fredriksstad (Norway) by Fredriksstad MV. Owned by Norwegian Car Carriers ASA (Norway). Detained in 2008 and 2009 in Antwerp (Belgium). Sold for demolition in India. 530 \$ per ton including 490 t of bunkers.



The *Virana*, in Vlissingen (The Netherlands), August 2010 © Jan Daniels

Factory ship (fish)

Athena (ex-*Athena II*, ex-*Skadi*, ex-*Kapitan Azarkin*). IMO 8907096. Factory ship. Length 105 m. Faroe Islands flag. Classification society Det Norske Veritas. Built in 1992 in Vigo (Spain) by Enrique Lorenzo y Cia. Owned by Ocean Group Faroes Ltd. (Faroe Islands). On 9th May 2011, a fire broke out on the factory ship *Athena* berthed in the port of Runavik (Faroe Islands) and spread throughout. this is the third fire on board and the second one in one year. No crew member is hurt but the ship is burned out and is taken in tow to Esbjerg (Denmark) where she will be dismantled.



Faroe Islands August 2010 ©
Marinetraffic



July 2011, in tow to Denmark © Tróndur Ellingsgaard

Admiral Padorin. IMO 8034899. Factory ship. Length 111 m, 4,430 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Oktyabrskoye (Russia) by Okean. Owned by Murmansk Trawl Fleet (Russia). Sold for demolition in India.

Demyansk. IMO 7645043. Factory ship. Length 83 m, 2,630 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Nikolayev South (Ukraine) by Chernomorskiy SZ. Owned by Murmansk Trawl Fleet (Russia). Sold for demolition in India.

Nuclear fuel carrier.

Pacific Sandpiper. IMO 8310695. Nuclear fuel carrier. Length 103 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Appledore (United Kingdom) by Appledore SB. Owned by Pacific Nuclear Transport Ltd (United Kingdom). She was decommissioned early this year and most of her equipment was removed. The *Pacific Sandpiper* is towed early June to the Netherlands for deep cleaning and should be broken up in the Van Heygen Recycling yard in Ghent (Belgium). (See the Press release [« A nuclear waste to be broken up in Belgium »](#), 7th June 2011)



Pacific Sandpiper, in Cherbourg, July 2010, under the AREVA gantry, is unloading radioactive materials.

© [cherbourgescales.overblog](#)

Cement carrier

Alcem Calaca (ex-*Furunes*, ex-*Firmnes*). IMO 7805382. Cement carrier. Length 134 m, 5,119 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1979 in Shimizu (Japan) by Nippon Kokan ; converted in 1998 to cement carrier. Owned by KGJ Cement Fleet Management (Norway). Detained in 2008 in Sydney (Australia). Sold for demolition in India.



Cattle carrier

Friesian Express (ex-*Kala Mona*, ex-*Ryusei Maru*). IMO 8118176. Reefer converted into cattle carrier in 1995. Length 108 m. Filipino flag. Classification society Bureau Veritas. Built in 1982 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Vroon BV (The Netherlands). Detained in Australia in 2003 in Fremantle and in 2004 in Portland and in 2011 in Philadelphia (United States). Sold for demolition in Turkey.



© Frank Behrends

the *Friesian Express* and her livestock passengers on the deck. Istanbul, August 2010

© Frank Behrends

Limousin Express (ex-*Levin*, ex-*Levin Vesubio*, ex-*Pacific Lead*, ex-*Golden Kasuga*). IMO 8103755. Cattle carrier. Length 96 m, 2,460 t. Filipino flag. Classification society Bureau Veritas. Built in 1981 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Vroon BV (The Netherlands). Detained in Australia in 2001 in Darwin, 2002 in Townsville and in 2010 in Broome. Sold for demolition in India. 480 \$ per ton.



Heavy load carrier

Jumbo Challenger. IMO 8110887. Heavy load carrier. Length 109 m, 3,801 t. Dutch flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Capelle (The Netherlands) by Ysselwerf. Owned by Kahn Scheepvaart BV (The Netherlands). Detained in 2004 in Dampier (Australia). Sold for demolition in India. 445 \$ per ton.



Jumbo Challenger in Europoort, Rotterdam (The Netherlands), March 2011 © Arjan Elmendorp

Offshore supply vessel

Grampian Highlander (ex-City of Aberdeen, ex-Polarfjord, ex-Normand Providence, ex-Stad Scandia). IMO 7402518. Offshore. Length 61 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1976 in Durban (South Africa) by James Brown & Hamer. Owned by North Star Shipping Aberdeen (United Kingdom). Sold for demolition in Denmark



Langery (ex-Seabulk Rooster, ex-Red Rooster, ex-Fair Trout, ex-Tender Trout). IMO 7922300. Offshore supply vessel. Length 68 m. Russian flag. Classification society Det Norske Veritas. Built in 1980 in Ulsteinvik (Norway) by Ulstein Hatlo. Owned by FEMCO-Management Ltd (Russia). Sold for demolition in China.



Crew transferred from the offshore platform *Transocean Legend* to the *Langery*, September 2004 © Lindsay Bremner

Vos Viper (ex-Viking Viper, ex-Cam Viper, ex-Hallarklettur, ex-Haja). IMO 6603608. Ex fishing trawler converted in 1992 to an offshore supply vessel. Length 50 m. United Kingdom flag. Classification society Det Norske Veritas. Built in 1966 in Fredrikstad (Norway) by Fredriksstad MV. Owned by Vroon Off Shore Services Ltd (United Kingdom).. Sold for demolition in Denmark.



Ferry

Puerto Eden (ex-Aetos, ex-Bore VII). IMO 7128784. Ferry. Length 114 m. Chilean flag. Classification society Lloyd's Register of Shipping. Built in 1972 in Rauma (Finland) by Rauma-Repola. Owned by Navimag Ferries SA (Chile). Sold for an unknown destination of demolition.



Puerto Eden, on January 2009 in Puerto Montt (Chile).

The *Evangelistas*, another ferry owned by the same company, dangerous for the maritime security is still sailing in the same fragile areas, across the fjords of Patagonie and the National Park of Torres del Paine.

© Osvaldo Morales Cáceres



Evangelistas © Navimag.com

The END

The scheduled death of the PROBO family (*Koala*, *Bison*, *Emu*, *Bear*, *Elk* and *Panda*)

In 1989, a Korean shipyard built a series of 6 OBO ships for the Norwegian ship owner Klaveness Group. Initially, the 6 sister ships transported bauxite between Australia and Asia and caustic soda between Asia and Australia. Then, the family was resold to Greek shipping companies and transported hydrocarbons of often mediocre quality. At least two Probos, the *Probo Emu* and the *Probo Koala*, served as floating refineries under the aegis of the transnational Trafigura. In August 2006, the *Probo Koala* became a symbol for the exportation of dangerous waste to Africa when she discharged 528 t of deadly slops in the port of Abidjan (Ivory Coast). (Cf. [Probo Koala](#)). This is the end of the **blue period**.



Probo Panda , May 2005, Gladstone (Australia)
© Australian Transport Safety Bureau



Probo Emu , November 2006, Bremen (Germany)
© Deichgraff / Shipspotting



Probo Elk , May 2002, Ghent (Belgium)
© Shippotos.net



Probo Bison , September 2006, Kiel canal (Germany)
© Kawobo / Shipspotting



Probo Koala , March 2006, Paldiski (Estonia)
© Joachim Sjöström



Probo Bear , April 2006, Groote Eylandt (Australia)
© Australian Transport Safety Bureau

The same year, the 6 sister ships *Probo Koala*, *Probo Bison*, *Probo Emu*, *Probo Bear*, *Probo Elk* and *Probo Panda* were repurchased by Dubai based Gulf Navigation for the total cost of 136 million dollars and became the *Gulf Jash*, *Gulf Ahmadi*, *Gulf Sieb*, *Gulf Riyadh*, *Gulf Safwa* and *Gulf Shagra* respectively. They now became globe trotters, coldly welcomed over the years by safety departments that unmask worrying, advancing rust on the decks and under the paint. This is the end of the **red period**.



Gulf Shagra (ex-Probo Panda), February 2011 Constanta (Romania) © Viorel Nuta
† Chittagong (Bangladesh)



Gulf Sieb (ex-Probo Emu), August 2008, Point Lisas (Trinidad & Tobago) © Maciek Dalecki
† Alang (India)



Gulf Safwa (ex-Probo Elk), February 2010 Odessa (Ukraine) © Ivan Meshkov
† Alang (India)



Gulf Ahmadi (ex-Probo Bison), February 2009 Port-Alfred (Canada) © Robert Tremblay
† Chittagong (Bangladesh)



Gulf Jash (ex-Probo Koala), October 2008 Bremen (Germany) © Klaus Masuch



Gulf Riyadh (ex-Probo Bear), September 2009, approaching Brunsbüttel locks (Germany) © Holger Jaschob

The new Chinese citizens

Detective story

[On 17 May 2011](#) Robin des Bois learnt about the sale of three members of the family for demolition in Bangladesh, the former *Probo Koala*, *Bison* and *Panda* (by then the **Gulf Jash**, **Ahmadi** and **Shagra**) and alerted the authorities in the country of the liability associated with the former *Probo Koala* and the health risks she represented for the workers involved. [On 28 May](#), the **Gulf Jash** was banned from Bangladeshi territorial waters and waited between Hong Kong and Vietnam while she looked for a final solution. On 2 August, she surfaced again in Shanghai (China); her status is officially still 'to be broken up' in the Equasis database. Will she be demolished in a Shanghai shipyard?

As for her two sister ships earmarked for demolition in Bangladesh, they have arrived in Chittagong. Arriving in mid-May amid the *Gulf Jash* scandal, the **Gulf Ahmadi** received her permit to be beached on 2 July, just within the provisional authorisation time period given by the High Court (see previous legal instalments at [Ship-breaking.com #23](#), p 1). Arriving slightly later, the **Gulf Shagra** was reported to be still in Chittagong at the end of July awaiting the green light for demolition (the Court should indicate an extension to the authorisations for dismantling activities in the coming weeks). The ship had distinguished itself in Australia in 2005. On 11 May of that year, under the name of *Probo Panda*, she was anchored offshore at Gladstone waiting to unload her cargo of caustic soda. Her crew was made up of 17 Ukrainian sailors, 3 Georgians and a Russian; the ship's electrician, who was repairing the lighting in the machine rooms, was electrocuted and died.

The *Probo* family, which was united in life, found itself shattered in death. The **Gulf Safwa**, formerly the *Probo Elk*, arrived in India at the beginning of June at the height of the confusion. The ship was stopped by the Indian authorities while awaiting inspection by customs and the pollution control department for Gujarat State; they suspected her of being the *Gulf Jash* which had just been banned from entering Bangladeshi territorial waters and thought she was trying to slip in to India. After genealogical confirmation, the *Gulf Safwa* was finally recognised as the sister ship of the *Gulf Jash*; she was allowed to be beached for demolition.

During this period, the **Gulf Sieb**, formerly the *Probo Emu* and still in service, also passed through Chittagong in mid-June with a cargo of clinker. Did she come to say her goodbyes to the *Ahmadi* and *Shagra* or did she negotiate with the shipyard due to demolish three *Probo*s and then substitute herself for the *Gulf Jash*? The *Gulf Sieb* finally left Bangladesh for the open sea again... But not for long – she arrived in Alang on 30 July and was allowed to be beached for demolition.

The **Gulf Riyad** survives, formerly the *Probo Bear*. Surprise, surprise - in June Gulf Navigation sold her to the Chinese owned Pan-Chinese Shipping Co Ltd and ever since she has sailed under the name of the **Pan Chinese No 1**. Like her sister ship the *Probo Panda*, the *Probo Bear* had also killed in Australia; in April 2006, a sailor died during a shipping manoeuvre whilst the vessel was being loaded with manganese at Groote Eylandt in northern Australia.

As a final 'coup de theatre', the **Gulf Jash** also survives, renamed on 8 August as the **Hua Feng**. So for the moment the former *Probo Koala*, 5 years exactly after the crime that took place in Abidjan, enjoys a remission and the A la Casse.com network is remaining vigilant in order not to miss the end of the last two sister ships from this cursed family.

Sources

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Director of Publication : Jacky Bonnemains.

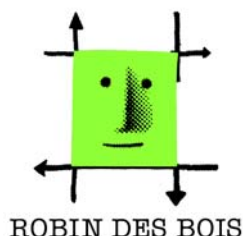
Editors : Christine Bossard, Jacky Bonnemains

Research : Christine Bossard with Charlotte Nithart,
Elodie Crépeau, Miriam Potter

Many thanks to Gérard Cornier for his contribution

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from 30th July to 21st October 2011



Ship-breaking.com



Mid-September 2011, the Greek tug *Hellas* and the *Canadian Miner* in convoy, heading to Turkey
Jacques Gauthier

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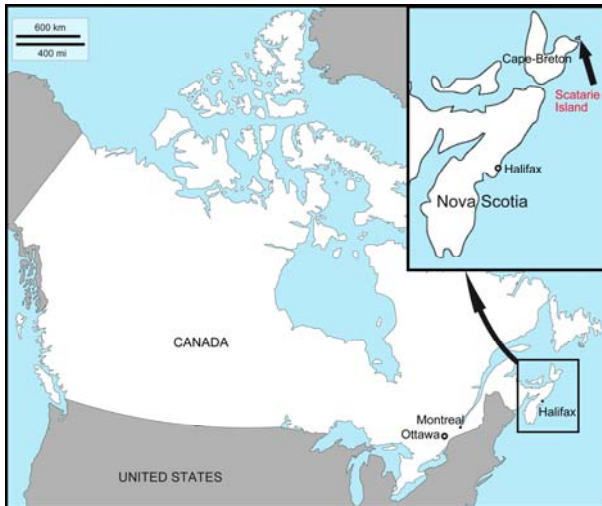


20th September 2011, *Canadian Miner* grounded on Scatarie Island © Coast Guard

The risk of towing

The tow broke. *Canadian Miner* drifted and ran aground September 20th on Scatarie Island in Nova Scotia. This is not the first time that a Canadian ore miner was in tow to be demolished in Turkey (cf Ship-breaking.com.com n°22, rubric "Bulk carrier"; *Agawa Canyon*, *Algoisle*, *Canadian Prospector*). She was at risk of drifting, colliding, sinking or running aground. It's no longer a risk. It's a fact.

Canadian Miner is set, next spring, to be cut on site when the weather is milder. The operation will cost around \$24 million, according to the most recent estimates. It will be polluting and dangerous for workers. The ship's paint coat is also toxic. The wiring, electric equipment and insulating likely contain PCBs and asbestos. Extinguishers and batteries were extracted from the ship as well. 6,000 liters of diesel and 3,000 liters of oily water have been removed from the vessel in difficult conditions; oil sheen spread into the sea and on the coast. Scatarie Island is a sanctuary for plant life, marine life and an environmental privilege for fishing activity.



© Steve Wadden, Cape Breton Post

The Canadian Government declines all responsibility. That's easy to say. Just before the convoy left on September 10th, Canadian authorities inspected the tugboat *Hellas* only to identify 14 deficiencies. The tugboat was subsequently detained for 3 days and then authorized to tow *Canadian Miner* through the North Atlantic and Mediterranean. *Hellas* was built in 1975, is owned by Greek company and flies the flag of Saint Vincent and Grenadines. It's understandable why Athens refused to comment since *Canadian Miner* ran aground. It's unclear why Canadian federal authorities and the Port of Montreal let the convoys leave at the beginning of winter with a dilapidated tugboat. It was pulling a 230-meter giant owned by a ghost company based in the Marshall Islands for her last journey and still hiding millions of liters of hydrocarbons in her bunkers and engine room.

This sea accident shows once more the danger of transatlantic towing of merchant or military ships heading for demolition and the need for modern dismantling sites in North America. Canada exports its retired boats not only in Turkey but India as well. (cf. in this bulletin the ferries *Caribo* and *Smallwood*, ex-*Caribou* and ex-*Joseph and Clara Smallwood* have left Sydney, Nova Scotia for demolition in India...)

Letters to the editor

From P Blankenstijn, received August 24th 2011

Dear publisher of Robin des Bois.

In your report you mention two vessels quickly leaving the Bay of Yokohama.

"Suspicious of radioactivity contamination on two tankers quickly leaving the Bay of Yokohama to be demolished in China"

Where do you get the information from these ships.

They are not radioactively contaminated.

We have provided the owner with full inventory of these vessels. A proper IHM was created. A solid ship recycling plan was made.

The ships are recycled at the highest standards in the industry.

Why do you report on ships not known to you and spread around this incorrect information.

We are more than willing to communicate with your organization, but we should stick to correct information.

1. There is no radioactive material on the ships other than the smoke detectors.
2. The ships were not radioactive due to recent disaster in Japan.
3. They did not sneak out but were properly prepared in line with regulations and voluntarily implementation of the Hong Kong convention.
4. A full IHM and SRP was created
5. Ships recycled under 3rd party supervision.

Would appreciate if you can make a correction statement in your next bulletin.
Please feel free to contact us any time on any ship on any owner.

Robin des Bois's answer.

Ship-breaking.com n°24 brings up the risks of localized contamination of ships subject to coastal and atmospheric influences from the accident at Fukushima. We would like to note that *Belais* and *Bekalang* are free from pollution post-Fukushima and that the sole radioactive sources of pollution identified are smoke detectors.

However, our research on Technologically Enhanced Naturally Occurring Radioactive Materials confirms that, in Canada, after 450 round trips over 8 days, waggons of liquefied natural gas (LNG) contain 10 liters of a very fine dust. They contained 32 Bq/gram of lead 210 and 29 Bq /gram of polonium 210. Ship-breaking.com advises that radiological precautions have to be taken before the demolition of LNG tankers because of radioactive scales. According to the provided bibliography, scales are concentrated in the onshore pipelines and pump rooms where their contents reach 50.000 Bq /kg. The cutting and the second fusion of radiologically contaminated steel endangers the health of workers, and the health of users of second hand steel. A number of incidents like this were reported in Asia and also in Europe with supplies imported from Asia.

From AM Vellekoop, Rotterdam, received August 29th 2011

I am an employee of Rotterdam Port Authorities in Holland and very interested in the whereabouts of demolition ships.

According your bulletin Ship-breaking.com # 23 – May 2011 – Robin des Bois - 4/56, the LNG carrier *Transgas* has been in Rotterdam on may 1st 2011, despite the fact she has been registered as laid.

I can assure you she never was in Rotterdam. Simply because there is only 1 brandnew LNG terminal. The first ship ever arrived at the LNG GATE terminal in Rotterdam was the British Trader on june 13th 2011. More than 1 month later.

When I check the AIS history of the *Transgas*, many days she is in the Indian Ocean region and from one day to the other she sometimes pops up for one day in Rotterdam. Perhaps is this the reason for your mistake?

Please confirm.

Robin des Bois' answer.

Thank you very much for your interest and remark.

As you noticed we were very surprised to see the *Transgas* was still sailing while she was supposed to be laid up. We were even more astounded to see her in the Rotterdam area around May 1st 2011 according to the AIS. From your information we understand we were obviously misled by the ship's itineraries stating Rotterdam as her last known port.

In the next edition of our bulletin we will correct this and mention the *Transgas* never docked in Rotterdam, and was subsequently never controlled there. We will remain vigilant about the ships' fate.

October 31st 2011, latest news : the *Transgas* was sold in 2008 by Louis Dreyfus Armateurs to the Greek shipowner Dynagas Ltd (Cf. the press release in french of June 19th 2008 « [Il y a de l'amiante dans le gaz](#) »); she now has just been acquired by the Singapore-based company Thome Ship Management Pte Ltd. Her status is still « laid up » according to the Equasis database.

From Iran, August 19th 2011

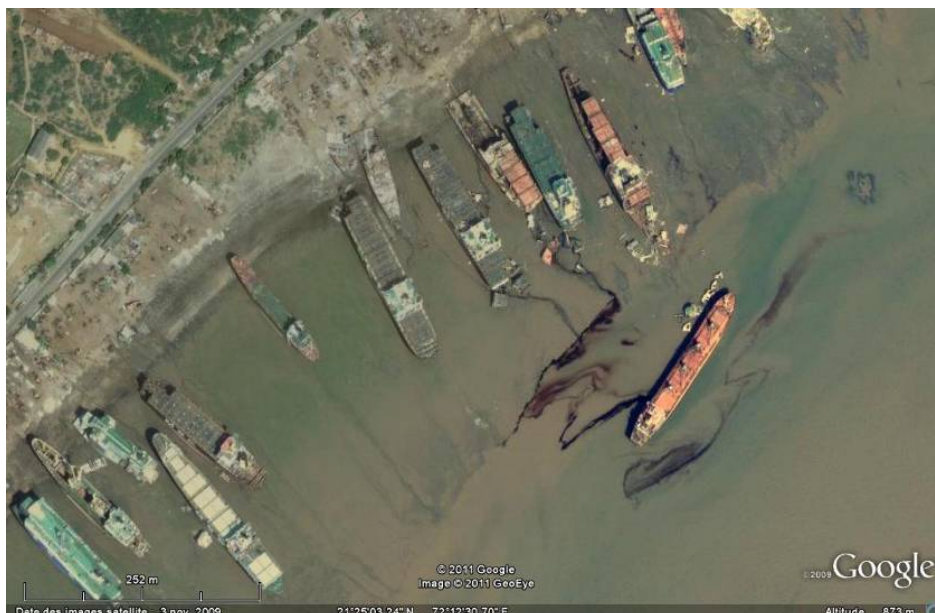
I am glad to find your site, it is a great help for persons who want to know more about this subject.

so I have a question, I need some articles and papers about the impact of ship-breaking on sediments, could you help me?

with best wishes,

Robin des Bois' answer (abstract)

Shipbreaking activities impact sediments because of the pollutants and hazardous substances onboard ships to be broken up. Contamination from ship-breaking activities show a close resemblance to the contamination from ship-building yards. The impact is worsened when ships are beached and when liquid and powder waste are not collected.



Ship-breaking in Alang (India) © Google Earth

Exterior paints are a source of contamination when they get loose and chips fall into the waters; residual toxics fix on the sediments and are found in high concentration.

Studies published in the United States showed the pollution of the sediments (and marine life) in the Bay of San Francisco where a fleet of around 70 obsolete ships has been laid up for years.

The two following links may inform you on this subject.

<http://www.darrp.noaa.gov/southwest/suisunbay/report.html>

http://www.contracostatimes.com/ci_6163892?nclink_check=1

From Dumitru, Moldavia, September 10th 2011

My name is Dumitru and I am a Moldovan journalist.

I am now working on an article about the registration of ships (vessels) under Moldovan flag.

Searching on the web I discovered your "bulletin of information and analysis on ship demolition". (...)

In your bulletin I discovered that in the period 2008-2011 were demolished 15 ships with Moldovan flag (in 2011 – 3 ships; in 2010 – 9 ships; in 2009 – 2 ships; in 2008 – 1 ship). See please attached the list of demolished ships picked up from your bulletin. In two cases – Shakhtar (2011) and Rika (2009) – the ships were deflagged from country X to Moldova for its last journey. I have two question to your experts:

1. There are any international or EU regulations which the owner should follow before deciding to demolish the ship (for example, request a special permit from the flag country authorities, pay a special fee etc.) or the owner can demolish the ship freely?
2. Which, in your opinion, can be the reasons of the owner to deflag the ship from own country to another and then immediately to demolish the ship? I noticed that the majority of the ships with Moldovan flag were demolished in short term after getting the Moldovan flag.

Robin des Bois' answer

We actually listed a number of ships headed for demolition under the Moldavian flag. In this issue, it was the case for 5 ships.

Presently, there is no international regulation applied to the ship dismantling. The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal very rarely applies. A ship that sails is not considered as waste. The Hong Kong Convention, IMO convention on the safe and environmentally sound demolition of ships, adopted in 2009, will not go into effect for another 10 to 15 years considering the number of required signatures. Still, a convention apply only to Parties.

In the European Union, the Parliament and the Commission advocate a code of conduct. (Green Paper on netter ship dismantling, etc.) The goodwill of European shipowners, however, has its limits. Most of the time, old ships heading to demolition are resold to an intermediary outside of the European Union and deflagged. This practice of deflagging for the last voyage allows the last shipowner to save on final costs like crew salaries, navigation certificates and registration rights. As a matter of fact, Tuvaluan, Kittians, Togolese and now Moldovan flags are represented by internationally established law firms and offer ideal economic conditions and timing.

Low Cost Flagging

Demolition has become increasingly discreet and many shipowners prefer to deflag their ships before sending them to the scrapyards. The Jordanian *Shehrazade*, Indonesian *Bhatra Bhum*, Taiwanese *Shen*, Norwegian *Evi Knutsen*, Norwegian-Bahamian *Scotia Spirit*, Canadian *Caribou* and *J&C Smallwood*, Greek *Fos I* and *Pavilion* responded to the calls of Saint-Kitts-et-Nevis and Tuvalu, two leaders of low cost flagging. This saves money on the final crew salaries and costs before demolition. Still, the method enables to lose track of the vessel and her history.

Competition is fierce : Moldavia as well as in the Togolese Republic are in the field. The Finnish *Jollas* was hiding her tracks by becoming the Syrian *Capt Mahdi* before adopting Togolese nationality for her last voyage toward Alang.

News from the SeaFrance ferries

As stated in Ship-breaking.com #24, *Eastern Light* and *Western Light*, formerly *SeaFrance Renoir* and *SeaFrance Cezanne*, left Dunkerque at the end of the summer. After briefly sailing in the Mediterranean *Eastern Light* returned to the North Sea in the Zeebrugge area in mid-October and just arrived in Alang where she is now waiting for her demolition permit. *Western Light* hang around in the Eastern Mediterranean, crossed the Suez Canal and is now off Aden.

In "Ship-breaking.com # 24", doubt was cast on the further exploitation of these two ferries as well as concerns about their demolition in Asia. The doubt is definitely confirmed.

On the other hand, according to the *Le Marin*, the Minister of Environment reported that asbestos was primarily concentrated in *SeaFrance Renoir* and that *SeaFrance Cezanne* was asbestos free. "Ship-breaking.com # 24" had stated the opposite.

Probo Koala goes into over time

According to the Equasis database, the status of the *Probo Koala* has not changed since May 2011 and remains as "to be broken up". Yet *Hua Feng*, now under the Chinese flag, continues to sail. After a visit to Indonesian waters in the Bay of Wada at the beginning of September, the vessel reappeared in the Sea of China on October 23rd and then passed by Shanghai on October 27th toward a port in the Yellow Sea.

Her sister ship, *Gulf Shagra*, arrived in May in Bangladesh, got the green light and then was just beached for demolition as *Hua Fu*.

The other survivor from the Probo family, formerly *Probo Bear* and *Pan Chinese 1*, continues to sail as *Hua Di* (Cf. Shipbreaking.com #24).

Results from August to October 2011

251 ships left for demolition, about 21 vessels a week. The summer did not show any signs of slowing down. The total demolition will allow for more than **2 million tons** of metal to be recycled. 226 ships left for Asia. 89 ships (35%) belonged to European owners. 91 ships (35%) were constructed in Europe.

Unit	Tonnage of scrap metal	Category
1 India 107 (43%)	1 India 910,000t	1 st Bulk carrier, 102 (41%)
2 China, 43 (17%)	2 Bangladesh, 380,000 t	2 nd General cargo 62, (25%)
3 Bangladesh, 40 (16%)	3, China 350.000 t	3 rd Tankers 46 (18%).
4 Turkey, 23 (9%),	4 Pakistan, 180,000 t	
5 Pakistan, 19 (8%),	5 Turkey, 73,000 t	
6 Denmark, 4 (2%)		
7 Belgium, Lithuania and Estonia 1		

Despite the demolition permits that were extended, as previously announced in Ship-breaking.com # 24, Bangladesh has now stopped all activity. The demolition sites managed to beach a great number of ships during the summer while the authorization was still in place. Today, however, they are plagued by work accidents. On September 19th, a worker was killed after being crushed by falling sheet metal. Then on October 16th, four workers died of asphyxiation by carbon dioxide that was loaded and stored without precaution in the container ship *Bhatra Bhum* (cf p 43). All site activity was stopped pending an investigation report and dismantling authorizations for new ships were suspended. Since the beginning of the year, at least 12 workers have been killed at the Chittagong demolition sites.

After the bars, demolition

78 (31%) ships sent for demolition were controlled by a classification society not a part of the International Association of Classification Societies (IACS) or without classification. Sub-standard ships always take priority: at minimum, **158** (63%) were subject to prior detention in worldwide ports with a detention rate at more than 75% for bulk and general cargo carriers. The detention rate is at 30% for oil tankers and 50% for chemical tankers. *Tzoanna VII* holds the record for Ship-breaking.com # 25 with 10 detentions between 2000 and 2007.

Years and meters

The age of vessels leaving the fleet ranks between **15** years pour the tanker *Liberator T* suffering from a general lack of maintenance and **45** years for the bulk carrier of the Great Lakes *Canadian Miner* (Cf, page 1, The risk of towing). The average age is **30** years. The average age of double hull tankers who leave for demolition (**25** years) is always less than that of single hull tankers (**28** years). 78 ships have an inferior length of 150 meters, 105 measure between 150 and 199 meters and 68 are more than 200 meters. The largest vessel sent for demolition is the ore carrier *Ruhr N* with a length of **340** meters.



Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).



Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.



Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.



Vessel 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.



Color coding of ships which may be radioactive to varying levels.

Passenger ship

Regency Sky (formerly *Stena Baltica*). IMO 7907685. Passenger ship. Length 228 m. Comoros Flag. Unknown Classification society. *Regency Sky* is a rare case in recent marine history where the ship has never sailed.

Ordered in 1979 by the Swedish Stena Line at the Polish shipyards of Gdanska, she would be known as *Stena Baltica*. Her construction was so delayed because of internal problems at the shipyard that Stena cancelled the contract in 1986. The unfinished hull was then repurchased in 1989 by a Greek shipowner, Antonis Lelakis, to make a cruise ship for his company Regency Cruises. Renamed *Regency Sky*, the ship was towed to the Avlis Shipyards site in Perama, also a property owned by Lelakis. The Eleusis Shipyards site extended the hull 50 meters, but works were uncompleted when Regency Cruises went bankrupt in 1995. *Regency Sky* was seized by creditors and remained laid up as she passed from one berth to another until her departure for Aliaga, Turkey in July under the name *Zoe*.



The *Regency Sky* at Piraeus, 2008 © © Aleks Lindström

Ferry

Caribo (ex-*Caribou*). IMO 8301876. Ferry. Length 179 m, 12,952 t. Deflagged from Canada to Saint Kitts and Nevis for her last journey. Unknown classification society. Built in Lauzon (Canada) by Versatile Davie. Sold by her Canadian owner Marine Atlantic to the Indian Prayati Shipping Pvt Ltd, the specialist in express ship-scrapping (Cf. *Onyx*). *Caribo* left Nova Scotia on 20th August and was beached for demolition in India on 13th; she was followed by *Smallwood*, another ferry of the same company. 490 \$ per ton.



Caribo and *Joseph & Clara Smallwood* tied up at Sydport (Canada) awaiting sale in March 2011 © Don Merritt

Dimitroula (ex-*Verga*). IMO 7602156. Ferry. Length 131 m. Greek flag. Société de classification Hellenic Register of Shipping. Built in 1978 in Castellammare (Italy) by Italcantieri. Owned by G.A. Ferries (Greece). Seized by creditors in September 2009 and laid up under arrest along with all the other vessels of the company (Cf *Romilda*). Sold for demolition in Turkey.



Dimitroula, laid up under arrest by creditors in Piraeus central port, May 2010. © Aleksí Lindström

Fos I (ex-*Ugo Fiskolo*, ex-*Mikhail*, ex-*Mikhail Sholokhov*). IMO 8325420. Ferry. Length 140 m, 8,097 t. Saint Kitts and Nevis flag for her last journey. Unknown classification society. Built in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Arista Shipping SA (Greece). Renamed *Phoenix* and sold for demolition in India.



Monte Stello (formerly *Palanga*). OMI 7807093. Ferry / Ro-Ro. Length 126 m, 5,868 t. New Zealand Flag. Lloyd's Register of Shipping Classification Society. Detained in 2005 at Las Palmas (Spain). Constructed in 1979 in Le Havre for the Société Nationale Maritime Corse-Méditerranée (SNCM), *Monte Stello*, the name of one of the highest peaks in Cap Corse, was designed to operate ro-pax services between Marseilles and Corsica. She grounded during a trip between Marseille and Porto-Vecchio on January 1st, 1994 on Barrentini Island, north of



Sardania. Her 61 passengers and 25 crew were evacuated with no problem, but the ship was severely damaged and immediately declared a total loss.



© SNCM



© Le Marin, January 7th 1994

The wreck was raised in May of 1994 by Smit Tak and Fratelli Neri and then towed to Naples to be demolished. She was finally repurchased by Norwegians who put her back into working order at Trondheim. The former *Monte Stello* was then acquired by the Lithuanian Shipping Company and renamed *Palanga* under the Lithuanian flag. she ensured service between Klaipeda, her home port, and Germany or Sweden.

She was sold again in 2006 to Strait Shipping, a New Zealand-based company who restored her original name of *Monte Stello* and put her back online in the Cook Strait which separate the two main islands of New Zealand, between Wellington and Picton.

Strait Shipping operates another ferry from Le Havre, *Santa Regina*, acquired in 2002. Another sister-ship of *Monte Stello*, *Porto Cardo*, is sailing between the islands of Trinidad and Tobago under the name *Warrior Spirit*. Sold as is in New Zealand for demolition in China for \$355/ton including 225 tons of bunkers.



Palanga passing Harwich (United Kingdom), 2004
© Derek Sands



Monte Stello, in Picton (New Zealand), December 2010
© João Quaresma

Pavilion (formerly *Diplomat*, *European Diplomat*, *Pride of Suffolk*, *Baltic Ferry*, *Stena Transporter*, *Finnrose*, *Stena Trader*). IMO 7528661. Ferry. Length 151 m, 8,071 t. Saint-Kitts and Nevis flag for her last voyage. Lloyd's Register of Shipping Classification Society. Owned by Argo Systems (United Arab Emirates). Detained in 2002 and 2003 at Rosslare (Ireland) and in 2010 at San Juan (Puerto Rico). Built in 1978 at Ulsan (South Korea) by Hyundai, this 151 meter ship often changes name and assignment before settling in at P&O like *Pride of Suffolk* in 1987, later *European Diplomat*. In 1982, while she was under charter of Townsend Thoresen as *Baltic Ferry*, she was used by the British Defense Minister in support of military operations in the Falklands.





Baltic Ferry, leaving Tyne, February 1987
Lubi



© Ken *European Diplomat*, berthed in Dublin (Ireland), 2003 © Willie Ryan

The former *European Diplomat* which was operated between Rosslare and Cherbourg for P&O from 2001 to 2005 and then for Celtic Link Ferries as *Diplomat* between 2005 and 2009, was sold for demolition in India. Chartered in the Caribbean since she left Cherbourg, she made her last voyage under the name *Pavilion*, bearing the colors of Saint-Kitts and Nevis at her arrival at Alang Beach on August 12th.

Pride of Telemark (formerly *Alkmini A*, *Pride of Provence*, *PO Provence*, *P&OSL Provence*, *Stena Empereur*, *Stena Jutlandica*). IMO 7907257. Ferry. Length 152 m, 13.350 t. Norwegian Flag. Lloyd's Register of Shipping Classification Society. Built



in 1983 at Dunkirk (France) by Chantiers du Nord et de la Méditerranée (Normed) for the Stena Line. This ship started carrying as the Swedish *Stena Jutlandica* between Göteborg (Sweden) and Frederikshavn (Denmark).

Stena Jutlandica departing Göteborg (Sweden) in May 1983, 2 months after delivery © Bob Scott

In 1996 she was renamed *Stena Empereur* under the English flag. she assumed the Stena line between Calais and Dover, then took the name of *P&O SL Provence* during the Stena / P&O joint venture in 1998. After their separation, she became, in 2003, *Pride of Provence* solely for P&O. In 2005, she was sold to the Greek Agoudimos and left for Piraeus as *Alkmini A*. But she returned almost immediately to the North, was chartered by the Norwegian company Kystlink which assumed links between Langesund (Norway) and Stromstad (Sweden) or Hirtshals (Denmark). She became the Norwegian *Pride of Telemark* at the end of 2005 (Telemark is the region where Langesund is located).



Pride Of Provence, August 2004, crossing the Strait of Dover © Axel Hüttemann



Pride Of Telemark arriving in Langesund summer 2006 © Knut Brandt

September 17th, 2007, after an engine failure, she collided with the quay in Hirtshals; her hull was badly damaged. After repairs, she did not return to service. Her last journey brought her to Alang in October.

Romilda (ex-*Pride of Canturbury*, ex-*Free Enterprise VIII*). IMO 7368499. Ferry. Length 124 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1974 by Verolme in Alblasserdam (The Netherlands), the ferry *Free Enterprise VIII* owned by the English company Townsend Thoresen operated the Dover-Zeebrugge service in her first years.



Free Enterprise VIII arriving in Dover, April 1982

© John Jones



Romilda, laid up in Piraeus, June 2011

© Sebastiaan Toufekoulas

Acquired by P&O in 1987 and renamed *Pride of Canterbury*, she sailed on the Dover-Boulogne line. She was later sold in 1993 to the Greek shipowner Gerassimos Agoudimos and became *Romilda*. Her service between Piraeus and the Greek Islands came to an end in september 2009 when she was seized by creditors with all the G.A. ferries. Laid up until her departure for demolition in Aliaga (Turkey).

Shehrazade (ex-*Fedra*, ex- *agen*, ex-*Borgen*). IMO 7358315. Ferry. Length 130 m. Deflagged from Jordania to Tuvalu for her last trip. Classification society RINA. Built in 1975 at Aalborg (Denmark) by Aalborg Vaerft ; jumboized in 1982 and extended from 109 to 130 m. Sold for demolition in India.



Smallwood (ex-*Joseph and Clara Smallwood*). IMO 8604797. Ferry. Length 197 m, 12,499 t. Deflagged from Canada to Saint-Kitts and Nevis for her last voyage. Classification society Lloyd's Register of Shipping. Built in 1989 at Levis (Canada) by Davie Industries. Sold by her Canadian shipowner Marine Atlantic along with *Caribou* (Cf ; above) to Prayati Shipping for demolition in India for \$490/ton.

Fishing ship

Jona Edvalds (ex-*Krossey*, ex-*Bjorg Jonsdottir*, ex-*Birkiland*, ex-*Birkeland*, ex-*Atlantic Viking*, ex-*Mogsterfjord*). IMO 7414195. Fishing ship. Length 70 m. Icelandic flag. Classification society Det Norske Veritas. Built in 1975 at Flekkefjord (Norway)



by Flekkefjord Slipp & Maskinfabrik. Owned by Skinney Thinganes Hornafjordur (Iceland). Sold for an unknown destination of demolition.



Jona Edvalds in Hornafjörður (Iceland), October 2009

© Runólfur Hauksson

Reefer

Auckland Star (ex-Horncliff). IMO 8316003. Reefer. Length 151 m, 6,020 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1985 in Belfast (United Kingdom) by Harland & Wolff. Owned by Star Reefers Poland (Poland). Sold as is in Fujairah (United Arab Emirates) for demolition in India. \$510/ton.



Cloudy Bay (ex-Astro Bright, ex-Nordenham). IMO 8307923. Reefer. Length 152 m, 6,223 t. Liberian flag. Classification society Bureau Veritas. Built in 1984 in Kochi (Japan) by Shin Yamamoto. Owned by Seatrade Groningen BV (Netherlands). Detained in 2002 in Antwerp (Belgium). Sold for demolition in India.



English Star (ex-Hornsea). IMO 8315982. Reefer. Length 151 m, 11,434 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1986 in Belfast (United Kingdom) by Harland & Wolff. Owned Star Reefers Poland (Poland). Sold as is in Fujairah (United Arab Emirates) for demolition in India for \$510/ton.



English Star, passing Flushing, Vlissingen (The Netherlands) May 2009 © Frans Sanderse

Laura (ex-Baltic Start, ex-Baltic Star). IMO 8221832. Reefer. Length 140 m, 6,073 t. Cook Islander flag. Classification society American Bureau of Shipping. Built in 1983 in Sasebo (Japan) by Sasebo HI. Owned by SIA Regulus (Latvia). Detained in 2000 in Masan (South Korea) and in 2002 in Oita (Japan). Sold for demolition in India for \$510/ton.



Laura, in Saint Petersburg (Russia) January 2011 © BMP / Shipspotting

Leonid Miloslavskiy (ex-Abdelmoumen). IMO 7722592. Reefer. Length 102 m, 1,645 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Shimizu (Japan) by Miho. Owned by Calista LLC (Spain). Detained in 2002 in Villagarcia de Arosa (Spain) and in 2005 and 2006 in Kaliningrad (Russia). Sold for demolition in Turkey.



Omega Bay (ex-*Ocean Spirit*, ex-*Ocean Mist*, ex-*Bosco Polar II*, ex-*Sacramento*, ex-*Houston*, ex-*Mabah*). IMO 8323616. Reefer. Length 93 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Kochi (Japan) by Kochi. Owned by Lavinia Corp (Greece). Detained in 1998 in Saint-Petersbourg (Russia) and 2007 in Talcahuano (Chile). Sold for demolition in India.



Saramati (ex-*Ohgishima Maru*). IMO 8503670. Reefer. Length 146 m, 3,927 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Takamatsu (Japan) by Shikoku Dockyard. Owned by Agder Ocean Shipping AS (Norway). Detained in 2003 in Singapore and in 2010 in Galveston (United States). Sold for demolition in India for \$491/ton.



Seda (ex-*Frost*, ex-*Bereg Vetrov*). IMO 8521816. Reefer. Length 152 m, 7.262 t. Belizean flag. Classification society Bureau Veritas. Built in 1985 in Wismar (Germany) by Mathias Thesen. Owned Limarko Shipping Co (Lithuania). Sold for demolition in India for \$532/ton including 200 t of bunker.



Ro Ro

Al-Zahraa. IMO 8027822. Ro Ro. Length 111 m, 3,985 t. Iraqi flag. Classification society unknown. Built in 1983 in Elsinore (Denmark) by Helsingør Værft. Locked at Bremerhaven (Germany) since July 1990. A film, « Lost in Bremerhaven », is devoted to two marine guards on board in August 2002. After 21 years of sitting in rust, the ship was towed to Klaipeda (Lithuania) for demolition. See The END p 46.



June 2004 © Holger Jaschob

Anfal (ex-*Delos Trader*, ex-*Direct Tui*, ex-*Tui Cakau III*, ex-*Bia*, ex-*Merzario Nubia*). IMO 7359216. Ro Ro. Length 130 m, 3,090 t. Libyan flag. Classification society unknown. Built in 1975 in Naantali (Finland) by Navire AB. Owned by Otari Shipping & Maritime (Libya). Sold for demolition in Pakistan.



Captain Kurbatskiy (ex-*Ocean Luck*, ex-*Magdalena Oldendorff*, ex-*Nizhneyansk*). IMO 8013065. Ro Ro. Length 174 m, 10,900 t. Pavillon Russia. Classification society Russian Maritime Register of Shipping. Built in 1983 in Vuosaari (Finland) by Valmet Oy. Owned by Azia Shipping Holding Ltd (Cyprus). Sold for demolition in India. \$515/ton.



Global Freighter (ex-*Stena Freighter*, ex-*Jolly Turchese*, ex-*Jolly Giallo*, ex-*Merzario Ausonia*). IMO 7528568. Ro Ro. Length 156 m, 5,960 t. Finnish flag. Classification society Det Norske Veritas. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Lillbacka Powerco (Finland). Detained in 2010 in Travemünde (Germany). Sold for demolition in India for \$510/ton.



Husnu Levent Ciner (ex-*Kompozitor Novikov*, ex-*Sky Admiral*, ex-*Caribbean Express*, ex-*Slavuta*). IMO 8606630. Ro Ro. Length 126 m. Turkish flag. Classification society unknown. Built in 1987 in Rostock (Germany) by Neptun VEB. Sold for demolition in Turkey.

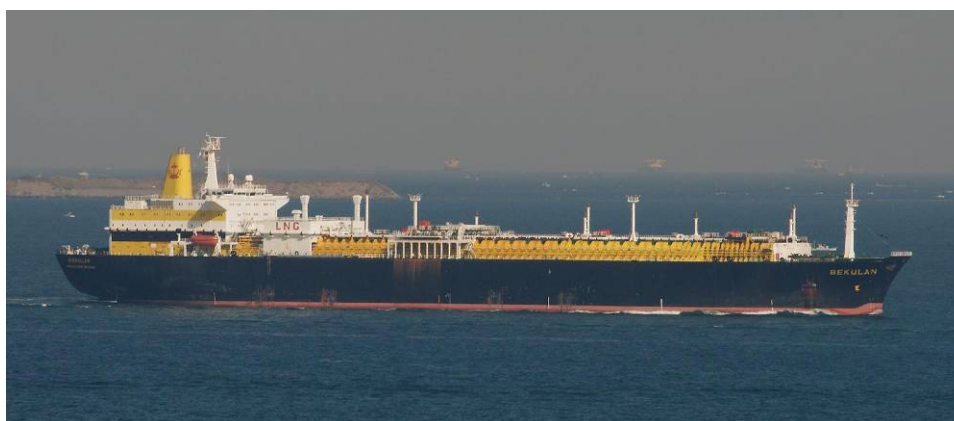


Map K (ex-*Transmaple*, ex-*Maria Gorthon*). IMO 8305937. Ro Ro. Length 156 m, 6,170 t. St Kitts & Nevis flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Pusan (South Korea) by Korea SB & E Corp. Owned by Veesham Shipping Inc (United Arab Emirates). Detained in 1999 in Québec (Canada). Sold for demolition in India.



Gas tanker

Bekulan (ex-*Gar*). IMO 7235939. Gas tanker. Length 257 m, 20,000 t. Bruneian flag. Classification society Lloyd's Register of Shipping. Double hull ship. Built in 1973 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Former LNG shell transferred to Brunei Shell Tankers (Brunei). Like her sisterships *Belaïs* and *Bekalang* (see Ship-breaking.com n°24, p 16), *Bekulan* found herself in the Yokohama Bay at the time and after the Fukushima accident. A radiological diagnostic remains necessary for this type of ship. In onshore facilities, the naturally radioactive gas is known to concentrate in equipment, tank, pumps and pipes. Why not on marine facilities? (See Letter to the Editor, P. Blankenstijn). Sold for demolition in China for \$450/ton.



Uraga channel (Japan), December 2010 © MarineTraffic

Tanker

18 de Marzo. IMO 7383346. Tanker. Length 207 m. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1977 at Horten (Norway) by Horten Verft. Owned by Pemex (Mexico). Single hull tanker. Banned from European waters for the



transport of heavy fuel since January 1, 2005. Sold as is in Veracruz (Mexico) for demolition in India for \$185/ton.



18 de Marzo in Pajaritos, Coatzacoalcas (Mexico), March 2010 © foggy / Shipspotting

Almirante Brion (ex-*Corcovado*, ex-*Minerva Helen*, ex-*Sea Confidence*, ex-*Stena Confidence*). IMO 9003081. Tanker. Length 247 m, 14,130 t. Panamanian flag. Classification society Bureau Veritas. Built in 1990 in Marugame (Japan) by Imabari. Owned by Saffania Navigation Co Ltd (Saudi Arabia). Sold for demolition in Pakistan for \$520/ton.

Anjani (ex-*Sunshine*, ex-*Sun Pacific*). IMO 8316182. Tanker. Length 175 m, 8,385 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1985 in Kudamatsu (Japan) by Kasado Docks. Owned by PT Berlian Laju Tanker (Indonesia). Sold for demolition in Pakistan for \$520/ton.



Arowana Manchester (ex-Nippo Maru No.81). IMO 7805576. Tanker. Length 105 m, 2,218 t. Malaysian flag. Classification society Ships Classification Malaysia. Single hull ship built in 1978 in Komatsushima (Japan) by Tokushima Sangyo. Owned by Ban Hoe Leong Marine Supplies (Malaysia). Sold for demolition in Bangladesh.



Artemis (ex-Asari, ex- Georgiy Kholostyakov). IMO 8228270. Tanker. Length 179 m, 9,634 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1984 in Kherson (Ukraine) by Khersonskiy SZ. Owned by Golden Crown Shipping Co LLC (United Arab Emirates). Detained in 2003 in Trieste (Italy). Sold for demolition in India for \$535/ton.



Astakos (ex-Marleen, ex-Sailor, ex-Taisho, ex-Taisho Maru). IMO 7378987. Tanker. Length 317 m, 34,000 t. St Vincent & Grenadines flag. Classification society Det Norske Veritas. Single hull ship built in 1975 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Akron Trade & Transport (United Arab Emirates). Sold for demolition in India where she arrived in tow. \$550/ton.

Barunawati (ex-Viva Poland, ex-Prospect, ex-Nyhaap). IMO 8821917. Tanker. Length 247 m, 19,850 t. Singaporean flag. Classification society Det Norske Veritas. Double bottom ship. Built in 1992 in Rijeka (Croatia) by 3 Maj Brodogradiliste. Owned by Pan Union Agencies (Singapore). Detained in 2008 in Quanzhou (China) and in 2009 in Khark Island (Iran). Sold for demolition in India for \$540/ton.



Bel Taylor (ex-Torm Hilde, ex-Sitamona, ex-Bona Brave, ex-Golar Aberdeen). IMO 8913849. Tanker. Length 228 m, 14,830 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1990 in Copenhagen (Denmark) by Greek shipowner B&W Skibsvaerft. Sold as is in Singapore for demolition in India for \$575/ton including 900 t of bunkers.



BW Ara (ex-Tiara, ex-Townsend, ex-Kazimah). IMO 8004351. Tanker. Length 336 m, 40,900 t. Bermudas flag. Classification society Lloyd's Register of Shipping. Single hull ship. Built in 1982 in Kure (Japan) by Ishikawajima-Harima. Owned by BW Offshore AS (Norway). Sold as is in Labuan (Malaysia) for an unknown destination of demolition, most likely Pakistan given her profile. \$520/ton.



BW Ara, ex-Kazimah at Europoort (The Netherlands), May 1992 © Jens Abbing

Caribic (ex-Arafura Wind, ex-Ilia, ex-Chavchavadze, ex-Ilya Chavchavadze). IMO 8517023. Tanker. Length 151 m, 6,201 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Split (Croatia) by Brodosplit. Owned by Argo Systems (United Arab Emirates). Detained in 1999 in Hambourg (Germany). Sold for demolition in India for \$590/ton.



China Spirit (ex-Sotka). IMO 7421954. Tanker. Length 164 m, 6,344 t. Liberian flag. Classification society Det Norske Veritas. Double-bottom ship. Built in 1976 in Rendsburg (Germany) by Nobiskrug. Owned by Alison Management Corp (China). Sold for demolition in India. \$580/ton because of her superior quality steel.

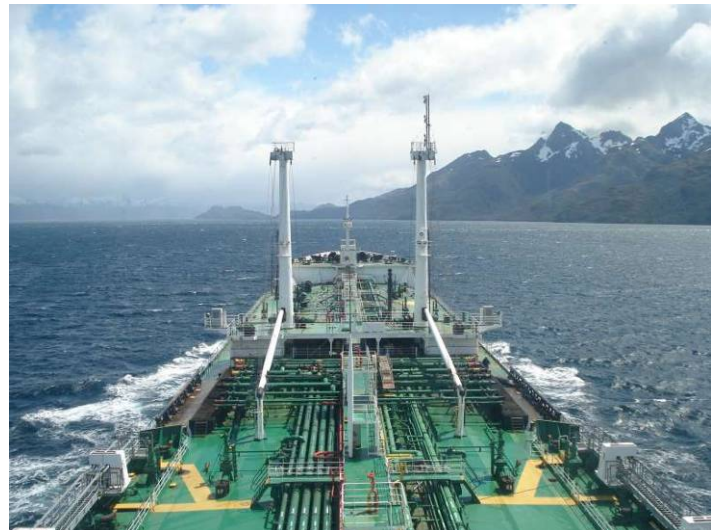


China Spirit off the coast of Angola, January 2009. used as bunker tanker. See the fenders © **Bengt-Rune Inberg**

Coast Range. IMO 7908184. Tanker. Length 201 m, 10,532 t. United States flag. Classification society American Bureau of Shipping. Double hull ship. Built in 1981 in San Diego (United States) by Nassco. Owned by Crowley Maritime Corp (United States). Sold as is in the Bahamas for demolition in India. Ship-breaking sites in Texas and Louisiana were not used. \$455/ton.

Coastal Venus (ex-Tohyuh Maru). IMO 9006710. Tanker. Length 242 m, 14,307 t. Deflagged from Panama to Sierra Leone on her last trip. Classification society Nippon Kaiji Kyokai. Single hull ship. Built in 1991 in Imari (Japan) by Namura Shipbuilding. Owned by Heng Tong Fuels & Shipping Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh.

Estrecho de Magallanes (ex-Varden). IMO 8920488. Tanker. Length 243 m, 15,991 t. Chilean flag. Classification society American Bureau of Shipping. Double-hulled ship. Built in 1991 in Kerch (Ukraine) by Zaliv. Owned by Sonacol SA (Chile). Detained in 2000 in Québec (Canada). Sold as is in Chile for demolition in India. \$440/ton. Her delivery on Indian beaches is expected around December or January.



Estrecho De Magallanes sailing at Strait Magellan, January 2010 © **Felipe Carvajal**

Evi Knutsen (ex-Evita). IMO 8519708. Tanker. Length 260 m, 22,492 t. Deflagged from Norway to Tuvalu on her last journey. Classification society Det Norske Veritas. Double bottom ship. Built in 1989 in Dalian (China) by Dalian New SB HI Co. Owned by Knutsen OAS Shipping AS (Norway). Sold as is in Curaçao for an unknown destination of demolition. \$465/ton including 700 t of bunkers.



Explorer (ex-Genesis Explorer, ex-Algosar, ex-Imperial St. Clair). IMO 7343621. Tanker. Length 133 m, 4,220 t. Nigerian flag. Classification society unknown. Single hull ship. Built in 1974 in St. Catherines (Canada) by Port Weller DD. Sold for an unknown destination of demolition.



Iron Monger 3 (ex-Poppy, ex-Palmstar Poppy). IMO 8818922. Tanker. Length 245 m, 16,125 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1990 in Onomichi (Japan) by Onomichi Docks. Owned by TMT (Taiwan). Sold for demolition in Pakistan for \$546/ton.

Jag Pari. IMO 8009492. Tanker. Length 167 m, 8,774 t. Deflagged from India to Tanzania on her last journey. Classification society Lloyd's Register of Shipping. Double hull ship built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by Exim Inc (United States). Sold for demolition in Bangladesh. \$530/ton including 350 t of bunker.

Java Sea (ex-Genmar Endurance, ex-SCF Endurance, ex-SKS Endurance, ex-Scanobo Endurance). IMO 89202183. Tanker. Length 243 m, 16,471 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Tankers Pacific (Singapore). Sold for demolition in Bangladesh for \$546/ton.

Joran Secondo (ex-Panarea Primo, ex-Panarea, ex-Marvin Primero, ex-Polluks). IMO 7043415. Tanker. Ex-wine tanker converted into chemical tanker in 1996 and then vegetable oil tanker. Length 94 m, 2,200 t. Italian flag. Classification society RINA. Single hull ship built in 1971 in Rauma (Finland) by Rauma Repola. Owned by Marnavi SpA (Italy). Detained in 2000 in Vlaardingen (Netherlands) and in 2001 in Lisbon (Portugal). Sold for demolition in Turkey.



Joran Secondo in Barcelona (Spain), July 2008
© Carlos Poveda

Korea Sunnyhill (ex-Cys Hope). IMO 7401851. Tanker. Length 171 m, 7,861 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1976 in Osaka (Japan) by Namura. Single hull ship. Banned from European waters for the transport of heavy fuel since January 1, 2005. Owned by GS-Caltex Corp (South Korea). Sold for demolition in China for \$472/ton.



Liberator T (ex-Mandalay, ex-Tomis Cloud, ex-Cristal, ex-lanca). IMO 9037068. Tanker. Length 190 m, 10,561 t. Panamanian flag. Classification society RINA. The ship's construction began in Galati (Romania) Galati SN shipyard in 1988 but not completed until 1996. Owned by Nortech Shipping Ltd (Greece). February 2011, the ship was inspected in Lagos (Nigeria) by an eventual buyer. Despite her short period of activity, the main problem pointed out by experts was the general lack of maintenance largely due to the owner's inability or reluctance to spend money on the ship. Sold for demolition in India for \$520/ton.



Liberator T in Piraeus (Greece), March 2010
© Dennis Mortimer

Louka (ex-Bregen). IMO 8907175. Tanker. Length 243 m, 15,991 t. Egyptian flag. Classification society Bureau Veritas. Built in 1989 in Kerch (Ukraine) by Zaliv. Owned by Pyramid Navigation (Egypte). Detained in 2006 in Antwerp (Belgium). Sold for demolition in India. \$549/ ton.

Mayon Spirit. IMO 9002520. Tanker. Length 245 m, 16,956 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1992 in Onomichi (Japan) by Onomichi Docks. Owned by Teekay Navion Offshore Loading Pte Ltd (Singapore). Sold as is in Singapore for demolition in Bangladesh. \$515/ton including 850 t of bunker.

Nostos (ex-Iron Monger 7, ex-Arietis, ex-Joharat Qatar, ex-Eagle Orion, ex-Neptune Orion, ex-Mediterranean First). IMO 8716746. Tanker. Length 232 m, 13,592 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Oppama (Japan) by Sumitomo. Owned by Eurotankers Inc (Greece). Detained in 2006 in Shanghai and Zhuhai (China). Sold for demolition in Pakistan for \$540/ton.



Ouranos (ex-Allegro Double, ex-General Tyulenev). IMO 8138683. Tanker. Length 243 m, 16,500 t. Liberian flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1983 in Kerch (Ukraine) by Zaliv. Detained in 2004 in Port Everglades (United States). Sold for demolition in India \$520/ton.



Parkway (ex-Genmar Macedon, ex-John Young). IMO 8819146. Tanker FSO. Length 275 m, 20,089 t. Singaporean flag. Classification society American Bureau of Shipping. Single hull ship built in 1990 in Kure (Japan) by Ishikawajima-Harima. Owned by Tanker Pacific (Singapore). Detained in 2002 in St Croix (US Virgin Islands). Sold for demolition in India for \$572/ton.



Paros Warrior (ex-Genmar Commander, ex-Stena Commander, ex-Nord-Jahre President, ex-Jahre President). IMO 8802222. Tanker. Length 232 m, 17,350 t. Liberian flag. Classification society Det Norske Veritas. Double bottom ship built in 1989 in Oppama (Japan) by Sumitomo. Owned by Polembros Shipping (Greece). Sold for demolition in Pakistan. \$536/ton.



Samar Spirit. IMO 9017109. Tanker. Length 245 m, 16.600 t. Pavillon Bahamas. Classification society Lloyd's Register of Shipping. Double hull ship built in 1992 in Onomichi (Japan) by Onomichi Dock. Owned by Teekay Shipping Ltd (Singapore). Sold as is in Singapore for demolition in India for \$525/ton.

Scotia Spirit (ex-Navion Scotia, ex-Vinga). IMO 9012903. Tanker. Length 238 m, 16,845 t. Bahamian flag abandoned for Tuvalu on her last journey. Classification society Det Norske Veritas. Double hull ship built in 1993 in Mizushima (Japan) by Sanoyasu . Owned by Navion Offshore Loading AS (Norway). Sold for demolition in India for \$545/ton.



Shen (ex-Shen Non II). IMO 8913409. Tanker. Length 273 m, 25,545 t. Deflagged from Taiwan to Tuvalu on her last journey. Classification society American Bureau of Shipping. Single hull ship built in 1991 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Chinese Petroleum Corporation – CPC (Taiwan). Sold for demolition in China for \$480/ton.

Skipjack (ex-Sitamarie, ex-Burwain Scandic, ex-Fredholm). IMO 8615564. Tanker. Length 229 m, 14,898 t. Marshall Islands flag. Classification society Det Norske Veritas. Double hull ship built in 1988 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Prime Marine Management (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. \$544/ton including 400 t of bunker.



Sunhill (ex-Sea King, ex-Nortank Oceanic, ex-Goodhope). IMO 8320846. Tanker. Length 182 m, 10,172 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship. Built in 1986 in Chiba (Japan) by Mitsui. Owned by Sinopec (China). Detained in 2005 and 2010 in Hong Kong. Sold for demolition in China for \$465/ton.



Takama (ex-Takamamatsu Maru). IMO 8500472. Tanker. Length 321 m, 32,309 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Nagasaki (Japan) by Mitsubishi. Owned by Prosafe Production Services (Singapore). Sold as is in Labuan (Malaisie) for demolition in India for \$520/ton.

Tinos (ex-Nisseki Maru). IMO 8705759. Tanker. Length 330 m, 33,629 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Single hull ship built in 1988 in Nagasaki (Japan) by Mitsubishi. Owned by Aeolos Management SA (Greece). Sold for demolition at an unknown destination for \$540/ton.



Titan Chios (ex-VL Chios, ex-Otowasan, ex-Otowasan Maru). IMO 8500147. Tanker. Length 322 m, 30,637 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Single hull ship built in 1986 in Chiba (Japan) by Mitsui. Owned by Titan Ocean Pte Ltd (Singapore). Sold for demolition in Pakistan.



Titan Chios, at Singapore, 2007 © Lys / Shipspotting

United Lady (ex-Anna PC, ex-Super Lady, ex-Front Rhapsody). IMO 8910122. Tanker. Length 274 m, 24,467 t. Liberian flag. Classification society Det Norske Veritas. Double hull ship built in 1992 in Puerto Real (Spain) by AESA. Owned by Marine Management Services (Greece). Detained in 2006 in Khark Island (Iran). Sold for demolition in Pakistan for \$552/ton.



Chemical tanker

Amonith (ex-Astra, ex-Perko, ex-Jelma, ex-Pointe de Lervilly, ex-Bras). IMO 7235018. Chemical tanker. Length 83 m, 1,051 t. Norwegian flag. Classification society Germanischer Lloyd. Built in 1972 in Kyrksaeterora (Norway) by Vaagen. Owned by Unibaltic Sp (Poland). Detained in 2002 in Murmansk (Russia). Sold for demolition in Turkey.



Glennstar (ex-Fjordtank, ex-Bitank, ex-Titan). IMO 6903498. Chemical tanker. Length 65 m. Cook Islands flag. Classification society Germanischer Lloyd. Single hull ship built in 1968 in Millingen (Netherlands) by Bodewes H.H. Owned by Hundseid Shipping A/S (Norway). Detained in 2005 and 2007 in Delfzijl (Netherlands). Sold for demolition in Denmark .



Gorgona (ex-Brezza, ex-Dakota). IMO 7503506. Chemical tanker. Length 118 m, 2,789 t. Barbados flag. Classification society RINA. Double hull ship built in 1976 in Kiel (Germany) by Lindenau. Owned by Salmar Shipping (Greece). Sold for demolition in India for \$525/ton.



Gulf Oasis (ex-*Gulf Oasis I*, ex-*Das*, ex-*Trollvann*, ex-*Brage Supplier*). IMO 8410859. Chemical tanker. Length 114 m. Deflagged from Panama to Comoros on her last journey. Classification society Phoenix Register of Shipping. Double hull ship built in 1985 in Shimonoseki (Japan) by Towa. Owned by Emirates Shipping Co Ltd (United Arab Emirates). Detained in 2010 in Bandar Abbas (Iran). Sold for demolition in Pakistan.



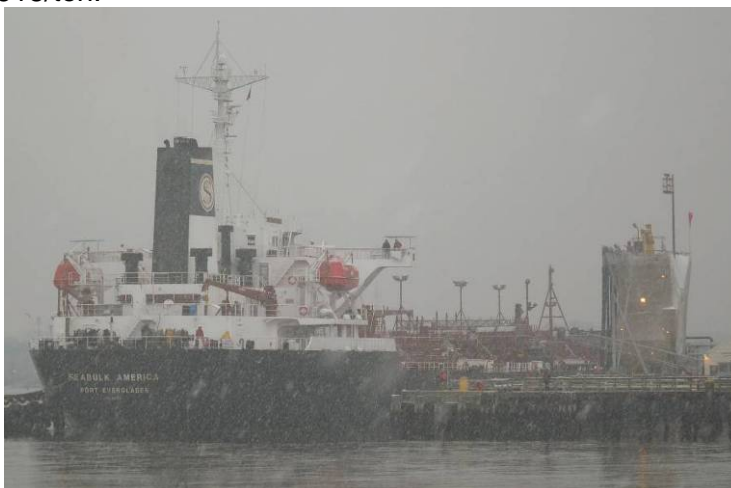
Indra (ex-*Pulkovo*). IMO 9065168. Chemical tanker. Length 179 m, 10,830 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Double hull ship built in 1994 in Saint Petersburg (Russia) by Admiralty Shipyard. Owned by Latvian Shipping Co (Latvia). Detained in 2005 in Rotterdam (Netherlands) and Constanza (Romania). Sold for demolition in India for \$615/ton including 140 t of stainless steel.



Mustokoweni. IMO 9011052. Chemical tanker. Length 89 m. Singaporean flag. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1991 in Fukuoka (Japan) by Fukuoka Zosen. Owned by Beijing Green Vessel Co Ltd (China). Sold for demolition in China.

S/R Wilmington (ex-*Exxon Wilmington*). IMO 8109670. Chemical tanker. Length 194 m, 15,248 t. United States flag. Classification society American Bureau of Shipping. Double hull ship built in 1984 at New Orleans (United States) by Avondale. Owned by Seariver Maritime Inc (United States). Sold for demolition at an unknown destination for \$378/ton.

Seabulk America (ex-*Fuji*, ex-*Fujishio*, ex-*Fujishio Maru*). IMO 7412757. Chemical tanker. Length 213 m, 11,729 t. American flag. Classification society American Bureau of Shipping. Built in 1975 at Kochi (Japan) by Shin Yamamoto ; rconverted into chemical tanker in 1990. Owned by Seabulk Tankers Inc (United States). Ship-breaking sites in Texas were excluded. Sold as is in Port Arthur, Texas for demolition in India for \$518/ton.



Seabulk America, seen docking in Everett, Massachussetts (United States), December 2008 © Matt Ruscher

Bulk carrier

African Envoy (ex-*Tai Shun*, ex-*Atlantis*, ex-*Aditya Uday*, ex-*Galatia F*, ex-*Ocean Vip*). IMO 7612979. Bulk carrier. Length 152 m, 5,004 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1977 in Kochi (Japan) by Kochiken. Owned by Shanghai Vasteast International Shipping Management Co Ltd (China). Detained in 2002 in Kinki (Japan). Sold for demolition in China.



Alaknanda. IMO 8321046. Bulk carrier. Length 189 m, 8,470 t. Deflagged from India to Saint-Kitts and Nevis on her last journey. Classification society Indian Register of Shipping. Built in 1986 in Okpo (South Korea) by Daewoo. Owned by SCI – Shipping Corporation of India (India). Sold as is in Kakinada (India) for demolition in Bangladesh for \$470/ton.

Alba (ex-NOL *Canopus*, ex-*Neptune Canopus*). IMO 8103262. Bulk carrier. Length 225 m, 14,038 t. Cypriot flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Aioi (Japan) by Ishikawajima-Harima. Owned by Seven Seas Maritime Ltd (United Kingdom). Detained in 2001 in Quebec (Canada) and in 2003 in Velsen (Netherlands). Sold for demolition in India for \$530/ton.



Asia Union (ex-*Humber*, ex-*Cast Otter*). IMO 8015673. Bulk carrier. Length 235 m, 14,395 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1982 at Ulsan (South Korea) by Hyundai. At the end of 2009, the ship was sold by the Greek Sea Pioneer Shipping for \$5.8 million, a modest sum for a ship unless it is heading for demolition. Her new owner, Chinese Minlun Shipping Co operated her mainly in Asian waters. She was never detained despite constant deficiencies pointed out by Port State Controls : 14 in January 2010 in Taizhou Zhejiang (China), 17 in August 2010 in Taean (South Korea), up to 32 in December 2010 in Xiamen (China), and still 16 last June in Samarinda (Indonesia). In September, *Asia Union* arrived off Chittagong fated for demolition. Following the protests of local groups the Minister of Ecology asked the local authorities to not deliver the NOC (No Objection Certificate) for demolition before an in-depth inspection of the ship. *Asia Union* was kept waiting 8 miles off the coast and was compelled to leave Bangladesh waters. Her fate remains uncertain today.



Asia Union, ex-*Humber* in Shenzhen Yiu Lian Repair Yard (China), November 2006 © Valeriy Balalaev

Asma-1 (ex-*Centaurus*, ex-*Ternoza*, ex-*Hassan Merchant*). IMO 8118592. Bulk carrier. Length 175 m, 7,122 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimizu (Japan) by Nippon Kokan. Owned by Teamworks International (Greece). Sold for demolition in India where sh arrived in tow.



Ayko 1 (ex-*Dr Housam*, ex-*Lady Amnah*, ex-*Tala*, ex- *Goleniow*). IMO 7725611. Bulk carrier. Length 95 m. Georgian flag. Classification society Turk Loydu. Built in 1980 in Troon (United Kingdom) by Ailsa SB Co. Owned by Ersagun Denizcilik Turizm (Turkey). Detained in 2001 in Szczecin (Poland), in 2007 in Nantes (France) and in 2009 in Constanza (Romania). Sold for demolition in India.



Canadian Miner (ex-Lemoyne, ex-Maplecliffe Hall). IMO 6601674. Bulk carrier. Length 223 m. Canadian flag. Classification society Lloyd's Shipping Register of Shipping. Built in 1966 in Montreal (Canada) by Canadian Vickers. Owned by Upper Lakes Group (Canada). Sold for demolition in Turkey, she never arrived there : towed by *Hellas*, her tow line snapped and the ship ran aground on the coast of Nova Scotia. (see pgs. 1-2)



Canadian Miner shown above lock 7 in the Welland Canal in Thorold (Canada), June 2006 © **Shippotting**

Costis (ex-Nordic Confidence, ex-Pakarti Ocean, ex-Pearl Wave, ex-Gulf Harvest). IMO 8316314. Bulk carrier. Length 172 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Damla Denizcilik (Turkey). Detained in 2000 in Bremen (Germany), in 2004 in Port-Alma (Australia) and in 2006 in Dampier (Australia). Sold for demolition in China.



Costis, in the port of Santos, São Paulo (Brazil), September 2010 © **Rogério Cordeiro**

Defne Y (ex-Zelec, ex-Zgorzelec). IMO 7725518. Bulk carrier. Length 95 m. Sierra Leone flag. Classification society Turk Loydu. Built in 1980 in Port Glasgow (United Kingdom) by Ferguson Bros. Owned by IHH – İnsan Hak Vehurriyetleri (Turkey). Detained in 2008 in Hull (United Kingdom) and Tarante (Italy) and in 2009 in Port-la-Nouvelle (France) and Limassol (Chypre). Sold for demolition in Pakistan.



Deycan (ex-Zeycan, ex-Vini, ex-Kostantis, ex-Alvet, ex-Irenes Emerald, ex-Pacific Emerald, ex-Montmartre). IMO 7616157. Bulk carrier. Length 144 m, 4,692 t. Slovakian flag abandoned for Moldavian on its last journey. Classification society Shipping Register of Ukraine. Built in 1977 at Numakuma (Japan) by Tsuneishi. Owned by Argo Maritime Ltd (Ukraine). Detained in 2003 in Venice (Italy) and in 2006 in Castellon de la Plana (Spain). Sold for demolition in India. \$510/ton.



Dias (ex-Bulkgenova). IMO 8521177. Bulk carrier. Length 262 m, 20,928 t. Hong Kong flag. Classification society RINA. Built in 1988 in Monfalcone (Italy) by Fincantieri Italiani. Owned by A M Nomikos Transworld Maritime (Greece). Detained in 2002 in Vancouver (Canada), in 2005 in Hay Point (Australia), in 2006 in Gladstone (Australia) and in 2010 in Newcastle (Australia). Sold for demolition in India for \$530/ton.



Dmitriy Pozharskiy. IMO 7721201. Bulk carrier. Length 180 m, 8.360 t. Pavillon Russia. Classification society Russian Maritime Register of Shipping. Built in 1978 at Warnemünde (Germany) by Warnowwerft ; jumboized in 2003 and extended from 162 to 180 m. Owned by Murmansk Shipping Co (Russia). Detained in 2006 in Newcastle (United Kingdom). Sold for demolition in China for \$455/ton.



Dmitriy Pozharskiy, in Herøya (Norway)
© Tomas Østberg- Jacobsen



Don Leandro (ex-Aspis, ex-Velos I, ex-Velos). IMO 7414444. Bulk carrier. Length 177 m, 6,560 t. Deflagged from Chile to Tanzania on her last journey. Classification society American Bureau of Shipping. Built in 1975 in Osaka (Japan) by Namura SB. Owned by Empremar SA (Chile). Sold as is in Chile for demolition in India for \$352/ton.

Dong Sheng Ocean (ex-Song Sheng Ocean, ex-Shenzen Sea, ex-Lucky Sailor, ex-Guinomar Baraka, ex-Elevation, ex-Ochos Elevation, ex-Mount Bynis). IMO 7925936. Bulk carrier. Length 225 m, 11,567 t. Hong Kong flag. Classification society China Classification Society. Built in 1981 in Innoshima (Japan) by Hitachi. Owned by China Shipping Guangzhou Ship Management Co Ltd (China). Sold for demolition in China.

Drummond Voyager (ex-Voyager, ex-Sakaide Maru). IMO 8110198. Bulk carrier. Length 258 m, 17,856 t. Italian flag. Classification society RINA. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Augustea Group (Italy). Detained in 2003 in Gladstone (Australia) and in 2010 in Mobile (United States). Sold for demolition in India. \$535/ton including 400 t of bunker.



Drummond Voyager, in Tampa, Florida, September 2008 © Greatshippics / Marinetratic

East Sunrise 8 (ex-*Ios*, ex-*Navios Bulker*, ex-*Malakas*, ex-*Middelburg*, ex-*Fenlock*). IMO 7929487. Bulk carrier. Length 238 m, 12,238 t. Panamanian flag. Classification society Overseas Marine Certification Services (OMCS). Built in 1981 in Kudamatsu (Japan) by Kasado Docks. Owned by Seastar Ship Management (China). Detained in 2003 in New Orleans (United States) and in Newcastle (Australia), in 2007 in Abbot Point (Australia), in 2008 in Boryung (South Korea) and in 2009 in Hong Kong (China). Sold for demolition in China for \$455/ton.



Elena B (ex-*Paksu*, ex-*Khudozhnik Kasiyan*). IMO 7721330. Bulk carrier. Length 185 m, 7,695 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Svemir Shipping Schiffsmakler und-Managing GmbH (Germany). Detained in 2003 in Donges (France), in 2004 in Volos (Greece) and Castellon de la Plana (Spain) and in 2010 in Thessalonique (Greece) and Nikolayev (Ukraine). Sold for demolition in Bangladesh.



Emi S (ex-*Ernest*, ex-*Arnes*, ex-*Jovanna*, ex-*Reliance I*, ex-*El Conqueror*). IMO 8120571. Bulk carrier. Length 183 m, 7,830 t. Liberian flag. Classification society RINA. Built in 1983 in Govan (United Kingdom) by Govan SB. Owned by Marine Spirit SA (Greece). Detained in 1998 in Rotterdam (Netherlands) and in 2009 in Naples (Italy). Sold for demolition at Bangladesh for \$532/ton including bunker for the trip.



Ever Bright (ex-*Glory Singapore*, ex-*Peace Blossom*, ex-*Americana*, ex-*El Dorado*). IMO 8224652. Bulk carrier. Length 265 m, 24,514 t. Panamanian flag. Classification society Bureau Veritas. Built in 1987 in El Ferrol (Spain) by Astano. Owned by Hengyuan Shipmanagement International Co Ltd (China). Sold for demolition in India for \$535/ton.



Ever Fortune (ex-*Kassos*, ex-*Byron*, ex-*Baron Star*, ex-*Five Star*). IMO 7705881. Bulk carrier. Length 152 m. Unknown flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Usuki (Japan) by Minami Nippon. Owned by China Shipping International Shipmanagement Co (China). Detained in 2006 in Tianjin (China). Sold for demolition in China.



Ever Prosper (ex-*Adhua*, ex-*Chang Fu Star*, ex-*Star Glory*, ex-*C. Yalikkoy*, ex-*Baoshan*, ex-*Anniversary Thistle*). IMO 8028888. Bulk carrier. Length 225 m, 11,057 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1982 in Kudamatsu (Japan) by Kasado Docks. Owned by Ever Glory Maritime Co Ltd (China). Detained in 2000 in Hamburg (Germany) and Newcastle (Australia), in 2005 in Newcastle again and in 2010 in Zoushan (China). Sold for demolition in China for \$435/ton.



Evergrowing (ex-*Luo Qing*, ex-*Xin Xing*, ex-*Everglory*, ex-*Hellenic Confidence*, ex-*Caribbean I*, ex-*Caribbean Confidence*, ex-*Bright Sun*, ex-*Daffodil*, ex-*Wakayoshi Maru*). IMO 7701847. Bulk carrier. Length 146 m, 4,839 t. Panamanian flag. Classification society National Shipping Adjusters Inc. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by DR Ship Management Co Ltd (China). Detained in 2005 in Pyeongtaek (South Korea). Sold for demolition in China.



Florin (ex-*Four Lochs*, ex-*Geltrude F*). IMO 7925869. Bulk carrier. Length 194 m, 11,616 t. Panamanian flag. Classification society RINA. Built in 1981 in Castellammare (Italy) by Italcantieri. Owned by Noka Shipping Co Ltd (Greece). Detained in 2010 in Corpus Christi (United States). Sold for demolition in Bangladesh.



Forshang 1 (ex-*Golden Rain*, ex-*Lissom Leader*, ex-*M. Hass*, ex-*Ionian Queen*, ex-*Sbytan Runner*, ex-*Gianis Marios H*, ex-*Dian*). IMO 7701603. Bulk carrier. Length 162 m, 5,215 t. Panamanian flag. Classification society International Register of Shipping. Built in 1977 in Muroran (Japan) by Narasaki Zosen. Owned by Fujian Guan Hua Shipping Co Ltd (China). Detained in 2000 in Las Palmas (Spain), in 2001 in Bremen (Germany), in 2009 in Fuzhou (China) and in 2010 in Taicang (China). Sold for demolition in China.



Friendly Falcon (ex-*Astra P*, ex-*Talana*, ex-*Louisa*). IMO 7611652. Bulk carrier. Length 175 m, 7,391 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Mihara (Japan) by Koyo Docks. Owned by Falcon Shipping Co (Vietnam). Detained in 2003 in Nanjing (China) and in 2009 in Hong Kong (China). Sold for demolition in Bangladesh.



Fu Jin (ex-*Fonwa Star*, ex-*Evpo Agsa*, ex-*Silver Arrow*, ex-*Morning Glory*). IMO 7520138. Bulk carrier. Length 176 m, 6,718 t. Panamanian flag. Classification society Bureau Veritas. Built in 1977 in Shimizu (Japan) by Kanasashi Zosen. Owned by Pacific King Shipmanagement (China). Detained in 2000 in Ancone (Italy), in 2007 in Bandar Abbas (Iran), in 2009 in Lianyungang (China) and in 2010 in Khark Island (Iran). Sold for demolition in China \$460/ton.



Glory Beijing (ex-*Desimi*, ex-*K Dahlia*, ex-*Dahlia*). IMO 8715041. Bulk carrier. Length 309 m, 26,094 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai Heavy Inds. Owned by Sea Star Ships Management Co Ltd (China). Detained in 2004 in Port Headland (Australia). Sold in as is in Singapore for demolition in Bangladesh for \$525/ton including 500 t of bunker.



Glory-1 (ex-*Rio Glory*, ex-*Darya Kamal*). IMO 8010752. Bulk carrier. Length 188 m, 6,801 t. Panamanian flag. Classification society Lloyd's Register. Built in 1981 in Deptford Yard (United Kingdom) by Sunderland SB Ltd. Owned by Split Ship Management Ltd (Croatia). Detained in 1998 in Thunder Bay (Canada), in 2004 in Baie Comeau, Quebec (Canada), in 2008 in Corpus Christi (United States), in 2009 in Lianyungang (China) and in 2010 in Vishakhapatnam (India). Sold for demolition in Bangladesh for \$505/ton.



Golden Arrow II (ex-*Salvinia*, ex-*Melini*, ex-*Koktebel*, ex-*Dneproges*, ex-*Bedouin Brunes*, ex-*Brunes*). IMO 7617620. Bulk carrier. Length 180 m, 7,809 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Uraga (Japan) by Sumitomo. Owned by Sekur Holdings Inc (Greece). Detained in 2004 in Tees (United Kingdom). Sold for demolition in India for \$510/ton.



Golden Huaxi (ex-*Zetland*, ex-*Mosbulk*). IMO 8412649. Bulk carrier. Length 267 m, 20,124 t. Hong Kong flag. Classification society RINA. Built in 1985 in Ulsan (South Korea) by Hyundai. Owned by Jiangsu Huaxi Shipmanagement (China). Sold for demolition in Bangladesh.

Hajji Amnah (ex-*Marwa B*, ex-*Zenobia S*, ex-*Kirby D*, ex-*Johanna Schulte*). IMO 7501833. Bulk carrier. Length 118 m. Syrian flag. Classification society Turk Loydu. Built in 1976 at Hakata (Japan) by Watanabe Zosen. Owned by Abdo Shipping Co (Syria). Detained in 2000 and 2003 in Antwerp (Belgium), in 2004 in Venice (Italy) and Constanza (Romania), in 2006 in Varna (Bulgaria) and in 2007 in Odessa (Ukraine). Sold for demolition in Turkey.



Hebei Rainbow (ex-*Mare Oriens*, ex-*Maersk Zaragoza*, ex-*Zaragoza*). IMO 8220151. Formerly a Ore / Bulk / Ore Carrier (OBO) converted into bulk carrier in 2003. Length 252 m, 14,947 t. Hong Kong flag. Classification society China Classification Society. Built in 1983 in Nagasaki (Japan) by Mitsubishi. Owned by Hebei Ocean Shipping Co Ltd (HOSCO) (China). Detained in 2009 in New Orleans (United States). Sold for demolition in Bangladesh for \$540/ton.



Heng Shun Men (ex-*Polar Star*, ex-*Polaris S*, ex-*Hyundai No 14*, ex-*Asia No 14*). IMO 7917147. Bulk carrier. Length 158 m, 5,747 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by JOSCO – Yuansheng Shipping Management Co (China). Detained in 2002 in Gdynia (Poland), in 2009 in Bandar Khomeini (Iran) and in 2011 in Vishakhapatnam (India). Sold for demolition in India for \$517/ton.



Heroic (ex-Ulysses II, ex-World Quince, ex-Regent Quince). IMO 8029296. Bulk carrier. Length 188 m, 8,885 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1982 in Toyama (Japan) by Nipponkai. Owned by Courage Maritime Technical Service Corp (Taiwan). Detained in 2000 in Long Beach (California). Sold for demolition in China for \$460/ton.



Histria Diamond (ex-Petrostar, ex-Alexandra I, ex-Teleajen) IMO 8513651. Bulk carrier. Length 229 m, 20,515 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1989 in Constanza (Romania) by Constanza SN. Owned by Histria Shipmanagement Srl (Romania). Detained in 2011 in Tangshan (China). Sold for demolition in Bangladesh.



Hong Kong Star (ex-Silver Sen, ex-Hua Zhuang, ex-Apostolos Andreas III, ex-World Power, ex-Regent Mayflower). IMO 8025290. Bulk carrier. Length 188 m, 8,969 t. St Vincent & Grenadines flag. Classification society International Naval Surveys Bureau. Built in 1982 in Toyama (Japan) by Nipponkai H.I. Owned by Tradewind Ship Management Ltd (Bangladesh). Sold for demolition in Bangladesh for \$510/ton.



Hootan (ex-Iran Sepah, ex-Ocean Cosmos). IMO 7375363. Bulk carrier. Length 185 m, 7,401 t. Iranian flag. Classification society Det Norske Veritas. Built in 1976 in Osaka (Japan) by Osaka Zosensho. Owned by ISL – Iran Shipping Line (Iran). Detained in 2003 in Las Palmas (Spain). Sold for demolition in India.



Iran Sepah, in Cuxhaven (Germany) 2008 © 2008 Harys / Vesseltracker

Hua Ge (ex-Mega Star, ex-Tubul). IMO 7628124. Bulk carrier. Length 186 m, 9,718 t. Chinese flag. Classification society China Classification Society. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by China Shipping Tramp (China). Sold for demolition in China.

Hua Jin Yuan (ex-Bestec, ex-Big G, ex-Georkar, ex-Nimrod, ex-Nordvard, ex-Slesvig). IMO 7420285. Bulk carrier. Length 226 m, 11,934 t. Panamanian flag. Classification society RINA. Built in 1976 in Schiedam (Netherlands) by Wilton Fijenoord. Owned by Huahai Shipping (Hong Kong, China). Detained in 1998 in Rotterdam (Netherlands). Sold for demolition in India for \$524-530.



Ibad (ex-Sinbad, ex-SHL Mercury, ex-Catherine, ex-Shinyo Maru). IMO 8106757. Bulk carrier. Length 193 m, 8,276 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1982 in Nagasaki (Japan) by Mitsubishi. Owned by Maritime Management Synergy SA (Greece). Detained in 2008 in Tianjin (China). Sold for demolition in Turkey.



Irene (ex-Chennai Veeram). IMO 8128080. Bulk carrier. Length 190 m, 9,302 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Mega Shipping Line Corp (Greece). Detained in 2006 in Bandar Khomeini (Iran) and in 2009 in Vishakhapatnam (India). Sold for demolition in India.



Jewel 1 (ex-*Al Aziz*). IMO 8110679. Bulk carrier. Length 224 m, 11,121 t. Greek flag. Classification society Det Norske Veritas. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by Golden Union Shipping Co (Greece). Sold for demolition in Pakistan.



Ji Qing Men (ex-*Free Atlas*, ex-*Atlas AS*, ex-*Chennai Jayam*, ex-*Chapaevsk*, ex-*Atlas*). IMO 7927740. Bulk carrier. Length 193 m, 10,329 t. Kiribati flag. Classification society International Ship Classification. Built in 1984 in Rio de Janeiro (Brazil) by EMAQ. Owned by Nanjing Ocean Shipping Co Ltd (NASCO) (China). Sold for demolition in India for \$514/ton.



Kadmos (ex-*Larymna*, ex-*Adriana*, ex-*Triglav*, ex-*Chernovtsy*, ex-*Natica*). IMO 8018261. Bulk carrier. Length 201 m, 10,291 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1983 in Rio de Janeiro (Brazil) by Caneco. Owned by Nikator Navigation SA (Greece). Detained in 1998 in Szczecin (Poland), in 2000 in Kunsan (South Korea), in 2001 in Saint Petersburg (Russia), in 2006 in Antwerp (Belgium), in 2008 in Singapore and in 2011 in Algeciras (Spain). Sold for demolition in China. \$498 /ton including 500 t of bunker.



Kadmos in Koh Si Chang Transhipment Area (Thailand), September 2009 © **Geir Vinnes**

Kapitan Boчек. IMO 8212946. Bulk carrier. Length 162 m, 8,088 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Chypre). Sold for demolition in India.



Kapitan Boчек approaching Ust-Luga (Russia), February 2010 © **CRJA Stravers / Marinetrac**

Kapitan Kudlay. IMO 8319873. Bulk carrier. Length 162 m, 8,088 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1983 in Warnemünde (Germany) by Warnowwerft. Owned by NB Maritime Management (Cyprus). Detained in 2000 in Saint Petersburg (Russia). Sold for demolition in India.



Katina (ex-Major Basil). IMO 7410852. Bulk carrier. Length 173 m, 7,300 t. Saint Vincent & Grenadines. Classification society Lloyd's Register of Shipping. Built in 1980 in Niteroi (Brazil) by CCN Maua. Owned by Brodarstvo Doo (Croatia). Detained in 1999 at Quebec (Canada), in 2002 in Algeciras (Spain) and in 2006 in Norfolk (United States) and Bourgas (Bulgaria). Sold for demolition in India for \$530/ton.



Kingsway (ex-Amigo, ex-Kapitan Koziar, ex-Badak). IMO 8023278. Bulk carrier. Length 244 m, 17,458 t. Panamanian flag. Classification society RINA. Built in 1985 in Puerto Real (Spain) by AESA. Owned by Qinhuangdao Transocean Shipping Ltd Company (China). Detained in 2006 in Lisbon (Portugal), in 2010 in Mundra (India) and in 2011 in Qinhuangdao (China). Sold for demolition in India for 520/ton.



Krairatch Dignity (ex-Med Dignity, ex-Sir Nicholas, ex-Aries SB, ex-Iron City, ex-Explorer). IMO 8307739. Bulk carrier. Length 188 m. Thai flag. Classification society Bureau Veritas. Built in 1984 in Toyama (Japan) by Nipponkai. Owned by Top Siam Marine 3 Co Ltd (Thailand). Detained in 2005 in La Spezia (Italy) and in 2006 in Liverpool (United Kingdom). Sold for demolition in India.



KS Trust (ex-Kallisto, ex-Artemis SB, ex-Artemis). IMO 7821001. Bulk carrier. Length 182 m, 8,428 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1979 in Mizushima (Japan) by Sanoyasu. Owned by KS Maritime Pte Ltd (Singapore). Detained in 2007 in Chennai (India), in 2008 in Rizhao (China) and in 2009 in Xiamen (China) and Shimonoseki (Japan). Sold for demolition in Bangladesh.



Kybele (ex-Sea Lion J, ex-Toros, ex-Alev K, ex-Moulares). IMO 7600067. Bulk carrier. Length 142 m, 4,651 t. Panamanian flag. Classification society Turk Loydu. Built in 1976 in Onishi (Japan) by Kurushima. Owned by Kalamis Shipping Industry & Trade Ltd (Turkey). Detained in 1999 in Thessalonique (Greece) and in 2007 in Kdz.eregli (Turkey) and Nikolayev (Ukraine). Sold for demolition in India for \$520/ton.



Li-Hong Marine (ex-Teano K, ex-Maple, ex-Fir, ex-Adele R, ex-Pigassios, ex-Ocean Biko). IMO 7612981. Bulk carrier. Length 152 m, 5,003 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1977 in Kochi (Japan) by Kochiken. Owned by Unicorn Shipping Agency (Taiwan). Detained in 1999 in Bilbao (Spain) and in 2009 in Lianyungang (China). Sold for demolition in China.



Linde (ex-C. Aydin, ex-Brunto, ex-General Vargas). IMO 7510286. Bulk carrier. Length 146 m, 4,135 t. Moldavian flag. Classification society Bulgarski Koraben Registar. Built in 1977 at Kiel (Germany) by Lindenau. Owned by Ahilleos Ship Management Ltd (Bulgaria). Detained in 2004 in Venice (Italy), in 2005 in Naples (Italy), again in 2006 in Venice and in 2011 in Kerch (Ukraine). Sold for demolition in Turkey.



Long Son (ex-Sea Dragon, ex-Vinashin Tiger, ex-Costas D, ex-Habil Duckling, ex-Nordscout, ex-Sea Scout, ex-Karen T). IMO 7928146. Bulk carrier. Length 225 m, 12,056 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Marlow Shipmanagment Ltd (China). Detained in 2005 in Port Headland (Australia), in 2006 in Savone (Italy) and in 2011 in Bandar Abbas (Iran). Sold for demolition in China for \$468/ton.



Margarita M (ex-Samsun Apollo, ex-Dooyang Frontier, ex-Edelweiss). IMO 7633076. Bulk carrier. Length 177 m, 6,300 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1977 in Numakuma (Japan) by Tsuneishi. Owned by Epidaurus SA (Greece). Detained in 2007 in Swansea (United Kingdom). Sold for demolition in Bangladesh.



Mentor (ex-Bled). IMO 8112952. Bulk carrier. Length 198 m, 7,624 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Seville (Spain) by AESA. Owned by Ploes Oceanic Corp (Greece). Detained in 2001 in Chesapeake (United States) and in 2009 in San Francisco (United States). Sold for demolition in Pakistan for \$522/ton.



Meraki (ex-Medspiliani, ex-Royal, ex-Zircon, ex-Ino, ex-Minos, ex-Magnolia, ex-Adriatic Trader, ex-Seven Skies, ex-Seven Ace). IMO 7927491. Bulk carrier. Length 160 m, 5,850 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1980 in Hakata (Japan) by Watanabe Zosen. Owned by Istos Maritime Inc (Greece). Detained in 2007 in Tianjin (China) and in 2009 in Nikolayev (Ukraine). Sold for demolition in Pakistan for \$518/ton.



Moni (ex-Nea Moni, ex-New Venture, ex-Kalos Filos, ex-Cavallino, ex-Golden Kimisis). IMO 7354319. Bulk carrier. Length 181 m, 6,685 t. Deflagged from Panama to Comoros on her last journey. Classification society Polski Regestr Statkow. Built in 1973 in Muroran (Japan) by Hakodate Dock. Detained in 2001 and 2006 in New Orleans (United States). Sold for demolition in Bangladesh.



New Legend Fortune (ex-Pelagos, ex-Aramis A, ex-Hector, ex-Polar Star 1, ex-Polar Star). IMO 7930486. Bulk carrier. Length 160 m, 5,722 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1980 in Hakata (Japan) by Watanabe Zosen. Owned by Tianjin Xinhai International Ship Management Co Ltd (China). Detained in 2005 in Incheon (South Korea) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India for \$515/ton.



Newlead Spartounta (ex-Grand Spartounta, ex-Olympia, ex-Amelia). IMO 8521191. Bulk carrier. Length 262 m, 20,528 t. Liberian flag. Classification society RINA. Built in 1989 in Marghera (Italy) by Fincantieri. Owned by Newfront Shipping SA (Greece). Detained in 1999 in Amsterdam (Netherlands), in 2000 in Newcastle (Australia), in 2005 in Tarento (Italy) and Gladstone (Australia) and in 2009 again in Gladstone then in Vancouver (Canada). Sold for demolition in India for \$530/ton.



Grand Spartounta berthed in Ijmuiden (The Netherlands) April 2008 © Willem Oldenburg

Nina A (ex-Win, ex-Winner, ex-Wetern Winner, ex-Singa Wildtrader, ex-Flores). IMO 8029258. Bulk carrier. Length 175 m, 6,433 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Shimizu (Japan) by Nippon Kokan. Owned by TL Shipping Ltd (China). Sold for demolition in Bangladesh for \$518/ton.



Noblesse (ex-Amitie, ex-Kao Mu). IMO 7626499. Bulk carrier. Length 159 m, 5,489 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Good Faith Shipping Co (Greece). Detained in 1999 in Montreal (Canada), in 2003 in Baltimore (United States), in 2004 in Antwerp (Belgium), in 2007 in Cadiz (Spain), in 2009 in New Orleans (United States) and in 2011 in Silvertown (United Kingdom). Sold for demolition in India for \$512/ton.



Norton (ex-Focomar, ex-Bel Anna, ex-APJ Sushma). IMO 8116893. Bulk carrier. Length 176 m, 6,430 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1983 in Shimizu (Japan) by Kanasashi. Owned by Celeste Maritime Ltd (Greece). Detained in 2002 in Manilla (Philippines, in 2006 and 2007 in Bandar Abbas (Iran) and in 2009 in Sevastopol (Ukraine). Sold for demolition in India for \$525/ton.

Ocean Beauty (ex-Edco Star, ex-Chloe, ex-Sycee, ex-Marilock). IMO 8025850. Bulk carrier. Length 225 m, 12,310 t. St Vincent & Grenadines flag. Classification society Polski Regestr Statkow. Built in 1982 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by Cairo Three A Import & Export (Egypt). Detained in 2003 in Dampier (Australia) and Vancouver (Canada), in 2004 in Piombino (Italy), in 2009 in Hamburg (Germany) and in 2010 in Rotterdam (Netherlands). Sold as is in China for demolition in India for \$474/ton.



Pagane (ex-Galaxy, ex-Ganza, ex-Buhusi, ex-Stephanos D Pateras). IMO 7819412. Bulk carrier. Length 220 m, 14,628 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Mangalia (Romania) by 2 Mai Mangalia. Owned by Bulcom Ltd (Chypre). Detained in 2000 in Rotterdam (Netherlands) and in 2007 in Venice (Italy). Sold for demolition in Pakistan for \$505/ton.



Panos (ex-Anangel Argonaut, ex-Thorsdrake). IMO 8005123. Bulk carrier. Length 222 m, 11,205 t. Marshalllese flag. Classification society Det Norske Veritas. Built in 1981 in Chiba (Japan) by Mitsui. Owned by Quantum Shipping Ltd (Greece). Detained in 2005 in Valencia (Spain), in 2006 in Vancouver (Canada) and in 2009 in Zoushan (China). Sold for demolition in India for \$530/ton.



Powstaniec Styczniowy. IMO 8313960. Bulk carrier. Length 195 m, 8,410 t. Deflagged from Malta to Domenica for her last journey. Classification society Polski Regestr Statkow. Built in 1986 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Polska Zegluga Morska (Poland). Detained in 2000 in Bremen (Germany). Sold for demolition in India for \$520-525/ton.



Princess Yasmine (ex-DS Pioneer, ex-Forum Pioneer, ex-Mount Olympos). IMO 7706328. Bulk carrier. Length 178 m, 6,481 t. Panamanian flag. Classification society Global Marine Bureau. Built in 1978 in Sasebo (Japan) by Sasebo HI. Owned by Malah Maritime Services (Syria). Detained in 2004 in Genoa (Italy). Sold for demolition in India.



Prosperity (ex-Ever Prosperity, ex-Great Gatsby, ex-Orestis Emis, ex-Ascona). IMO 7921978. Bulk carrier. Length 224 m, 11,185 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1981 in Maizuru (Japan) by Hitachi. Owned by Ever Link Maritime Co Ltd (China). Detained in 2006 in Hamburg (Germany). Sold for demolition in Bangladesh.



Qiang Sheng I (ex-Ratna Shalini, ex-Gelibolu, ex-Hakuyou Maru). IMO 8607787. Single hull ship converted into a mineral tanker. Length 242 m, 17,665 t. Hong Kong flag. Classification society Bureau Veritas. Built in 1987 in Imari (Japan) by Namura Shipbuilding. Owned by TOSCO Keymax (China). Detained in 2005 in Yeosu (South Korea) and in 2009 in Esperance (Australia). Sold for demolition in India for \$510/ton.



Rana (ex-Rozy, ex-Aretousa, ex-Pigi, ex-Corrin, ex-Harmony, ex-Snowrose, ex-Golden Trader I, ex-Golden Trader). IMO 7602596. Bulk carrier. Length 172 m, 5,350 t. Togolese flag. Classification society Bureau Veritas. Built in 1979 in Shimizu (Japan) by NKK. Owned by Swedish Management Co (United Arab Emirates). Detained in 2006 in Koper (Slovenia) and in 2007 in Silvertown (United Kingdom). Sold for demolition in Pakistan for \$510/ton.



Riva (ex-*Pride*, ex-*Catherine Venture*). IMO 8000525. Bulk carrier. Length 264 m, 17,661 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Tamano (Japan) by Mitsui. Owned by Good Faith Shipping Co (Greece). Detained in 2000 in Port Headland (Australia), in 2003 in Tees (United Kingdom) and in 2004 in Hong Kong. Sold for demolition in Bangladesh for \$540/ton.



Ruhr N (ex-*Ruhr Ore*). IMO 8410108. Bulk carrier (VLOC). Length 340 m, 42,687 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Neu Seeschiffahrt GmbH (Germany). Like her sisterships, *Alster N* and *Alfred N*, the *Ruhr N* were sold for demolition in Bangladesh for \$525/ton. Before leaving for demolition, all valuables were removed at Rotterdam. The same should have happened with dangerous materials.



Ruhr N berthed at the Rotterdam Caland canal where she's stripped of all valuables prior to her last voyage to the Chittagong breaker's yard, May 2011 © Robert Smith

Salema S (ex-*Lukissa*, ex-*Ocean Surf*, ex-*Gulf Waveex-Sibanimar*, ex-*Antonio Maceo*). IMO 8006270. Bulk carrier. Length 185 m, 7,603 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Varna (Bulgaria) by Georgi Dimitrov Shipyards. Owned by Svemir Shipping Services Ltd (Russia). Detained in 1999 in Saint Petersburg (Russia), in 2000 in Hamburg (Germany), Antwerp (Belgium), and Setubal (Portugal), in 2003 in Saint-Petersburg again then in Alicante (Spain), in 2006 in Piraeus (Greece) and Odessa (Ukraine), in 2007 in Singapore, in 2008 in Klaipeda (Lithuania) and in 2011 in Trieste (Italy). Sold for demolition in Bangladesh for \$529/ton.



San Giorgio 1 (ex-*Orgi*, ex- *San Giorgio*, ex-*Coralix-Gopali*, ex-*Cherish*). IMO 7701342. Bulk carrier. Length 146 m. Tanzanian flag. Classification society unknown. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Sold for demolition in Mumbai (India).



Sea Agility (ex-*New Amber*, ex-*Sidelia*). IMO 8323458. Bulk carrier. Length 244 m, 14,488 t. Marshalllese flag. Classification society American Bureau of Shipping. Built in 1987 in Sakaide (Japan) by Kawasaki. Owned by COSCO (China). Detained in 2004 in Port Jackson (United States). Sold for demolition in China for \$460/ton.



Sea Countess (ex-*Golden 9*, ex-*Acoaxet Lady*, ex-*Acoaxet*, ex-*Samuel H. Armacost*). IMO 8004997. Bulk carrier. Length 179 m, 10,125 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1982 in Kobe (Japan) by Mitsubishi. Owned by Eddie Steamship Co Ltd (Taiwan). Detained in 2000 in Long Beach (United States), in 2008 in Xiamen (China) and in 2010 in Lianyungang (China). Sold for demolition in China for \$445/ton.



Sea Trinity (ex-*New Assurance*, ex-*Atlantic Assurance*). IMO 8323460. Former tanker converter into bulk carrier. Length 243 m, 17,195 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1987 in Sakaide (Japan) by Kawasaki Hi. Owned by Sealink Shipping Co Ltd (China). Sold as is in Dalian (China) for demolition in China for \$460/ton including 300 tons of bunker.

Shun Xin (ex-*Zorina*, ex-*Hereke 4*, ex-*Hereke 3*, ex-*Elbella IV*, ex-*Thames Maru*). IMO 7404633. Bulk carrier. Length 184 m, 8,537 t. Panamanian flag. Classification society Overseas Marine Certification Services. Built in 1976 in Mizushima (Japan) by Sanoyasu.. Owned by HK Xin HongYang International (China). Detained in 2002 in Rotterdam (Netherlands), in 2003 in Newcastle (United Kingdom), in 2008 in Tianjin (China) and in 2010 in Haikou (China). Sold for demolition in China.



South Star (ex-*Kiki P*, ex-*Lazos*, ex-*Sonito*, ex-*Master Panos*, ex-*Copper Yale*, ex-*Fort Yale*). IMO 7420845. Bulk carrier. Length 173 m, 6,820 t. Cambodian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Osaka (Japan) by Sanoyasu. Owned by Quoc Huy Shipping Company Limited (Vietnam). Detained in 2003 in Avonmouth (United Kingdom). Sold for demolition in Bangladesh.



St. Anna (ex-*St. George*, ex-*Akkerman*, ex-*Akademik Blagonravov*). IMO 8623884. Bulk carrier. Length 215 m, 13,330 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Oktyabrskoye (Russia) by Okean. Owned by Staff Centre Shipmanagement Ltd (Ukraine). Detained in 2003 in Montoir (France), in 2005 in Nantes (France) and in 2006 in Cagliari (Italy). Sold for demolition in India for \$548/ton including a large amount of non-ferrous metal.



Sunrise I (ex-*Treasure Sunrise*, ex-*Shinano Maru*). IMO 8005020. Bulk carrier. Length 270 m, 21,089 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Nagasaki (Japan) by Mitsubishi. Owned by Good Faith Shipping Co SA (Greece). Detained in 2002 in Amsterdam (Netherlands), in 2003 in Hong Kong and in 2006 in Tarento (Italy). Sold for demolition in Bangladesh for \$528/ton.



Tai Chung. IMO 8018431. Bulk carrier. Length 188 m. Panamanian flag. Classification society China Corporation Shipping Register. Built in 1982 in Keelung (Taiwan) by China SB. Owned by Taiwan Navigation Co Ltd (Taiwan). Detained in 2010 in Bandar Abbas (Iran) and in 2011 in Shanghai (China). Sold for demolition in China.



Tradewinds (ex-*Tradewind*). IMO 8014801. Bulk carrier. Length 169 m, 7,361 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1981 in Oshima (Japan) by Oshima SB. Owned by Cargo Connect Pte Ltd (Singapore). Detained in 2003 in Corpus Christi (United States). Sold for demolition at Bangladesh.



V Australia (ex-*Princess Marisol*, ex-*Peace Glory*, ex-*Shibumi*, ex-*Huang Shan*, ex-*Atara*, ex-*Patria*). IMO 8008785. Bulk carrier. Length 290 m, 27,288 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in El Ferrol (Spain) by Astano. Owned by Sea Breeze Navigation Inc (Ukraine). Detained in Australia in 2001 in Port Headland and in 2006 in Newcastle. Sold in as is at Singapore for demolition in India for \$515/ton.



V Europe (ex-*Marine Corona*, ex-*Cetra Corona*). IMO 8009442. Bulk carrier. Length 280 m, 19,204 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1982 in Sakaide (Japan) by Kawasaki. Owned by Wallem Shipmanagement Ltd (Norway). Detained in 1999 in Hamburg (Germany) in 2008 in Newcastle (Australia). Sold for demolition in Bangladesh.



V Europe © shipping Explorer



Vassiliki (ex-*Goodchance*, ex-*Marbella*, ex-*Mlawa*). IMO 7725506. Bulk carrier. Length 95 m, 1,704 t. Moldovan flag. Classification society RINA. Built in 1979 in Port Glasgow (United Kingdom) by Ferguson Bros. Owned by Aris Sea Services SA (Greece). Detained in 2004 in Castellon de la Plana (Spain) and in 2009 in Novorossiysk (Russia). Sold for demolition in Turkey for \$320/ton.



Wales II (ex-*Navigator I*, ex-*George L*). IMO 7378614. Bulk carrier. Length 182 m, 6,360 t. St Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1975 in Muroran (Japan) by Hakodate Docks. Owned by Gulf of Aden Shipping LLC (United Arab Emirates). Detained in 2009 in Kandla (India) and in 2010 in Cochin (India). Sold for demolition in India for \$505/ton.



Win Express (ex-*Pace*, ex-*Seapace*, ex-*Byamount*, ex-*South Light*). IMO 7616482. Bulk carrier. Length 170 m, 6,145 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Osaka (Japan) by Sanoyasu. Owned by Harmony Growing Ship Management Co (China). Detained in 2002 in Lisbon (Portugal). Sold for demolition in China for \$445/ton.



Win Star (ex-*Despina Junior*, ex-*Forum Power*, ex-*Reyna*, ex-*Blue Surf*, ex-*Ophelia*). IMO 7525528. Bulk carrier. Length 175 m, 7,879 t. St Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1976 in Marugame (Japan) by Imabari Zosen. Owned by Dalian Master Well Ship Management Co (China). Detained in 1999 in Antwerp (Belgium), in 2000 in Bremen (Germany) and in 2006 in Kwangyang (South Korea). Sold for demolition in China for \$455/ton.



World Trader (ex-*Eiyoh Maru*). IMO 7929293. Bulk carrier. Length 198 m, 10,254 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 at Aioi (Japan) by Ishikawajima-Harima. Owned by TMT Co Ltd (Taiwan). Detained in 2003 in Newcastle (United Kingdom), in 2004 and 2005 in Genoa (Italy) and in 2008 in San Francisco (United States). Sold for demolition in China.



Xin Feng (ex-*Min Noble*, ex-*Valdivia*). IMO 7929968. Bulk carrier. Length 225 m, 11,396 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Imari (Japan) by Namura SB. Owned by COSCO (China). Detained in 2000 in Brindisi (Italy), in 2001 in Esperance (Australia), in 2003 in Newcastle (Australia) and in 2004 in Vancouver (Canada). Sold for demolition in China for \$458/ton.



Xin Sheng (ex-*Lazeez*, ex-*Donald Duckling*, ex-*Oceanic Prelude*, ex-*Merchant Prelude*, ex-*Toyo Prosperity*, ex-*Young Shinko*). IMO 7913062. Bulk carrier. Length 223 m, 11,434 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Mihara (Japan) by Koyo DY Co. Proprietaire Xin Sheng Yang Co Ltd (Hong Kong, China). Detained in 2001 in Kotka (Finland), in 2005 in Geraldton (Australia), in 2006 in Incheon (South Korea) and in 2007 in Yantai (China). Sold for demolition in China.



Xin Yu (ex-*Anthi P*, ex-*Petrina*, ex-*Sea Music*, ex-*Angle Bay*, ex-*South Rainbow*). IMO 7621968. Bulk carrier. Length 225 m, 12,131 t. Panamanian flag. Classification society International Register of Shipping. Built in 1977 in Innoshima (Japan) by Hitachi. Owned by COSCO (China). Detained in 2002 in Lisbon (Portugal), in 2004 in Vostochny (Russia) and in 2008 in Incheon (South Korea). Sold for demolition in China for \$454/ton.



Xing Sheng Da (ex-*Royal Success*, ex-*Pinar Kaptanoglu*, ex-*Marine Gloria*, ex-*Nortrans Gloria*). IMO 8029624. Bulk carrier. Length 176 m, 7,708 t. Panamanian flag. Classification society Panama Shipping Register. Built in 1982 in Shiogama (Japan) by Tohoku SB Co. Owned by Hong Sheng Da Shipmanagement (Hong Kong, China). Detained in China in 2009 in Tianjin and Guangzhou and in 2010 in Xiamen and Fuzhou. Sold for demolition in China for \$440/ton.



Xinhan (ex-Nirmal Bhushan, ex-Zeynap Ana, ex-Neo Palmira, ex-Palmira, ex-Cavelier de la Salle). IMO 7531242. Bulk carrier. Length 188 m, 8,351 t. Unknown flag. Classification society Overseas Marine Certification Services. Built in 1977 in Iroshima (Japan) by Mitsubishi. Owned by Xing HongYang International Ship Management (China). Detained in 2002 in Southampton (United Kingdom), in 2006 in Taranto (Italy), in 2007 in Cagliari (Italy) and in 2010 in Haikou (China). Sold for demolition in China.



Young Li (ex-Anna M, ex-Molat). IMO 7601621. Bulk carrier. Length 188 m, 7,353 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1977 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Vanguard Shipping (China). Detained in 2000 in Newcastle (United Kingdom), in 2002 in Charleston (United States), in 2008 in Incheon (South Korea) and in 2011 in Caofeidian (China). Sold for demolition in China for \$455/ton.



Zheng Hang (ex-Panormos Trader, ex-Hyundai Trader, ex-Orient Trader). IMO 8105507. Bulk carrier. Length 224 m, 12,432 t. Kiribati flag. Classification society International Register of Shipping. Built in 1983 in Koje (South Korea) by Samsung. Owned by Fuzhou Minlun Shipping Co (China). Detained in 2010 in Kwangyang (South Korea) and in 2011 in Mundra (China). Sold for demolition in Bangladesh for \$512/ton.



Zhong Yue 1 (ex-Guang Shen, ex-Trias, ex-Predator, ex-Seaduty, ex-Reynolds). IMO 7330208. Bulk carrier. Length 190 m, 7,034 t. Cambodian flag. No classification society according to her last Port State Control. Built in 1973 in Tamise (Belgium) by Boelwerf. Owned by Qingdao Zhongren International Ship Management (China). Sold for demolition in China.



Ziemia Chelminska. IMO 8207769. Bulk carrier. Length 180 m, 6,622 t. Liberian flag. Classification society Det Norske Veritas. Built in 1984 in Avellaneda (Argentina) by Alianza. Owned by Polska Zegluga Morska (POLSTEAM) (Poland). Detained in 2009 in Monfalcone (Italy). Sold for demolition in India for \$507/ton.



Zorina (ex-Marigold, ex-Ocean Gold). IMO 8024387. Bulk carrier. Length 224 m, 11,590 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by Courage Marine Group (Taiwan). Sold for demolition in China for \$452/ton.

General cargo

Afamia Sun (ex-Al Kauthar D, ex-Georgios, ex-Cam Ilomba, ex-Gloria, ex-Karina, ex-Kassina, ex-Dorico). IMO 7412575. General cargo. Length 121 m, 2,344 t. Moldovan flag. Classification society International Register of



Shipping. Built in 1975 at Kochi (Japan) by Kochi Jyuko. Owned by Arados Shipping Co Srl (Roumanie). Detained in Novorossiysk (Russia) in 2007, 2008 and 2010. In January 2011, she was sold for demolition in India. Her status in the Equasis database is "broken up" since January 24 but the ship continues to sail and was deflagged from Saint Kitts & Nevis to Moldova, before being sold again for demolition in India.

July 2009 in Novorossiysk (Russia) © Oleg Sushkov

Alkarim M (ex-Shi Zui Shan, ex-Lindinger Quetzal). IMO 7400766. General cargo. Length 94 m, 1,713 t. North Korean flag. Classification society unknown. Built in 1976 in Husum (Germany) by Husumer Schiffswerft. Owned by ISM Group Ltd (Syria). Sold for demolition at unknown destination.



Amer F (ex-*Ilania Star*, ex-*Oualidia*). IMO 7711878. General cargo. Length 96 m, 1,948 t. Cambodian flag. Classification society Bureau Veritas. Built in 1978 in Neuenfelde (Germany) by JJ Sietas. Owned by FGM Ship Management Co Ltd (United Kingdom). Detained in 1998 in Southampton (United Kingdom) and Hamburg (Germany), in 2004 in Antwerp (Belgium) and in 2008 in Chalkis (Greece). Sold for demolition in Turkey for \$360/ton.



Anund (ex-*Eco Liz*, ex-*Odin*). IMO 7422037. General cargo. Length 80 m, 1,075 t. Cyprian flag. Classification society Germanischer Lloyd. Built in 1975 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. Owned by SIA Aquarius Shipmanagement Co (Latvia). Sold for demolition at an unknown destination.



Anund carrying wind turbine blades on the Kiel canal (Germany), July 2008 © **Aleksi Lindström**

Atlantic Leader (ex-*Wind Admiral*, ex-*Rachel*, ex-*Seaboard Texas*, ex-*Budapest*). IMO 8314627. General cargo. Length 174 m, 8,920 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Warnemünde (Germany) by Warnowwerft. Owned by Frontenac International SA (Ukraine). Detained in 2008 in Antwerp (Belgium) and Tianjin (China) and in 2011 in Chennai (China). Sold for demolition in India for \$547/ton.



Atlantic Project (ex-*Floresti*, ex-*PCC Lo Santos*, ex-*Managua*, ex-*Contigo*, ex-*Kolpino*). IMO 8811340. General cargo. Length 174 m, 8,920 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1988 in Warnemünde (Germany) by Warnowwerft. Owned by Lumar Subsidiary Co (Ukraine). Detained in 2007 in Hambourg (Germany) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India.



Atra I (ex-*Atra*, ex-*Clipper*, ex-*Flipper*, ex-*Martha*, ex-*Mircesti*). IMO 8802337. General cargo. Length 131 m, 3,359 t. Panamanian flag. Classification society RINA. Built in 1987 in Tulcea (Romania) by Tulcea SN. Detained in 2010 in Koper (Slovenia) and Nikolayev (Ukraine). Sold for demolition in India. \$526 /ton.



Bangmunnak (ex-*Niaga 47*, ex-*Monte Azul*). IMO 7419781. General cargo. Length 108 m, 2,219 t. Thai flag. No classification society according to her last Port State Control. Built in 1975 at Uwajima (Japan) by Miyoshi. Owned by Phulsawat Asia Line (Thailand). Detained in Vietnam in 2004 in Saigon and in 2007 in Vungtau. Sold for demolition in Bangladesh. \$505 /ton



Baraka (ex-*Cape Vincent*, ex-*Al Fath*, ex-*East Trader*, ex-*Agas*, ex-*Antofagasta*, ex-*Chertal*). IMO 6930635. General cargo. Length 160 m, 6,300 t. Cambodian flag. Classification society Polski Regestr Statkow. Built in 1970 in Tamise (Belgium) by Boelwerft. Owned by Romalex Marine (Egypt). Detained in 2006, 2007 and 2008 in Novorossiysk (Russia), in 2009 in Illichivsk (Ukraine) and in 2010 in Nikolayev (Ukraine) and again in Novorossiysk. Sold for an unknown destination of demolition.



BM Defender (ex-*Clipper Ipanema*, ex-*Concord Daisen*, ex-*Brave Spirit*, ex-*Eternal Fuji*). IMO 8017009. General cargo. Length 165 m. Deflagged from Bahamas to Panama for her last journey. Classification society RINA. Built in 1981 in Tadotsu (Japan) by Hashihama Zosen and completed in Numakuma by Tsuneishi. Owned by BM Shipping Group SpA (Italy). Sold for demolition in India. \$543/ton.



Caesar-1 (ex-*Nino S*, ex-*West Express*, ex-*Lupus*, ex-*Kronholm*, ex-*Weser*). IMO 7361659. General cargo. Length 93 m. North Korean flag. Classification society Korea Classification Society. Built in 1974 in Neuenfelde (Germany) by JJ Sietas. Detained in 2001 in Oslo (Norway), in 2004 in Plymouth (United Kingdom) and in 2006 in Porto Nogaro (Italy). Sold for demolition in Turkey.



Capt Mahdi (ex-*Jollas*, ex-*Bravaden*, ex-*Bernice*, ex-*Aung Mingala*, ex-*Tramarco Trader*, ex-*Resalla*, ex-*Salla*, ex-*Walki Paper*). IMO 7403706. General cargo. Length 159 m, 6,756 t. Togolese flag. Classification society Germanischer Lloyd. Built in 1979 in Gijon (Spain) by Juliana Gijonesa. Resold by her Finnish owner Rettig Group Ltd to the Syrian Sea Rose Maritime in June 2011. This enabled the ex Finnish Jollas to be discreetly beached for demolition in India under the Togolese flag. \$515/ton.



Capt Mahdi ex-*Jollas* departing Helsinki (Finland), January 2011 © Jukka Koskimies

Carlos Star (ex-*Rubin*, ex-*Marine Star*, ex-*Maria Francisca*, ex-*Beeco Asia*, ex-*Blas de Lezo*). IMO 7817361. General cargo. Length 121 m, 3,749 t. Panamanian flag. Classification society RINA. Built in 1981 in Gijon (Spain) by Duro Felguera. Owned by Carlo International Shipping Co (China). Sold for demolition in Bangladesh.



Chang Le Men (ex-*Ristakez*, ex-*Darya Rashmi*, ex-*Marine Confidence*, ex-*Marine Blue*, ex-*Farnham*, ex-*Indian Highsea Success*, ex-*Highsea Success*). IMO 8104656. General cargo. Length 147 m, 5,019 t. Saint Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by Nanjing Ocean Shipping Co Ltd – NASCO (China). Detained in 2001 in Portugal in Setubal and Leixoes. Sold for demolition in India. \$ 530/ton.



Christina (ex-*Iran Borhan*, ex-*Arya Gohar*). IMO 7360784. General cargo. Length 150 m, 4,897 t. Saint Kitts & Nevis flag. Classification society unknown. Built in 1975 in Bremerhaven (Germany) by Weser Seebeck. Owned by Pan Seas Shipping (United Arab Emirates). Sold for demolition in India.



Cobalt Transport (ex-*Theomitor*, ex-*Flecha*, ex-*Tamara*, ex-*Mare Italico*, ex-*Acedrelas*, ex-*Cedrela*). IMO 7378341. General cargo. Length 178 m, 7,597 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1974 in Saiki (Japan) by Usuki Iron Works. Owned by Cooper's Mechanical Oilfield Services Pte Ltd (Singapore). Detained in 2003 in Fangcheng (China) and in 2004 in Guangzhou (China). Sold for an unknown destination of demolition.



Diana Star (ex-Daly, ex-Marimar, ex-Fairnes, ex-Finnsnes). IMO 7632888. General cargo. Length 135 m, 4.600 t. Cambodian flag. Classification society International Naval Surveys Bureau. Built in 1978 at Shimizu (Japan) by NKK Corp. Owned by Global Management & TradingCo Ltd (Liban). Detained in 1998 in Port Hawkesbury (Canada), in 1999 in Pori (Finland), in 2005 in Lisbon (Portugal), in 2007 in Cagliari (Italy), in 2008 in Saint-Malo (France) and in 2010 in Larnaca (Cyprus). Sold for demolition in India. \$529/ton.



Dibena Express (ex-Kinabalu Sepuloh). IMO 7506754. General cargo. Length 116 m. Thai flag. No classification society according to her last Port State Control. Built in 1975 at Hakata (Japan) by Watanabe Zosen. Owned by Phulsawat Navy Co Ltd (Thailand). Sold for demolition in Bangladesh.



E Dignity (ex-Marathon, ex-Anchor Bay, ex-Sliema, ex-Kapital I, ex-Margaret John, ex-Anastasia II). IMO 7706562. General cargo. Length 116 m, 2,649 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1977 in Hakata (Japan) by Watanabe Zosen. Owned by Emre Gemicilik Denizcilik Ticaret Ltd (Turkey). Detained in 2000 in Bilbao (Spain) and Rouen (France), in 2005 in Longuldak (Turkey), in 2006 in Kerch (Ukraine) and in 2011 in Tuapse (Russia) and Trabzon (Turkey). Sold for demolition in Bangladesh. In November 2005, *E Dignity* is already considered bound for demolition. A broker bought her for \$326/ton and resold her 4 months later for \$340/ton for demolition in Bangladesh (Cf. Ship-breaking.com n°2). However, the ship goes on sailing on the Mediterranean sea, always in bad conditions and plagued by detentions. She is flying the Maltese flag up to 2010 before adopting Georgian nationality and then Tololese in 2011. After 6 years of reprieve, *E Dignity* just retired and was beached for demolition in Chittagong, Bangladesh.



E Dignity in Tuapse (Russia), March 2011

© Valeriy Balalaev

Eversafe (ex-Confidence, ex-Ace Confidence, ex-Ace Enterprise). IMO 7903378. General cargo. Length 168 m. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Onishi (Japan) by Kurushima. Owned by Ever Glory Maritime Co Ltd (China). Detained in 2002 in Kolding (Denmark), in 2003 in Lianyungang (China), in 2006 in Bandar Abbas (Iran), in 2008 in Tianjin (China) and in 2011 in Guangzhou and Taicang (China). Sold for demolition in China.



F.Goktug (ex-Huseyin Atasoy, ex-Mete Kardesler I). IMO 7802495. General cargo. Length 66 m. Turkish flag. Classification society Turk Loydu. Built in 1980 in Istanbul (Turkey) by Ucler Tersanesi. Owned by Cenker Denizcilikve Ticaret Ltd (Turkey). Detained in 2001 in Chalkis (Greece) and in 2002 in Ploce (Croatia). Sold for demolition in Turkey.



Falcon Eye III (ex-Ebn Al Waleed). IMO 8317540. General cargo. Length 133 m, 5.280 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Alexandria (Egypte) by Alexandria SY. Owned by Dubai Coast Shipping LLC (United Arab Emirates). Detained in 1999 and 2007 in Montreal (Canada) and in 2011 in Mumbai (India). Sold for demolition in India. \$475/ton.



Gabriel (ex-Warsa, ex-Nildiya, ex-Sea Humber, ex-Sea Hawk). IMO 7622065. General cargo. Length 69 m. Comoros flag. Classification society unknown. Built in 1977 at Tokushima (Japan) by Kanrei. Owned by Royal Melody Ltd (Greece). Detained in 2001 in Ghent (Belgium), in 2008 in Koper (Slovenia) and Valetta (Malta) and in 2010 twice in Larnaca (Cyprus). Sold for demolition in Turkey.



Gazze (ex-YUnis Sirin, ex-Ahmet Erdogan, ex-Hasan Koc, ex-Coklar III). IMO 7806192. General cargo. Length 84 m, 1,147 t. Sierra Leone flag. Classification society Turk Loydu. Built in 1981 in Balat (Turkey) by Gunsin. Owned by Ihh Insan Hak Vehurriyetleri (Turkey). Detained in 2000 in Setubal (Portugal), in 2001 in Sevilla (Spain) and again in Setubal, in 2002 in Rijeka (Croatia) and Eleusis (Greece) and in 2003 in Ravenna (Italy) and again in Eleusis. Sold for demolition in India.



GB Med (ex-Portuondo). IMO 7717834. General cargo. Length 95 m. Moldovan flag. Classification society unknown. Built in 1977 in Guernica (Spain) by Murueta. Owned by Interglobal Shipping 3001 Ltd (Israel). Detained in 2005 in Genoa and Naples (Italy), in 2006 in Porto Nogaro (Italy), in 2007 and 2009 in Limassol (Cyprus) and in 2009 in Larnaca (Cyprus). Sold for demolition in Turkey.



Golden Bay (ex-Zeeland, ex-City, ex-City of Manchester, ex-Laxfoss, ex-City of Hartlepool). IMO 7709980. General cargo. Length 104 m, 2.173 t. Panamanian flag. Classification society RINA. Built in 1979 in Appledore (United Kingdom) by Appledore SB. Owned by Ceren Denizcilik Sanayi (Turkey). Detained in 2007 in Nikolayev (Ukraine). Sold for demolition in Bangladesh.



Golden Huayang (ex-Thor Champion, ex-Cape Moreton, ex-California, ex-Nedlloyd Vitoria, ex-Red Sea Egalite, ex-CGM Roussillon, ex-Castor). IMO 8209640. General cargo. Length 169 m, 7,900 t. Sierra Leone flag. Classification society unknown. Built



in 1982 in Kiel (Germany) by Howaldtswerke-DW. Announced as sold for demolition in China in March 2011, the ex Thai *Thor Champion* was renamed *Golden Huayang* flying the Sierra Leone flag and went on sailing. Her new certificates are delivered by RINA. Owned by Jiangsu Huayi Ship Management Co Ltd (China). The ship is eventually beached in India on 28th September.

Thor Champion, southbound on the Bosphorus June 2009 © Wil Weijsters

Hafez (ex-Freital). IMO 7604283. General cargo. Length 122 m, 3,600 t. Syrian flag. Classification society Germanischer Lloyd. Built in 1977 in Rostock (Germany) by Neptun Schiffswerft. Owned by Sahyouni Trade & Transport Maritime (Syria). Detained in 2003 in Antwerp (Belgium) and Barletta (Italy), in 2007 in Ravenna (Italy) and in 2010 in Limassol (Cyprus). Sold for demolition in Pakistan.



Hong Prosperity (ex-National Pride, ex-Galleon Pride, ex-Galleon Emerald). IMO 7915254. General cargo. Length 173 m, 6,399 t. Saint Vincent & Grenadines flag. Classification society International Register of Shipping. Built in 1981 in Innoshima (Japan) by Hitachi Japan. Owned by Hongyuan Marine Co Ltd (China). Sold for demolition in India. \$520/ton.



Hong Succes (ex-National Dignity, ex-OBL Leader, ex-Galleon Dignity, ex-Galleon Agate). IMO 7912575. General cargo. Length 173 m, 6,397 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1981 in Setoda (Japan) by Naikai SB. Owned by Hongyuan Marine Co Ltd (China). Sold for demolition in India. \$520 /ton.

Jiang (ex-*Brigantium*, ex-*Noruega*). IMO 7393884. General cargo. Length 82 m. Comoros flag. Classification society unknown. Built in 1976 in Palma de Mallorca (Spain) by Astilleros de Mallorca. Owned by Global Management & Trading Co (Liban). Sold for demolition in Turkey.



Jona (ex-*Blue Stone*, ex-*Evangelos*, ex-*Fastov*, ex-*Gaviota*, ex-*Gaviota II*). IMO 7932692. General cargo. Length 122 m, 3,610 t. Saint Vincent & Grenadines flag. Classification society Bureau Veritas. Built in 1979 in Rostock (Germany) by Neptun Schiffswerft. Owned by Almarouf Shipping Co Ltd (Egypte). Detained in 2001 in Brake (Germany) and in 2002 in Vlaardingen (Netherlands). Sold for demolition in Turkey.



Jona off the Portuguese coast, June 2010
© Angel Luis Godar Moreira

KKG 1 (ex-*Ocean Wave I*, ex-*Hyundai Hawk*, ex-*Oasis*, ex-*Samarkand*). IMO 8620155. General cargo. Length 173 m, 8,920 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1986 in Warnemünde (Germany) by Warnowwerft. Owned by Shanghai CP International ShipManagement (China). Detained in 2007 in Houston (United States) and in 2011 in Chennai and Vishakhapatnam (India). Sold for demolition in India. \$510 /ton.



Ladybird (ex-*Nika*, ex-*Viola*, ex-*Vingaren*, ex-*Domar*, ex-*Hove*). IMO 7500786. General cargo. Length 81 m. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. Owned by Neva Deniz Tasimaciligi Sanayi ve Ticaret Ltd (Turkey). Detained in 2004 in Antwerp (Belgium) in 2005 in Kdzeregli (Turkey). Sold for demolition in Turkey.



Line (ex-*Swift*, ex-*Bell Swift*, ex-*Jan*, ex-*Arfell*). IMO 7508271. General cargo. Length 94 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. Owned by Rolf Wagle AS (Norway). Detained in 2000 in Antwerp (Belgium). Sold for demolition in Grenaa (Denmark) by Fornaes.



Line just before she sails underneath Brevik-bridge (Norway), November 2010 © Tomas Østberg- Jacobsen

Lucky Ocean (ex-*Ocean Pride*, ex-*Sun Bright*, ex-*Samsun Light*, ex-*Mercury*, ex-*Pacific Victory*). IMO 8004686. General cargo. Length 154 m, 5,437 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Uwajima (Japan) by Uwajima Zosensho. Owned by Fujian Yongjia Shipping Co Ltd (China). Detained in 2000 in Vladivostok (Russia). Sold for demolition in China. \$450 /ton.



Maksim (ex-Maksim Rylskiy). IMO 7740556. General cargo. Length 124 m. Moldovan flag. Classification society Shipping Register of Ukraine. Built in 1978 in Navashino (Russia) by Navashinskiy Oka. Owned by Donbass (Ukraine). Detained in 2002 in Genoa (Italy), in 2003 in A Coruña (Spain), in 2007 in Cagliari (Italy) and in 2008 in Taranto (Italy). Sold for demolition in Turkey.



Mitra Ocean (ex-Melia II, ex-Ghadames, ex-Jenny Porr). IMO 7619032. General cargo. Length 136 m, 5.295 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1977 in Fukuoka (Japan) by Fukuoka Zosen. Owned by PT Meratus Line (Indonesia). Sold for demolition in India. \$522 /ton.



Mona S (ex-Mona, ex-Lublin II). IMO 8302210. General cargo. Length 149 m, 6,791 t. Syrian flag. Classification society Germanischer Lloyd. Built in 1987 at Gdynia (Poland) by Komun Paryskiej Shipyards. Owned by Samin Shipping Co Ltd (Syria). Detained in 1998 in Lisbon (Portugal) and in 2008 in Odessa (Ukraine). Sold for demolition in India



Mwafak (ex-Destiny S, ex-Petras, ex-Wall, ex-Lilliet, ex-Akrogiali, ex-Juarez). IMO 7420039. General cargo. Length 154 m, 4,891 t. Tanzanian flag. Classification society Maritime Lloyd. Built in 1977 in Elsinore (Denmark) by Helsingor Vaerft. Owned by Seagate Marine Srl (Romania). Detained in 2000 in Liverpool (United Kingdom) and Saint Petersburg (Russia), in 2001 in Bilbao (Spain) and Antwerp (Belgium), in 2008 in Novorossiysk (Russia) and Nikolayev (Ukraine) and in 2009 in Theodosia (Ukraine). Sold for demolition in India. \$515 /ton.



Mwafak, berthed in Tartous (Syria), with her beautiful black livery to hide rust, September 2010 © Mahmoud / Shipspotting

Natasha (ex-Elisabeth M, ex-Elisabeth, ex-Med Flindiar, ex-Harting). IMO 8000197. General cargo. Length 91 m, 1,375 t. Dominican flag. Classification society Bulgarski Koraben Registar. Built in 1981 in Wallsend (United Kingdom) by Clelands SB Co. Detained in 2003 in Castellon de la Plana (Spain) and in 2007 in Alicante (Spain). Sold for demolition in Pakistan.



Nimeh 1 (ex-Andrea M, ex-Andrea, ex-Andrealion, ex-Andrea Smits). IMO 7712028. General cargo. Length 84 m, 1,802 t. Panamanian flag. Classification society International Register of Shipping. Built in 1978 in Slikerveer (Netherlands) by Groot & Vliet. Owned by Silver Star Maritime Co (Syrie). Detained in 2000 in Genoa and Savone (Italy), in 2002 in Gaeta (Italy), in 2003 in Immingham (United Kingdom), in 2004 in Civitavecchia (Italy), in 2006 in Novorossiysk (Russia), in 2007 in Koper (Slovenia) and in 2010 in Cadiz (Spain). Sold for demolition in India.



Nord Gain (ex-Phoenix Glory, ex-Medi Tradition, ex-Ceycapital, ex-Safmarine Boma, ex-Maya, ex-St. Gerasimos I, ex-Merkur Lake). IMO 8213469. General cargo. Length 159 m, 6,050 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Rostock (Germany) by Neptun Schiffswerft. Owned by Farglory Shipmanagement Pte Ltd (Singapore). Detained in 2002 in Lisbon (Portugal), in 2006 in Koper (Slovenia) and Antwerp (Belgium), in 2008 in Tianjin (China) and in 2009 in Zhanjiang (China). Sold as is in Haldia (India) for demolition in Bangladesh. \$477/ton.



Norman Spirit (ex-Nord Spring, ex-Safmarine Lisbon, ex-Zapoteca, ex-Olmeca, ex-Jutha Rachavadee, ex-Merkur Delta). IMO 8310865. General cargo. Length 150 m, 6,090 t. Panamanian flag. Classification society RINA. Built in 1984 in Rostock (Germany) by Neptun VEB. Owned by Ocean Span Shipping Ltd (China). Detained in 1999 in New York (United States), in 2000 in Antwerp (Belgium), in 2005 in Houston (United States), in 2009 in Lianyungang (China) and in 2011 in Shanghai (China). Sold for demolition in Bangladesh. \$515 /ton.



Ocean Alpha (ex-Golden Pacific, ex-Southeast Asia, ex-Kabaena, ex-Quinta, ex-Alexandros, ex-Cedar Fortune, ex-Georgios L, ex-Great Ocean). IMO 7701122. Bulk carrier. Length 142 m, 4,228 t. Malaysian flag. Classification society International Register of Shipping. Built in 1977 in Kochi (Japan) by Kochi Jyuko. Owned by Kingbest Shipping Ltd (China). Detained in 2004 in Hong Kong and in 2009 in Singapore. Sold for demolition in Bangladesh.



Pioner Buryatii. IMO 7645328. General cargo. Length 130 m. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Hermes Co Ltd Sovgavan (Russia). Detained in 2008 in De-Kastri (Russia), and in 2011 in Korsakov (Russia) and Lianyungang (China). Sold for demolition in China.



Redwood (ex-Kent Forest, ex-Clipper Forest, ex-Atlanta Forest, ex-Atlanta, ex-Finnocceanis, ex-Walki). IMO 7403689. General cargo. Length 159 m, 6,801 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1978 in Gijon (Spain) by Juliana. Owned by Regal Agencies Corp (Greece). Detained in 2008 in Sorel (Canada). Sold for demolition in India. \$525/ton.



Regina Magdalena (ex-Regulus, ex-Carolin, ex-Noord, ex-Manchester Prince, ex-Njord, ex-City of Oporto). IMO 8105090. General cargo. Length 100 m. Norwegian flag (International register). Classification society Det Norske Veritas. Built in 1981 at Rendsburg (Germany) by Nobiskrug. Owned by Magdalena AS (Norway). Detained in 2010 in Uddevalla (Sweden). Sold for demolition in Estonia.



Riga Sailor (ex-Pyotr Smidovich). IMO 7415046. General cargo. Length 152 m, 5,526 t. Maltese flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Gdansk (Poland) by Gdanska Lenina Shipyard. Owned by Riga Ship Management SIA (Latvia). Sold for demolition in India. \$505 /ton.



Royal (ex-Conquer, ex-General Villa, ex-Lanka Asitha, ex-Jebesen Timaru). IMO 8313025. General cargo. Length 174 m, 8,022 t. Panamanian flag. Classification society Polski Regestr Statkow. Built in 1985 in Tsu (Japan) by Nippon Kokan. Owned by Valencia Management Co (Greece). Detained in 2003 in Cairns (Australia), in 2007 in San Francisco (United States) and Vancouver (Canada), in 2008 in Illichivsk (Ukraine) and in 2009 in Novorossiysk (Russia). Sold for demolition in Bangladesh.



Santa Suria II (ex-Sukawaran Naree, ex-Sukrawan Naree, ex-Mistra, ex-Jasmine Trader, ex-Silver Wind). IMO 7628291. General cargo. Length 145 m, 4,905 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1977 at Oshima (Japan) by Oshima SB. Owned by Samudera Sempurna (Malaysia). Detained in 2001 in Singapore and in 2011 in Cochin (India). Sold for demolition in Bangladesh.



Soomy (ex-Ahmed H, ex-Juto, ex-Start, ex-Thupall 1, ex-Tor Francia, ex-Francia). IMO 6812754. General cargo. Length 68 m, 800 t. North Korean flag. Classification society Maritime Bureau Of Shipping. Built in 1968 in Fosnavaag (Norway) by Voldnes. Owned by Muhannad A A (United Arab Emirates). Detained in 2002 in Bremen (Germany), in 2004 in Eleusis (Greece) and in 2006 in Pozzalo (Italy). Sold for demolition in Pakistan.



Stellenbosch (ex-*Vidal*, ex-*Rowanbank*, ex-*Vento*, ex-*Venture*, ex-S.A. *Venture*). IMO 7701639. General cargo. Length 173 m, 9,019 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1978 in Tsurumi (Japan) by Nippon Kokan. Owned by MACS – Maritime Carrier Shipping (Germany). Detained in 2008 in Rotterdam (Netherlands). Sold for demolition in India. \$516/ton.



Tarpon Clipper (ex-*Rickmers Doha*, ex-*Delmas Tamboti*, ex-*Magellan 1*, ex-*Kilimanjaro*, ex-*Himalaya Maru*). IMO 7813573. General cargo. Length 167 m, 8,139 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1979 in Aioi (Japan) by Ishikawajima-Harima. Owned by Tarpon Shipping Co (Greece). Detained in 2003 in Hong Kong and in 2010 in Mumbai (India). Sold for demolition in India. \$540/ton.



Turnin (ex-*Blue Pearl*, ex-*Pioner Arkhangelska*). IMO 7418452. 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 Azia Shipping Holding Ltd (Cyprus). Detained in 2004 in Pohang (South Korea). Sold for demolition in China.



Tzoanna VII (ex-*Gemma*, ex-*Sophia V*, ex-*Sophia*, ex-*Maaiké*, ex-*Altar*, ex-*Wind Ocean*, ex-*Fredrik*, ex-*Roberto Ivens*, ex-*Gardenia*, ex-*Germa Dolphin*, ex-*Germa Team*). IMO 7702554. General cargo. Length 81 m. Greek flag. Classification society Russian Maritime Register of Shipping. Built in 1979 in Singapore by Far East Livingston. Owned by New Lines III Shipping Co (Greece). Detained in 2000 in Saint-Malo (France) and Antwerp (Belgium), in 2001 again in Saint-Malo, in 2002 in Gdansk (Poland), in 2003 in Lisbon (Portugal) and again in Gdansk, in 2004 in Calais (France) and Newhaven (United Kingdom), in 2006 in Birkenhead (United Kingdom) and in 2007 in San Antioco (Italy). Sold for demolition in Turkey.



The detention record holder *Tzoanna VII* in Valencia (Spain), August 2007.

© Guzzlebroo / Shipspotting

Union Carrie (ex-*Bao Fu Men*, ex-*Tatiana L*, ex-*Captain Stefanos*). IMO 7619434. General cargo. Length 147 m, 5,185 t. Kiribati flag. Classification society International Ship Classification. Built in 1978 in Saiki (Japan) by Usuki Iron Works. Owned by Tranglory Shipping Co Ltd (China). Detained in 2006 in Shanghai, in 2009 in Mumbai (India), in 2010 in Xiamen (China) and in 2011 in Bandar Abbas (Iran). Sold for demolition in India. \$530/ton.



Union Glory (ex-*Strofades III*, ex-*Agat*, ex-*Isla Puna*, ex-*Chungking*, ex-*Beeco Africa*, ex-*Antonio De Gastaneta*, ex-*Isla Marchena*, ex-*Maria Antonia*). IMO 7817373. General cargo. Length 131 m, 3,750 t. Panamanian flag. Classification society International Register of Shipping. Built in 1981 in Gijon (Spain) by Duro Felguera. Owned by Yantai Union International Ship Management Co Ltd (China). Detained in 2010 in Tianjin (China) and in 2011 in Shenzhen (China). Sold for demolition in China. \$460/ton.



Vinga (ex-*Acamar*, ex-*I.W. Winck*, ex-*Wrath*, ex-*Jytte Bres*). IMO 7113167. General cargo. Length 65 m. Swedish flag. Classification society Bureau Veritas. Built in 1971 in Frederikshavn (Denmark) by Frederikshavns Vft. Owned by Vargon Shipping AB (Sweden). Sold for demolition in Denmark.



Weston (ex-Varjakka). IMO 7410814. General cargo. Length 159 m, 6,871 t. Gibraltar flag. Classification society RINA. Built in 1979 in Gijon (Spain) by Juliana Gijonesa. Owned by Regal Agencies Corp (Greece). Detained in 1999 in Quebec (Canada). Sold for demolition in India.



Yesil Rize 1. IMO 7505786. General cargo. Length 83 m. Turkish flag. Classification society Turk Loydu. Built in 1979 in Izmir (Turkey) by Degas Izmir. Owned by Rize Denizcilik (Turkey). Detained in 1998 in Sevillea and Cadiz (Spain) and Sète (France), in 2000 in Chioggia (Italy), in 2001 in La Spezia and Naples (Italy) and in 2007 in Torre Annunziata (Italy). Sold for demolition in Turkey.



Zhong Qiang II. IMO 7927532. General cargo. Length 162 m, 7,256 t. Panamanian flag. Classification society Bureau Veritas. Built in 1981 in Argentina by AFNE. Owned by Eastern Rain Ship Management (China). Detained in 2002 in New Orleans (United States), in 2003 in Antwerp (Belgium), in 2005 in Gdansk (Poland), in 2010 in Bandar Abbas (Iran) and in 2011 in Bandar Khomeini (Iran), Shanghai (China) and Kolkata (India). Sold for demolition in India. \$520/ton.



Zhong Yang Men (ex-Splendour, ex-Blue Splendour, ex-CMBT Splendour, ex-DSR Senator Ivory, ex-CMB Splendour, ex-Eatern Splendour, ex-Merry Viking). IMO 7620574. General cargo. Length 179 m, 7,689 t. Saint Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Shimonoseki (Japan) by Mitsubishi. Owned by Nanjing Ocean Shipping Co Ltd – NASCO (China). Detained in 1997 in Rotterdam (Netherlands). Sold for demolition in India. \$514/ton.



Cement carrier

Darumasun (ex-Chikuma Maru). IMO 7024196. Cement carrier. Length 131 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1970 in Setoda (Japan) by Setoda Zosen. Owned by TMT Co Ltd (Taiwan). Detained in 2002 in Kunsan (South Korea), in 2003 in Shanghai (China) and in 2004 again in Kunsan. Sold for an unknown destination of demolition.



Darumasun in Keelung, Taiwan, August 2009 © Ivan Meshkov



Floria. IMO 7429231. Cement carrier. Length 128 m, 2,940 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. Sold for demolition in India.



Limmat I (ex-Seabulk III, ex-Sun World, ex-Yoshu Maru N°10). IMO 7112967. Cement carrier. Length 121 m. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1971 in Kure (Japan) by Kanda Zosen. Owned by Seabulk Shipping SA (Greece). Detained in 2002 in Naples (Italy). Sold for demolition at Mumbai (India).



Container ship

Bhatra Bhum (ex-*Benja Bhum*, ex-*Scandutch Orient*, ex-*Glory Ace*). IMO 7812438. Container ship. Length 118 m, 3,811 t. Deflagged from Indonesia to Tuvalu on her last journey. Classification society Biro Klasifikasi Indonesia. Built in 1979 at Shiogama (Japan) by Tohoku SB Co. Owned by Bintika Bangunusat (Indonesia). Sold for demolition in Bangladesh. On 16th October, 6 workers fell unconscious while working inside the vessel. 61 cylinders containing carbon dioxide were kept carelessly in a store-room. 4 of the workers died in hospital after inhaling the toxic gas.



The container ship *Bhatra Bhum* in Singapore, August 2009 © John Wilson

MSC Aurelie (ex-*OOCL Envoy*, ex-*China Container*). IMO 7708950. Container ship. Length 250 m, 16,854 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 at Kaohsiung (Taiwan) by China Shipbuilding Corp ; jumboized in 1982 and extended from 222 to 250 m. Owned by MSC – Mediterranean Shipping Company (Suisse). Detained twice in 2008 in Brisbane (Australia) and in 2011 in Mundra (India). Sold for demolition in India. \$540/ton.



MSC Fado (ex-*West Med II*, ex-*City of Dublin*, ex-*Zim Yokohama*, ex-*Indiapendence*, ex-*TFL Indiapendence*). IMO 7705398. Container ship. Length 179 m, 8,207 t. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Innoshima (Japan) by Hitachi ; jumboized in 1990 and extended from 157 to 179 m. Owned by CIEL management (Greece). Sold for demolition in India. \$515/ton.



MSC Tuscany (ex-*Mumbai*, ex-*Indamex Mumbai*, ex-*MSC Singapore*, ex-*Nedlloyd Java*, ex-*Asian Jade*). IMO 7718046. Container ship. Length 186 m, 9,227 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Aioi (Japan) by Ishikawajima-Harima. Owned by Costamare Shipping Co (Greece). Detained in 2010 in San Juan (Porto Rico). Sold for demolition in India. \$520/ton.



Scorpius (ex-*Elisa B*, ex-*Canmar Conquest*, ex-*Sea Pride*, ex-*CMB Mallet*, ex-*Continent*, ex-*Dart Continent*, ex-*Seapac Yorktown*, ex-*Seatrain Yorktown*). IMO 7718632. Porte conteneurs. Length 177 m, 8,635 t. Saint Kitts & Nevis flag. Classification society Bureau Veritas. Built in 1979 in Imari (Japan) by Namura. Owned by Boluda Lines SA (Spain). Late July 2011, *Elisa B* abandoned her Spanish flag and was renamed *Scorpius* before being beached in Alang on 28th August. \$535/ton.



Sino North (ex-*MSC Borneo*, ex-*Mamitsa*, ex-*Ghana Star*, ex-*MSC Argentina*, ex-*MSC Nicole*, ex-*CGM Colbert*, ex-*Kaduna*, ex-*CGM La Perouse*, ex-*CMB Merzario*, ex-*Lyme Bay*, ex-*Red Sea Excellence*, ex-*Arkona*). IMO 8412388. Container ship. Length 180 m, 8,113 t. Panamanian flag. Classification society Bureau Veritas. Built in 1985 in Vegesack (Germany) by Bremer Vulkan. Owned by Shanghai Vasteast International Shipping Management Co Ltd (China). Detained in 2004 in Singapore and in 2006 in Fremantle (Australia). Sold for demolition in Mumbai (India). \$540/ton.



Miscellaneous

Aegis (ex-*Grampian Fame*, ex-*Red Sea Trader*, ex-*Maersk Pacer*). IMO 7432082. Offshore supply vessel. Length 66 m. Greek flag. Classification society Det Norske Veritas. Built in 1976 in Waterhuizen (Netherlands) by Pattje. Owned by Environmental Marine Services (Greece). Sold for an unknown destination of demolition.



Vos Mull (ex-*Viking Mull*, ex-*Bue Mull*, ex-*Sceptre Tide*, ex-*Hornbeck Sceptre*, ex-*Seaboard*



Sceptre, ex-*Salgado*). IMO 7531618. Offshore supply vessel. Length 56 m. United Kingdom flag. Classification society American Bureau of Shipping. Built in 1981 in Rio de Janeiro (Brazil) by MacLaren. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Denmark.



Vos Mull in Flushing, Vlissingen (The Netherlands), May 2008 © **Frans Sanderse**

Cetus. IMO 6827967. Dredger. Length 78 m, 2,259 t. Cyprus flag. Classification society unknown. Built in 1968 in Alblasserdam (Netherlands) by Giessen-de Noord. Owned by Boskalis Baggermaatschappij (Netherlands). Sold for demolition in India.



Donald Redford. IMO 7924281. Dredger. Length 53 m, 552 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1981 at Glasgow (United Kingdom) by Ferguson Bros ; jumboized in 1990 and extended from 45 to 53 m. Owned by Northwood Fareham Ltd (United Kingdom). on 1st November 2003, *Donald Redford* which was en route to her dredging grounds collided with Hythe Pier in Southampton. Tests after the accident showed that the junior master in command of the team had consumed a substantial amount of alcohol (89 microgrammes of alcohol in 100millilitres of breath. The legal limit for driving on the road is 35), was possibly affected by the effects of a prescribed anti-depressant drug and had worked over time in the last 24 hours. Sold for demolition by Van Heygen in Ghent (Belgium).



Donald Redford in Portsmouth Harbour, May 2008 © **Des Upcraft**

Pacifique. IMO 7004263. Dredger. Length 132 m, 5,749 t. Indian flag. Classification society Indian Register of Shipping. Built in 1970 in Govan (United Kingdom) by Fairfield. Owned by International Seaport Dredging (India). Sold for demolition in India.



Car carrier

Pacific Spirit (ex-*Hual Trophy*, ex-*Hual Favorita*) . IMO 8600193. Car carrier. Length 200 m, 15,898 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in Okpo (South Korea) by Daewoo SB. Owned by Mitsui OSK Lines (Japan). Detained in 2003 in Nagoya (Japan). Sold for demolition in India.



Pacific Spirit in Hamburg, December 2010 © Klaus Kehrls

Yohjin (ex-*Nosac Yohjin*, ex-*Arafura Breeze*). IMO 8300468. Car carrier. Length 164 m, 9,579 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in Toyohashi (Japan) by Kanasashi Zosen . Owned by Stamco Ship Management Co Ltd (Greece). Sold for demolition in India. \$550/ton.



The END

Saddam's tank carrier



© Hannes Grobe/BHV

Al-Zahraa, port of registry Bassorah, Irak, was a transport carrier 110 meters long launched in 1983 (Cf sheet p 12). Her job consisted of transporting rolling military equipment like tanks and armored vehicles. She began her service during the Iran / Irak War (1980 – 1988). She was known for her powerful rear ramp, a crane for heavy loads and a helicopter platform. Her bridges were reinforced. The ship was equipped with two dorms capable of housing 250 men. This marine support of the Iraq War suffered heavy mechanical damage between Djeddah and Northern Europe. She had to stop for repairs in the German port of Bremerhaven. She arrived there July 14, 1990. The work had started at the beginning of August when the UN instituted an embargo on Iraq.

This international decision followed the invasion of Kuwait by Iraq. *Al-Zahraa* was therefore immobilized in the German port. Almost all civilian sailors returned to Baghdad by plane. One of them stayed on board to watch the ship. Since the summer of 1991, there have been 2 sailors who survey the ship and are relieved every 8 months.



© Die Vergessenen der Al-Zahraa – Knut Veden



© Die Vergessenen der Al-Zahraa – Knut Veden

Those who had the misfortune of guarding *Al-Zahraa* in the port of Bremerhaven in 2003 at the beginning of the invasion of their country by foreign armies stayed in exile on board for more than 2 years. They lived aboard the rusted ship in poverty and poor sanitation. If Iraq complied with wharfage and dock floating dock fees for an emergency refit in 1997, sailors did not benefit as much, even in winter. All over radio and TV, bombs battered Iraq, buildings exploded and families sunk into depression. Psychological and physical conditions border on inhumane despite the assistance of neighbors and the support of one of the suppliers in the port. After 21 years of decay, the new Iraqi government declined to spend 6€ million to put the ship back in navigational order. *Al-Zahraa* left the deserted dock at the Bremerhaven fishing port where it had been relegated in 2005 to make room for large sailing festival.

“Shame on the region” according to the population or “Silent witness of world history” for the captain of the port, *Al-Zahraa*, after a high-risk tow, is being demolished at Klaipeda, Lithuania. If *Al-Zahraa* had been able to talk, she would have shed some light on the relations shared by the international community with Iraq and explain its frequent stops between 1983 and 1990 in the Baltic Sea, Romania, Bulgaria, ex-Yugoslavia and Italy. She will hold her silence until the end. But, it's the end of “Saddam's tank carrier”, the pet name over time that accompanied *Al-Zahraa* (*La Rose*) and her Iraqi flag.



© Die Vergessenen der Al-Zahraa – Knut Veden

Sources

European Maritime Safety Agency ; American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Cape Breton Post (the) ; Chittagong Port Authority (the) ; Clarkson's ; Contracostatimes ; Daily Star (the) ; Det Norske Veritas ; Equasis ; Exim India ; Germanischer Lloyd ; Global Marketing Systems ; Huffington Post (the) ; Indian Ocean Memorandum of Understanding ; (the) ; Lloyd's List ; Lion Shipbrokers ; Lloyd's Register of Ships ; Marin (le) ; Marine Traffic ; Mer et Marine ; Miramar Ship Index ; National Oceanic and Atmospheric Administration (NOAA) ; Nexus Maritime Consultants Ltd) ; Nippon Kaiji Kyokai ; Radio Bremen ; Radio Canada ; Robin des Bois, sources personnelles et archives ; Russian Maritime Register of Shipping ; Ship Nostalgia ; Shipspotting ; Spiegel (der) ; Tokyo Memorandum of Understanding ; ; Tradewinds ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vergessenen der Al-Zahraa (die) ; Vessel Tracker ; Vietnam Register of Shipping.

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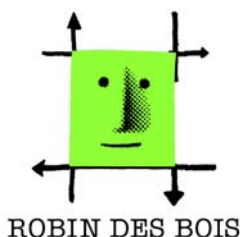
Editors : Christine Bossard, Jacky Bonnemains

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Many thanks to Gérard Cornier for his contribution

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ROBIN DES BOIS

From October 22nd to December 31st 2011

Ship-breaking.com

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Ciao *Melquiades-Ville de Nantes*

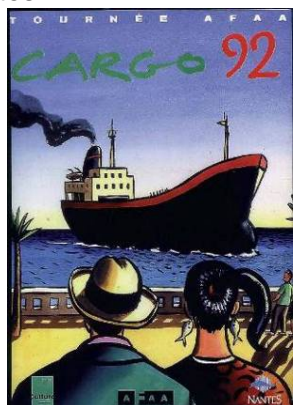


Gera, future *Melquiades-Ville de Nantes*, in 1986 in Southampton © Brian Fisher



On board *Melquiades-Ville de Nantes*, 1992 © Nantes.fr

The *Melquiades-Ville de Nantes* has just been demolished in Turkey. In 1991, the City of Nantes had bought this grain carrier from a Spanish ship-owner. She was then called *Gera*. The freighter was renamed *Melquiades-Ville de Nantes* and converted into a floating stage. Melquiades, the gypsy prophet, is a key character from the novel '*One Hundred Years of Solitude*' by Gabriel Garcia Marquez. The former grain vessel was used to stage performances from four companies: Philippe Decouflé, Philippe Genty, Mano Negra and Royal de Luxe. Her main hold was bisected by a 'street' inspired by the old city of Nantes.



Cargo 92 poster by Loustal



Montevideo 1992

© AFAA

During her glory years the *Melquiades-Ville de Nantes* hosted the Cargo 92 tour in South America before returning to the shadows of the Cheviré bridge downstream of Nantes, her mother city, and taking a trip to Cherbourg in October 1993.



October 2008, 26 years later, *Ana Maria* in Tartous (Syria) © **Mahmoud**



In 2011 at Aliaga ship-breaking yard © **Yvon Perchoc – Marine Marchande.net**

She was then resold for more conventional uses. She was renamed *Dimitra* in 1994, and *Ana Maria* in 2003. In the 3rd stage of her long career (38 years) she was detained several times in European and Black Sea ports due to numerous technical deficiencies before eventually ending up in Turkey. her Syrian owner sold her at \$308 a ton.

Nuclear scrapping

Pacific Sandpiper



November 7th 2011 © **Peter Wyntin**

The flagship of PNTL (Pacific Nuclear Transport Ltd) may have flown the British flag, but was symbolic of the faithful partnership between France and the United Kingdom on the one hand and Japan on the other and is to be scrapped at Ghent. She carried radioactive spent fuel between Japan and the ports of Cherbourg and Barrow in Furness returning to Japan with shipments of MOX (Mixed uranium and plutonium OXides) fuel to be used in Fukushima. See the press release dated 7 June 2011, "[A nuclear waste to be broken up in Belgium](#)."



In 2005 in Kobe (Japan) © **Kero / Marinetrtraffic**

The *Tellier* in Ghent

After much thought and pressure from seafarer trade unions and Robin des Bois, the Asian and Polish options have been ruled out. It is also in Ghent that *Gaz de France* (the French national gas company) has decided to dismantle the veteran LNG carrier *Tellier* (see [Ship-breaking.com bulletin # 24](#)). The company kept people guessing about the fate of the ship, which arrived in Le Havre in July 2011. From now on, she is only waiting for legal authorisation in the framework of the transboundary movements of hazardous waste.



Tellier at Le Havre, July 2011 © Robin des Bois

The brokers speculate up until the end.

The purchase of ships at the end of life by specialist brokers leads to renegotiation with scrapping yards and changes of destination at the last moment to places to where financial conditions are the most advantageous. In China, the average price is \$400-425 per ton while it is \$475-500 in India. The bulk carrier *Cape Providence* and the general cargo carrier *Umn Albnain*, en route to India, were actually beached in Gadani (Pakistan), whilst the *Jag Pari* and the *Kadmos* that ought to have been demolished in Bangladesh and China respectively arrived in Alang. As for the old Corsican vessel *Monte Stello* whose scrapping was announced to take place in China (see [Ship-breaking.com # 25](#) p 7-8). After being deflagged from New Zealand to Comoros (see Letters to the Editor – Simon) she has just left Jakarta bound for Bhavnagar and then Alang (India).



Kadmos, Alang, November 26th 2011 © Matthaios

Letters to the editor

From Patrick, France, received November 29th 2011

Hello

Could you help me to find out information and photos of the following ship. IMO 5097204, known as the *Aphrodite P*, ex *Alkyona Star* 1993, ex *Alkyona* 1990, ex *Georgios.P* 1988, ex *Edmond René* 1983, ex *Charles Prentout* 1955. Built in 1948 in Nantes (France) by Dubigeon. In 2000 she was registered by Lloyds in Bahrein as M.fishing stern trawler. Length 47m90, breadth 8m25. Thank you for your cooperation.

Robin des Bois's answer.

Unfortunately we do not have information about the present activities of *Aphrodite P*. Sources announced her as broken up but do not precise the date of demolition. We only found a few old photos of the ship when she was sailing as *Edmond-Rene* and registered F-1154 (i.e. between 1955 and 1983).

We appeal to all Ship-breaking.com's readers for information about her fate and eventually for photos or documents.



© Jonleif / Trawler Photos

from Dumitru, Moldova, received Decembre 1st 2011

Hello

I dare to request again your help. I would like to find out the former flag and owner of the vessels under Moldovan flag demolished in 2009-2011.

Unfortunately, I don't have access to any data base with vessels. I guess you have this information. Could you please help me? Attached you will find the list of the vessels under Moldovan flag demolished in 2009-2011. Could you please fill in the former flag of vessel (this is the most important for me) and, if possible, the former owner? Please let me know if you will be able to help me.

Thanks in advance!

Robin des Bois's answer.

Hello Dumitru

We are sending you back the list of vessels under Moldovan flag.

We added the former flag in blue, and the date of the change of flag. We also added the name and origin of the previous owner when we knew them.

We hope this will help you

From Egidio, Genoa, Italy, received December 8th 2011

Hallo,

just to thank you for your work and give you a couple of info. Your magazine # 24 reports the Jolly Arancione was sold for demolition. Actually this vessel is still sailing with Ignazio Messina & C. company.

In the port of Genova, two old ships are languishing and their fate is unknown at present, even if it is almost impossible they will sail again. The bigger one is the bulker Sentinel (flying Comores ISlabind flag) she is detained in the port since 2002/2003 because involved in illegal immigrant traffic. The second one is the tanker Theodoros which was stopped in 2007/2008.

Robin des Bois's answer.

Hello and thank you for your interest and attention.

We were informed that the *Jolly Arrancione* was sold for demolition from a broker. Actually you are right she is still sailing and I think our source got misled by one of the ship's former name *Ltc. Calvin P. Titus* (which was the name of a ship broken up in late 2010 – Cf [Ship-breaking.com #22](#), p 27-28).

We will correct the news about the *Jolly Arancione* in our next edition.

Would you have pictures of the two other ships laid up in the port of Genova, *Sentinel* and Theodoros ?

We are always happy to have precision and news so keep us informed!

From Simon, Timaru, New Zealand, received December 12th 2011

Bonjour.

Just reading your edition #25 concerning mv *MONTE STELLO* ex *Palanga*. Marinetraffic AIS is showing this vessel has just recently departed Wellington New Zealand in the last few hours showing destination Mumbai India now under the Comoros flag.

You might wish to update your records.

Voyage Related Info (Last Received)

Draught : 5.5 m

Destination: MUMBAI

ETA: 2012-01-21 00:00

Info Received : 2011-12-12 13:38 (0d, 20h 20min ago)

Recent Port Calls :

No Records Found

Ex Names History

Vessel's Name	Flag	Call Sign	Last Reported
MONTE STELLO	Comoros	D6GY5	2011-12-12 13:38
MONTE STELLO	New Zealand	ZMA2018	2011-11-20 21:34

Robin des Bois's answer.

Thank you very much for your attention and reaction.

This is very interesting news and we will update the story of the *Monte Stello* in our next edition.

As a matter of fact the ship was said to be sold to a Chinese breaker for 355 \$ but there must have been a more interesting deal in India. We regret to see deflagging - like here from New Zealand to Comoros - is used everywhere to avoid national regulations.

We just had a similar case with French ferries reflagged to Belize before they were beached in Alang.

From Dominic, United Kingdom, received December 23th 2011

Bonjour

I am a lawyer who represents families affected by asbestos disease. I have a case where Bibby Line deny that asbestos was present on their ill fated ships MV *English Bridge* and MV *Canadian Bridge*. Both were built in the 1970's in the UK. I think this is nonsense and one of your publication #24 mentions ships built in the 70's being heavily contaminated with asbestos (The *Anna* and The *Tellier*).

I wonder if you might have further information that might be useful. The deceased seaman was a Somalian who settled in Liverpool after decades at sea.

Robin des Bois's answer.

Sir,
These two ships were built by two of the biggest British shipyard. The British shipbuilding industry was a major consumer of asbestos. White asbestos (or chrysotile) was still imported in 1993. Regulations were passed in 1983, 1985 and 1987 to improve the protection of workers. In France, the use of asbestos in the shipbuilding industry has continued at least until 1997, the exposure of workers in the shipyards was reduced from 1982 on. Therefore, it is likely that these two vessels could not be asbestos free.

Demolition on the job

The self-destruction of the **Rena**



October 12th



December 22nd



January 9th © Maritime New Zealand

On October 5th 2011, the container ship *Rena* impaled herself on the Astrolabe Reef (see the press release dated October 13th "[New Zealand, a forewarning of the Big One](#)"). Despite the pumping of tanks and cargo holds, the islands and beaches in the Bay of Plenty are polluted by the oil spill and the various stranded cargo from damaged containers which have come off to sea.. The indigenous fishing industry has been compromised.

For 3 months, rescue teams removed containers and lightened the ship prior to considering a possible towing. In vain. On January 8th 2012, the *Rena* broke up and continues to self-destruct. New batches of debris have drifted in the sea and the rinsing of her bilge caused a new oil slick.



January 10th © Maritime New Zealand



January 10th © LOC



January 16th © Maritime New Zealand

The record demolition of the **TK Bremen**

On December 16th, the general cargo carrier *TK Bremen*, eager to reach England left the port of Lorient hassle-free despite her poor state and the warnings about the Joachim storm. A few hours later, she ran aground on Kerminihy beach in Erdeven and hydrocarbons polluted the dune and the oyster farms of the Etel river.

The dismantling of the ship was promptly imposed. The local authorities opted for an extreme simplification of the dismantling rules. No prior inventory of pollutants was established and the regulatory framework on the scrapping yard was only made public on January 9th. Two days prior to this, works had begun; they were completed on January 25th. A few days before Christmas the maritime prefecture and State technical support planned a "huge" dismantling operation expected to last for "several months".



POLMAR TK-BREMEN

Autorisation d'Accès

Nom/Name : THE CRISMAR

Prénom/First Name : _____

Pays : France

Société : Robin des Bois

16/12/12



Few precautionary measures were taken to ensure minimal protection of both the environment and those workers who will later treat the mixed materials. Hydrocarbons were leaking, so the State departments had to intervene to calm the scrapping Dutchmen. Bilge pumping was improved. Revolutionary wave-rinsing techniques, to clear the polluted scrap, were implemented, inspired by the CEDRE "surf washing" initially used to "wash" polluted algae. Residual effluents are blotted by sand. Partitions, flooring, gaskets, wiring, paint containing asbestos, joinery, glues and sanitary equipment remained in place as well as the neon tubes and their mercury gases. On this type of vessel there are around one hundred of these.

Two days before the end of operations two representatives from *Robin des Bois* were invited on site. A sieving of the beach is underway to remove all visible waste. All dust and micro-pollutants were already dispersed. This will be followed by dune restoration along the site access route, which was expanded to 6m. Scrap mixed with crushed waste is stored in Plouigneau, near Morlaix (Finistère).



Photos Robin des Bois

The Canadian Miner

Stranded on Scatarie Island (Nova Scotia, Canada) since 20 September whilst setting off in tow for demolition in Turkey, the *Canadian Miner* is now waiting for spring. According to the federal government and its minister for transport, the ship does not pose a navigational hazard or risk of pollution to the environment. The controversy is going on between the Federal Government and the Province of Nova Scotia for the funding of the cutting and dismantling operations; the cost is estimated at \$24 million. The Federal Government turned a deaf ear, and the Ship-Source Oil Pollution Fund will not be used : no pollution has been observed to date. Initially, it was announced that Marine Recycling Corp, who are developing ship recycling activities in Port Colborne (Ontario), might be in charge of the demolition. Now, the regional government is negotiating the dismantling conditions with the American Bennington Group of New York and the Turkish Armada Offshore, two salvage companies contracted by Arvina Navigation, the last owner of the bulk carrier. **To be continued.**



Canadian Miner grounded in Scattarie Island © **Steve Wadden**

Ship-owners around the world, beware of Hellas !

The Greek tug *Hellas* IMO No 7419690, registered in Saint Vincent and the Grenadines was responsible for the grounding of the *Canadian Miner* in Canada. In January 2012 she almost did it again to the *Federal Miramichi* which was off Cherbourg with an engine failure. This chemical tanker was eventually towed thanks to the *Abeille Liberté*, which fortunately replaced the substandard Greek tug that had escaped the attention of safety inspectors in Rotterdam and Brest in October and December 2011.

Federal Miramichi in Cherbourg,
on January 11th 2012 © **Robin des Bois**



Gibraltar

In the serie of “demolition on the job” featured in this edition of Ship-breaking.com, we must assign a special distinction to the demolition of the *Mondo* (Cf. p 35): an afloat, almost submarine scrapping.



December 3rd 2011 © **Batilla**



December 10th © **Batilla**

A temptation for all ships that are laid up in ports, from Brest (France) to Genoa (Italy) and worldwide ?

Will this fate also be shared by the following candidates (unlimited list) ?

In Genoa © Egidio Ferrighi



Sentinel (ex-Fivi, ex-Mirfak, ex-Bened, ex-Lindewal, ex-Cairnleader). IMO 7405077. General cargo. Length 79 m. Comorian flag. Built in 1975 in Leer (Germany) by Jensen. Owned by the Greek Sea Lords Maritime Inc. Arrested and detained in Genoa since January 22nd 2004 for illegal immigrants traffic.



Theodoros (ex-Zoe, ex-Aragon). IMO 6807333. Wine tanker. Length 63 m. Panamanian flag. Built in 1967 in La Rochelle (France) by Ateliers et Chantiers de La Rochelle. Laid up in Genoa since August 2006.

In Brest © Robin des Bois



Matterhorn (ex-Arctic Wolf, ex-Otago Rex, ex-Tirreno Universal). IMO 8504478. Reefer. Length 115 m. Liberian flag. Built in 1985 in Japan. Detected on May 25th 2009 by a French customs spotter plane with a 22km long oil slick behind her, the ship was derouted to Brest by the Marine Nationale. The judicial authorities fixed a 300.000 € (415.000 \$) bond which was never paid. Nor was the 1million € fine.



Captain Tsarev (ex-Precious River, ex-Norasia Arabia, ex-Lanette, ex-Zim Kaohsiung, ex-Arctic). IMO 8128860. Container-ship. Length 154 m. Panamanian flag. Built in 1982 in Lübeck (Germany) by Orenstein & Koppel. Arrived in Brest in tow of *Abeille Bourbon* with an engine failure on November 23rd 2008 at the port of Commerce. The ship's insurer refused her to return to sea after a makeshift repair. She is still languishing in Brest.

See the press releases by Mor Glaz on the abandoned ships in Brest, [August 20th 2009](#) and [May 31st 2011](#) and those about the [Captain Tsarev](#) and the [Matterhorn](#) in the 2009 Archives section (see [Archives](#)). French language only.

Results from November to December 2011

173 ships left for demolition, i.e. 17 ships per week which marks a slowdown compared to the rest of the year. The total demolition will allow for almost **1,3 million tons** of metal to be recycled. **157** (91%) left for Asia ; **63** (36%) were built in Europe, **59** (34%) belonged to European owners.

Unit	Tonnage of scrap metal	Category
1 India 89 (52%)	1 India 700.000 t	1 general cargo, 49 (28%)
2 China, 29 (17%)	2 Pakistan 239.000 t t	2 bulk carrier 46, (27%)
3 Pakistan, 20 (12%),	3 China, 238.000	3 tanker 31 (18%).
4 Turkey, 18 (10%),	4 Turkey 47.000 t	
5 Denmark, 4 (2%)		
6 United States, 2		
7 Belgium, Gibraltar, Vietnam and Ecuador 1		

India absorbed the majority of ships to be broken up, all the more because no ship was allowed to be beached for demolition in Bangladesh since the lethal accidents of the late summer.

The situation is clearing up in the Bay of Bengal. The Ministry of Industry has defined and published the "Ship Breaking and Recycling Rules". These rules must ensure the protection of workers and the environment. They were validated in three steps. The Supreme Court ordered the government to amend the first copy of the rules issued in December but considered as insufficient regarding pollution and the safety of workers. The second version was approved by the Supreme Court early in January and then ultimately by the High Court. At the end of January, the flow of ships to demolish was picking up again.






The 51 "Ship Breaking and Recycling Rules" are framed in light of the National regulation and the IMO Hong Kong Convention on ship-breaking. A training institute for ship-breaking workers has to be set up with the help of Norwegian consultants.

After the bars, demolition

55 (32%) ships sent for demolition were controlled by a classification society not a part of the International Association of Classification Societies (IACS) or without classification. Sub-standard ships still take priority: at least **95** (55%) were subject to prior detention in worldwide ports with a detention rate at more than 70 % for general cargo carrier, chemical tankers and bulkers. The detention rate is at 32 % for oil tankers. On the shelves of detention records in this edition of Ship-breaking are three general cargo carriers the *Arctic Clipper*, 12 detentions between 2000 and 2011, the *Mayank* 10 detentions between 2002 and 2011, the *Asteropa*, 9 detentions between 2000 et 2011 and one bulker, the *Alaska II*, 9 detentions. (cf.p 21, 31et 35).

Years and meters

The age of vessels leaving the ocean ranks between **13 years** for the tanker *Orion Trader* sold for demolition in India by her Japanese owner along with two VLCC (Very Large Crude Carrier) of its fleet and **70 years** for the submarine tender *Sperry*, US veteran of the Second World War to be broken up in Texas The average age is **30 years**. 71 ships have an inferior length of 150 meters, 66 measure between 150 and 199 meters et 68 more than 200 m. Big is not beautiful for young tankers : the four less aged ships to leave for demolition in November and December 2011 were VLCC. They were double hull.

	Vessel built in a shipyard of a member state of the European Union or the European Free Trade Association (EFTA).
	Vessel under European or EFTA state flag, or whose owner is European or from an EFTA state.
	Vessel controlled by a Classification society, which does not belong to the International Association of Classification Societies (IACS) or not controlled.
	Vessel 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.

Ferry

Eastern Light (ex-*SeaFrance Renoir*, ex-*Cote d'Azur*). IMO 7920534. Ferry. Length 130 m, 7,391 t. Deflagged from France to Belize for her last journey. Classification society Bureau Veritas. Built in 1981 in Le Havre (France) by Ateliers et Chantiers du Havre. See the story of the ex-*Renoir* in Ship-breaking.com # 24 and the condition of her departure for demolition in Robin des Bois' [press releases](#). Owned by SeaFrance –SNCF (France). The ship was sold to a ghost company based in Panama in July 2011 and in the wake resold for demolition in India where she arrived on October 31st.



Express Limnos (ex-*Express Athina*, ex-*Panagia Tinou 2*, ex-*Moby Love*, ex-*Prins Philippe*). IMO 7305514. Ferry. Length 118 m. Greek flag. Classification society Hellenic Register of Shipping. Built in 1973 in Temse (Belgium) by Boelwerf. The ship started her career as the Belgian *Prins Philippe* for RTM - Régie des Transports Maritimes - on the Ostend / Dover line. Sold in 1986 to Navarma, she became the Italian *Moby Love* (Italy / Corsica line). Sold in 1993 to Ventouris Sea Line, she became the Greek *Panagia Tinou 2* (sailing from Piraeus to Cyclades). Sold in 1998 to Agapitos Express Ferries, renamed *Express Athena* (Piraeus /Greek Islands), she was then passed to Hellas Ferries in 1999, then in 2005 to Hellenic Seaways. In 2007, she was acquired by Saos Ferries and renamed *Express Limnos*, but was decommissioned in 2008. Sold for demolition in Turkey.



Prins Philippe arriving in Dover (United Kingdom), September 1981 © Tony Garner



Berthed in Lavrio (Greece) June 2011 © S. Raptakis



Guniz (ex-*Stone*, ex-*Ston*, ex-*Partizanka*, ex-*Lastovo I*, ex-*Corsica Ferry*, ex-*Polhem*, ex-*Gilleleje*, ex-*Kraakero*). IMO 6411342. Ferry. Length 57 m, 1,000 t. Deflagged from Turkey to Moldova. Classification society Maritime Lloyd. Built in 1964 in Langesund (Norway) by Langesunds MV. From 1972 to 1976 she sailed on the Bastia / Livorno route for Corsica Ferries. Owned by Fergun Shipping Co Ltd (Turkey). Sold for demolition in Turkey. 337 \$ per ton.



Guniz at Aliaga ship-breaking yard © Yvon Perchoc

Lider Avrasya (ex-*Meltem G*, ex-*Holger*, ex-*Holger Stjern*, ex-*Ulidia*, ex-*Auto Trader*, ex-, ex-*Raga Queen*, ex-*Fjordveien*, ex-*Fjardvagen*, ex-*Stena Carrier*). IMO 7033202. Ferry. Length 106 m, 2,580 t. Georgian flag. Classification society Maritime Lloyd Georgia. Built in 1970 in Kristiansund (Norway) by Kristiansands MV. Owned by Asya Ro Ro Turizm Nakliyat (Turkey). Detained in 2010 in Sochi and Novorossiysk (Russia) and in 2011 twice in Novorossiysk again. Sold for demolition in Turkey.



Norcape (ex-*Tipperary*, ex-*Puma*). IMO 7716086. Ferry. Length 150 m. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Tamano (Japan) by Mitsui. Owned by P&O Ferries (United Kingdom). On November 27th, 2011, the ferry ran aground on her way into Troon (Scotland). One crewman was injured in an attempt to pull the ship from the sand. Eventually sold for demolition in Turkey. 350 \$ per ton.



Panagia Soumela (ex-*Lady of Mann*). IMO 7400259. Ferry. Length 104 m. Greek flag. Classification society Lloyd's Shipping Register. Built in 1976 in Troon (United Kingdom) by Ailsa SB. As the English *Lady of Mann* of Isle of Man Steam Packet Company, she mainly sailed from Douglas (Isle of Man) to Liverpool. From 1989 on, she was usually chartered to other companies and spent several summer seasons in the islands of the Azores. Sold in 2005 to Saos Ferries, Samothrace Island maritime company whose main line is Alexandroupolis – Samothrace (renamed *Panagia Soumela* flying the Greek flag grec). Detained in 2001 in Praia da Vitoria (Portugal). Sold for demolition in Turkey.



Salam (ex-*El Salam 89*, ex-*Al Qamar I*, ex-*Saint Clair*, ex-*Admiral Pacific*). IMO 7632383. Ro-Ro converted to passenger ship. Length 123 m, 3,717 t. Saint Kitts & Nevis flag. Classification society RINA. Built in 1978 in Tokyo (Japan) by Ishikawajima. In August 1990, as the *Saint Clair*, she is victim of a fire in the port of Marseille. She was towed, rebuilt and converted into ferry in Port-Said (Egypt). Sold today by her Egyptian owner El Salam Shipping & Trading to the Indian Prayati Shipping, the specialist in breathless ferries fated to demolition. Sold for demolition in Mumbai, India. See the chapter the END (p 42).

San Paolo (ex-*Saint Paulia*). IMO 7033939. Ferry. Length 118 m. Deflagged from Philippines to Belize for her last journey and name shortened to *Paolo*. Unknown classification society. Built in 1971 in Shimizu (Japan) by Nippon Kokan. Sold by her Filipino owner Negros Navigation to DTA Ship Trading LLC (United Arab Emirates) in June 2011. Resold for demolition in China by Jiangmen Yinhu Ship Breaking Co.



Seatrade (ex-*Stena Seatrader*, ex-*Svea Link*, ex-*Svealand AV Malmö*, ex-*Svealand*). IMO 7301491. Ferry. Length 182 m, 6,962 t. Deflagged from Cyprus to Comoros for her last journey. Classification society Polski Rejestr Statkow. Built in 1973 in Nakskov (Denmark) by Nakskov SV; jumboized in 1982 and lengthened from 148 to 182 m by Howaldtswerke Deutsche Werft in Hamburg. Mainly used as cargo carrier (trucks). Her activities have been the following : as the Swedish *Svealand* from 1973 to 1982 on the Sweden – German Democratic Republic route (Trelleborg-Sassnitz) ; as the Swedish *Svealand av Malmö* (1982-1987), and *Svea Link* (1987 – 1990) Sweden –



Germany route (Malmö-Travemünde) ; as the dutch *Stena Seatrader* (1990-2008), Netherlands/United Kingdom routes (Hoek van Holland – Harwich and then Killingholme) ; as the cypriot *Seatrade* (2008-2011), Greece/Italy route for Ventouris Ferries (Igoumenitsa-Patras). Sold for demolition in India, she left Igoumenitsa (Greece) and arrived in Alang renamed *Sea Project*.

Seatrade arriving at Igoumenitsa (Greece), August 2011
© Dimitrios P



Selcuk K (ex-Alexandros, ex-Ro/Ro Trader, ex-Trader, ex-sea Horse, ex-Espresso Piemonte). IMO 6912384. Ferry. Length 105 m, 2,292 t. Moldovan flag. Classification society Turk Loydu. Built in 1969 in Leghorn (Italy) by Luigi Orlando. Owned by Ufuk Denizcilik Turizm (Turkey). Detained in Russia in 2005 in Novorossiysk, in 2008 in Sochi and in 2010 and 2011 in Novorossiysk again. Sold for demolition in Turkey.



Western Light (ex-SeaFrance Cezanne, ex-Fiesta, ex-Channel Seaway, ex-Fantasia, ex-Trapezitza, ex-Soca, ex-Ariadne). IMO 7806099. Ferry. Length 163 m, 12,595 t. Deflagged from France to Belize for her last journey. Classification society Bureau Veritas. Built in 1980 in Malmo (Sweden) by Kockums MV. Sold by Seafrance - SNCF (France) to a Panamanian ghost company representing the German Condor Maritime Dienstleistung GmbH. Sold for demolition in India. See the details of the story of the ex-SeaFrance Cezanne in Ship-breaking.com # 24 and # 25 and in [Press releases](#) on the website.



November 26th 2011 (left)



Western Light (ex-SeaFrance Cezanne) in Alang

January 21st 2012

© Matthaios

Passenger ship

Adventure (ex-Island Adventure, ex-Royal Seas, ex-Ukraina, ex-Kazakhstan). IMO 7359486. Passenger ship. Length 156 m, 9,156 t. Deflagged from Panama to Tanzania before her last journey. Classification society Bureau Veritas. Built in 1976 in Turku (Finland) by Wartsila. The *Kazakhstan* was originally built as a ferry for services on the Black Sea for Black Sea Shipping Company, the Soviet Odessa based company. However, she was soon used for cruises and this evolution was confirmed when she was transformed in 1984 by Lloyd Werft in Bremerhaven. The Black Sea Shipping, now Ukrainian, renamed her *Ukraina* in 1994. She was later acquired by an American



company in 1998 becoming the *Island Adventure*, managed by Sea Escape for short cruises off Florida as a casino ship. This activity ended up in 2008 and the ship was decommissioned in the Bahamas. Owned by Exim Inc (United States). Sold for demolition in India where she was beached on November 13th.



The casino ship *Adventure*, Miami Beach, June 2007
© Seadevil / Shipspotting



The passenger ship *Ukraina*, Fort Lauderdale (Florida, United States), July 1997
© Wolfgang Kramer

US MARAD Reserve Fleet

Sperry. US Navy submarine tender. Length 160 m, 9,250 t. United States. Built in 1941 in Vallejo (California, United States) by Mare Island Navy Yard and launched 10 days after the Japanese attack on Pearl Harbour. Decommissioned and struck from the naval register in 1982 after 40 years of service. Since then laid up in the Suisun Bay Reserve Fleet. Owned by US MARAD (United States). After the cleaning of her hull in Mare Island, in the shipyard where she was built, the *Sperry* was towed via the Panama canal to ESCO Marine ship-breaking yard in Beaumont, Texas (United States). This is the 26th vessel of the Californian Reserve Fleet to leave for demolition; there are 31 left. They should be all be removed for disposal by September 30th, 2017



Sperry outbound to sea, exiting San Diego Bay off Point Loma (United States), April 1955 © David Buell



Reefer

Bosfor (ex-*Kapitan Kuzmin*, ex-*Ukrainskiy Komsomolets*). IMO 7828736. Reefer. Length 172 m, 8,084 t. Deflagged from Belize to Tuvalu for her last journey under the name "*Bosfo*". Classification society Russian Maritime Register of Shipping. Built in 1979 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Murmantransflot Co Ltd (Russia). Sold for demolition in India.

Gibraltar (ex-*Proliv Vilkitskogo*). IMO 7642663. Reefer. Length 172 m, 8,064 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Nikolaiev North (Ukraine) by 61 Kommunara. Owned by Baltiyskiy Briz Ltd (Ukraine). Sold for demolition in India. 490 \$ per ton.



The reefer *Gibraltar*, on Saint Petersburg roads (Russia), April 2006 © Trommel

Oreanda (ex-*Alvena*, ex-*Isabela Reefer*, ex-*Frio Marathon*, ex-*Oriental Harvest*, ex-*Orient Sea*, ex-*Orient Rex*). IMO 8512009. Reefer. Length 115 m, 3,268 t. Slovakian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Hachinohe (Japan) by Kitanihon. Owned by Seatraffic Ltd (Ukraine). Detained in 2002 in Talcahuano (Chile) and in 2003 in Vlissingen (Netherlands). Sold for demolition in Mumbai (India).



Sam (ex-*Barkat*, ex-*Amada*, ex-*Rene Reefer*, ex-*Minas del Frio*, ex-*Barrueta*). IMO 8008840. Reefer. Length 104 m, 2,587 t. Panamanian flag. Unknown classification society. Built in 1982 in Gijon (Spain) by Juliana Gijonesa. Owned by Samico General Trading LLC (United Arab Emirates). Detained in 1999 in Plymouth (United Kingdom), in 2002 in A Coruña (Spain) and in 2003 in Las Palmas (Spain). Sold for demolition in Mumbai (India).



Sam, in Jebel Ali, October 2010 (United Arab Emirates) © Viktor

Tambov (ex-*Guadalajara*). IMO 8225723. Reefer. Length 153 m, 7,263 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Wismar (Germany) by Mathias Thesen Werft. Owned by Murmantransflot (Russia). Detained in 2007 in Klaipeda (Lithuania). Sold for demolition in India. 487 \$ per ton.



Ro-Ro

Baltica (ex-*Transbaltica*, ex-*Ahlers Baltic*). IMO 8813154. Ro-Ro. Length 158 m, 6,458 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Lillbacka Powerco OY (Finland). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 452 \$ per ton.



Balticum (ex-*Tor Baltica*, ex-*Elk*). IMO 7528594. Ro-Ro. Length 164 m, 6,562 t. Latvian flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Ulsan (South Korea) by Hyundai. Owned by Brax Shipholding Rederi AB (Latvia). Detained in 2005 in Fredericia (Denmark). Sold as is in Singapore for demolition in India. 470 \$ per ton.



Clare (ex-*Dana Baltica*, ex-*Vinzia E*, ex-*Norcrest*, ex-*Wesertal*, ex-*Meyer Express*). IMO 7214727. Ro-Ro. Length 115 m, 2,720 t. Norwegian flag (international register). Classification society Germanischer Lloyd. Built in 1972 in Bremerhaven (Germany) by Rickmers. Owned by Express Shipping A/S (Denmark). Sold for demolition to Fornæs ship-breaking yard in Grenaa (Denmark).



Wesertal, in Bremerhaven (Germany), April 1987 © Bob Scott

Italrora One (ex-Sardegna, ex-Ro Ro Italia, ex-Allemagna Express). IMO 7517595. Ro-Ro. Length 148 m, 6,322 t. Italian flag. Classification society RINA. Built in 1976 in Shimonoseki (Japan) by Hayashikane. Owned by Interconsult SAS (Italy). Seized by the court to pay creditors and immobilized in Toulon since October 2008. The Filipino and Romanian seafarers still on board were repatriated in March 2009 only. After the *Italrora Two*, of the same company (Cf. [Ship-breaking.com # 25](#)), it's *Italrora One*'s turn to leave for demolition in Turkey.



Jolly Corallo (ex-Bess, ex-CGM Rimbaud, ex-Elgaren). IMO 7705960. Ro-Ro. Length 217 m, 19,654 t. Italian flag. Classification society Bureau Veritas. Built in 1979 in Nagasaki (Japan) by Mitsubishi. Owned by Ignazio Messina & C SpA (Italy). Sold as is in Genoa (Italy) for demolition in India. 460 \$ per ton.



Anchored in Naples (Italy), her homeport, in October 2011. A few weeks later she will be deflagged to Comoros, and her name shortened to « Cora » before heading towards Alang. © Daniel Vasut

Jolly Zafiro (ex-Porgy, ex-CGM Racine, ex-Racine, ex-Merzario Asia, ex-Kolsnaren). IMO 7705958. Ro-Ro. Length 217 m, 19,728 t. Italian flag. Classification society Bureau Veritas. Built in 1978 in Nagasaki (Japan) by Mitsubishi. Owned by Ignazio Messina & C SpA (Italy). Sold as is in Genoa (Italy) for demolition in India. 460 \$ per ton.

Marden (ex-Safina, ex-Ariadni, ex-Lian Sha, ex-Stephan J, ex-EWL Curacao). IMO 8128937. Ro-Ro. Length 100 m, 2,346 t. Panamanian flag. Classification society Phoenix Register of Shipping. Built in 1982 in Emden (Germany) by Cassens Schiffswerft. Owned by Feniks Denizcilik Ltd (Turkey). Detained in 2006 in Gioia Tauro (Italy), in 2007 in Marsaxlokk (Malta) and in 2011 in Koper (Slovenia) and Mariupol (Ukraine). Sold for demolition in India. 482 \$ per ton.



R Shipper (ex-Crowley Shipper, ex-Stena Shipper, ex-Volga Highway, ex-Nestor, ex-African Gateway, ex-Nestor I). IMO 7909621. Ro-Ro. Length 169 m, 5,783 t. Marshall Islands flag. Classification society Germanischer Lloyd. Built in 1979 in Papenburg (Germany) by Jos.L.Meyer. Owned by Roswell Navigation (Greece). Sold for demolition in India.



Tanker

Andros C (ex-Andros, ex-Reliance, ex-Torino, ex-Taurus, ex-Taurus Horten). IMO 8215986. Tanker. Length 207 m, 11,221 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Horten (Norway) by Horten Verft. Registered by Blue Pearl Shipping in the US Virgin Islands, but the ship manager Caroil Transport Marine Ltd has its headquarters in La Habana (Cuba), and is actually representing a Cyprus based firm. The ship was Norwegian as *Taurus Horten* (1984-1985), *Taurus* (1985-1986) and *Torino* (1986-1987), then Singaporean as *Reliance* (1987-2004) owned by the Belgium based Transpetrol. She became the *Andros* flying the Saint Vincent & Grenadines flag in 2004 for the Greek Polembros, and then the *Andros C*. under Panamanian flag in 2008 for Caroil. Sold as is in Cuba for an unknown destination of demolition. 333 \$ per ton.



Arabian Vega (ex-Masalli, ex-Vemachem VII, ex-Coron Island, ex-Stainless Warrior, ex-Marguerite). IMO 8323020. Tanker. Length 103 m, 1,888 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1984 in Saiki (Japan) by Honda. Owned by Mare Shipmanagement SA (Greece). Detained in 2001 in Algeciras (Spain) and in 2003 in Thessaloniki (Greece). Sold for demolition in Pakistan.



Atlantic Liberty. IMO 9106156. Tanker. Length 330 m, 41,027 t. Panamanian flag. Classification society American Bureau of Shipping. Double hull ship built in 1995 in Ariake (Japan) by Hitachi Zosen. Owned by MOL – Mitsui Osk Lines (Japan). The *Atlantic Liberty*, 16 years of age, is one the youngest ship to leave for demolition at the end 2011 along with two other VLCC of the Japanese shipowner MOL (Cf. below *Ohminesan* and *Orion Trader*). This early demolition is due to the falling demand and oversupply for this type of tanker which push their earnings down. Shipowners prefer to sell them. The sale of *Atlantic Liberty* for demolition in India has brought in more than 20 million \$ i.e. 490 \$ per ton.



Atlantic Liberty at sea, June 2005 © **Marinetraffic**



On Alang beach, January 2011 © **Matthaios**

Black Jade (ex-Bitumen Ningbo, ex-Taizan). IMO 8312423. General cargo carrier jumboized and converted into bitumen tanker in 1996. Length 96 m, 2,265 t. South Korean flag. Classification society Korean Register of Shipping. Single hull ship built in 1983 in Hakata (Japan) by Kinoura. Owned by National Bitumen Corp (South Korea). Sold for demolition in China. 385 \$ per ton.

Black Pearl (ex-Bitumen Tianjin, ex-China Seaways, ex-Nippon Maru, ex-Pansy, ex-Argo n°3, ex-Aki Maru). IMO 8204092. General cargo carrier jumboized and converted into bitumen tanker in 1997. Length 99 m, 2,262 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Kochi (Japan) by Kochi (Eiho). Owned by National Bitumen Corp (South Korea). Sold for demolition in China. 380 \$ per ton.

BW Stadt (ex-Berge Stadt). IMO 9005170. Tanker VLCC. Length 332 m, 41,079 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Oppama (Japan) by Sumitomo. Owned by BW Group (Norway). Detained in 2010 in Ningbo (China). Sold as is in Labuan (Malaysian) for demolition in Bangladesh, she actually was deflagged to Comoros and is now heading towards Gadani (Pakistan). 480 \$ per ton including 700 t of bunkers.



Coastal Venus (ex-Tohyuh Maru). IMO 9006710. Tanker. Length 242 m, 14,307 t. Deflagged from Panama to Sierra Leone before her last journey. Classification society Nippon Kaiji Kyokai. Built in 1991 in Imari (Japan) by Namura. Owned by Heng Tong Fuels & Shipping (Singapore). Sold for demolition in Pakistan. 490 \$ per ton.

Flores Sea (ex-Genmar Trust, ex-SCF Trust, ex-SKS Trust, ex-Scanobo Trust). IMO 8920220. Tanker. Length 243 m, 16,603 t. Liberian flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Detained in 2005 in Ponta Delgada (Portugal). Sold for demolition in Pakistan.



Front Beta (ex-*Endless*, ex-*Sun Voyager*, ex-*Sun Voyager*, ex-*James N Sullivan*). IMO 9009358. Tanker. Length 259 m, 23,563 t. Marshall Islands flag. Classification society American Bureau of Shipping. Double hull ship built in 1992 in Rio de Janeiro (Brazil) by Ishibras. Owned by Frontline Ltd (Norway). Sold for demolition in Pakistan. 505 \$ per ton.



Front Beta berthed in St. Croix, US Virgin Islands, May 2011 © **Marinetraffic**

Front Delta (ex-*Limitless*, ex-*Capella Voyager*, ex-*George Schultz*). IMO 9012616. Tanker. Length 259 m, 23,054 t. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Double hull ship built in 1993 in Rio de Janeiro (Brazil) by Ishibras. Owned by Frontline Ltd (Norway). Sold for demolition in Pakistan. 520 \$ per ton.



Laksmiati (ex-*Astro Pegasus*). IMO 7394450. Tanker. Length 237 m, 18,828 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1975 in Marugame (Japan) by Imabari Zosen. Used as floating storage unit. Owned by Trada Maritime (Indonesia). Detained in 2003 in Singapore. Sold as is in Indonesia for demolition in Pakistan. 455 \$ per ton



Minotaur (ex-*Giannutri*, ex-*Star Bergen*, ex-*Texaco Bergen*). IMO 7383360. Tanker. Length 169 m, 8,791 t. Barbados flag. Classification society RINA. Single hull ship built in 1977 in Horten (Norway) by Horten Vaerft. Owned by Salmar Shipping Ltd (Greece). Single hull tanker banned from transporting heavy fuel in European waters since January 2005. Detained in 2010 in Rizhao (China). Sold for demolition in India. 505 \$ per ton.



Minotaur on the Yangtze River, August 2008.
© **Bengt-Rune Inberg**

Ohminesan. IMO 9124720. Tanker VLCC. Length 333 m, 38,949 t. Deflagged from Japan to Marshall Islands for her last journey. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1996 in Ariake (Japan) by Hitachi Zosen. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Regardless of her sale for demolition to a « green » ship-breaking yard, the ship was deflagged and beached incognito as « *Minesa* ». 470 \$ per ton.

Orion Trader. IMO 9156266. Tanker VLCC. Length 333 m, 42,137 t. Deflagged from Japan to Marshall Islands for her last journey. Classification society Nippon Kaiji Kyokai. Double hull ship built in 1998 in Ariake (Japan) by Hitachi Zosen. Owned by MOL - Mitsui Osk Lines Ltd (Japan). Like *Ohminesan* of the same owner, and regardless of her sale to a « green » ship-breaking yard, the ship was carefully deflagged and renamed, arriving in Alang (India) as « *Rion* ». 470 \$ per ton.

Sebarok Spirit. IMO 9041370. Tanker. Length 247 m, 15,912 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1993 in Marugame (Japan) by Imabari. Owned by Icon Capital Corp (United States). Sold as is in Singapore for demolition in India. 481 \$ per ton with an additional payment for 400 t of bunkers.



Sebarok Spirit, passing the opera house in Sydney (Australia), June 2011 © Clyde Dickens

Titas (ex-*Rio Titan*, ex-*Pontoon 400-6*, ex-*Federal 400-6*). IMO 7533537. Barge engined and converted into water tanker in 1989. Length 122 m, 4,306 t. Bahamian flag. Classification society Lloyd's Register of Shipping. Built in 1976 in Ulsan (South Korea) by Hyundai. Owned by International Shipping Partners (United States). Sold as is in Nassau (Bahamas) for demolition in the United States. 235 \$ per ton.

White Sea (ex-*Genmar Trader*, ex-*SCF Trader*, ex-*SKS Trader*, ex-*Scanobo Trader*). IMO 8920206. Tanker. Length 243 m, 16,436 t. Singapore flag. Classification society American Bureau of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Tanker Pacific Management (Singapore). Detained in 2003 in St Croix (US Virgin Islands). Sold for demolition in India.



Gas tanker.

Transgas 1 (ex-*Norgas Victory*, ex-*Oslo Victory*, ex-*Gaz Victory*, ex-*Marksman*, ex-*Skaugas*, ex-*Havlyn*). IMO 8017061. Gas tanker. Length 128 m, 5,465 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Drammen (Norway) by Drammen Slip & Verkste. Owned by Nautilus Marine SA (Greece). Renamed « *Pangaion* » and sold for demolition in India.



Transgas 1 anchored off Cristobal (Panama)
© Captain Peter / Shipspotting

Chemical tanker

Derya D (ex-*Amaran*, ex-*Reinbek*). IMO 8128779. Chemical tanker. Length 92 m, 1,466 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1982 in Busum (Germany) by Buesumer. Owned by Densa Tanker Isletmeciligi Ltd Sti (Turkey). Detained in 2007 in Koper (Slovenia). Sold for demolition in Turkey. 670 \$ per ton including more than 200 t of stainless steel.



Gastrader 3 (ex-*Tina Jakobsen*, ex-*Multitank Antares*, ex-*Blue Bird*, ex-*Bird Island*, ex-*Chemtrans Antares*). IMO 7924372. Chemical tanker. Length 93 m, 1,545 t. Bulgarian flag. Classification society Germanischer Lloyd. Built in 1980 in Rendsburg (Germany) by Krogerwerft. Sold for demolition in Turkey.



Jamal Massry (ex-*Melis*, ex-*Chemist Lutetia*). IMO 7361465. Chemical tanker. Length 103 m. Gambian flag. Unknown classification society. Single hull ship built in 1974 in Lübeck (Germany) by Orenstein & Koppel. Sold for demolition in Turkey.



Lady Chiara (ex-*Evadia*, ex-*Cielo di Barents*, ex-*Maersk Barents*, ex-*Edzard*, ex-*Robert Maersk*). IMO 8406327. Chemical tanker. Length 170 m, 7,790 t. Liberian flag. Classification society Det Norske Veritas. Built in 1986 in Lindo (Denmark) by Odense Staalskibs. Owned by Bernhard Schulte (Germany). Sold for demolition in India.



Lady Chiara, San Nicolas North Road- Rio Parana (Argentina), July 2011 © **Maxi Alonso**

Liquid Crystal (ex-*Eastern Garland*, ex-*Oriental Garland*, ex-*Southern Garland*). IMO 8905177. Chemical tanker also used as molasses carrier. Length 107 m, 2,810 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1989 in Hakata (Japan) by Hakata Zosen. Owned by Elmira Tankers (Greece). Detained in 2002 and 2005 in Port Headland (Australia), in 2006 in Kwinana (Australia) and in 2011 in Kunsan (South Korea). Sold for demolition in India. 505 \$ per ton.



Mamry (ex-*Tatry*, ex-*Pigeonex-Jacopo*, ex-*Dutch Master*). IMO 7365954. Chemical tanker. Length 80 m. Polish flag. Classification society Polski Rejestr Statkow. Built in 1975 in Groningen (Netherlands) by Nieuwe Noord Nederland. Owned by Rem Services (Poland). Detained in 2001 in Barcelona (Spain), in 2002 in Gdynia (Poland) and Hamburg (Germany), in 2003 in Las Palmas (Spain) and in 2004 in Rotterdam (Netherlands). Sold for demolition in Turkey.



Mamry in IJmuiden (Netherlands), October 2008 © **Rob Renes**

Norlake (ex-*Kenwood Park*, ex-*Stolt Resolute*, ex-*Stolt Maria Pando*, ex-*Ana Maria de Pando*, ex-*A. Maria de Pando*). IMO 7931868. Chemical tanker. Length 173 m, 10,785 t. Panamanian flag. Classification society RINA. Built in 1982 in Sestao (Spain) by AESA. Owned by Norna Shipping Corp (Egypt). Detained in 1997 in Rotterdam (Netherlands), in 2010 in Bremen (Germany) and in 2011 in Hamburg (Germany). Sold as is in Suez (Egypt) for demolition in India. 405 \$ per ton.



Sun Bridge (ex-SC Singapore, ex-Chembulk Singapore, ex-Lodestar Ace). IMO 8903325. Chemical tanker. Length 132 m, 3,891 t. Panamanian flag. Classification society Korean Register of Shipping. Navire double fond Built in 1989 in Onishi (Japan) by Shin Kurushima.. Detained in 1998 in Montreal (Canada). Sold by her Korean owner to Hanjin Overseas Tanker Pte Ltd (Singapore) before final sale for demolition in India. 726 \$ per ton including 350 t of stainless steel.



Theresa Pegasus (ex-Monte Luna, ex-Moon Sapphire, ex-Troms Producer, ex-Owl Producer, ex-Fort Producer, ex-Producer, ex-Atlas Producer). IMO 7923562. Chemical tanker. Length 174 m, 10,923 t. Kiribati flag. Classification society International Ship



Classification. Built in 1982 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1998 in Rotterdam (Netherlands), in 2007 in Singapore, in 2008 in Barcelona (Spain) and in 2009 in Kandla (India). Sold for demolition in India.

Theresa Pegasus arriving at Kandla (India), June 2008
© Knut Helge Schistad

Tirumalai. IMO 8512413. Chemical tanker. Length 175 m, 8,831 t. Indian flag. Classification society Det Norske Veritas. Built in 1991 in Seastao (Spain) by AESA. Owned by SCI – Shipping Corporation of India (India). Sold for demolition in India.



World Bridge (ex-SC Fortitude, ex-Chembulk Fortitude, ex-Lodestar King) IMO 8903337. Chemical tanker. Length 132 m, 3,892 t. Panamanian flag. Classification society Korean Register of Shipping. Double bottom ship built in 1989 in Onishi (Japan) by Shin Kurushima. Sold by her Korean owner to Hanjin Overseas Tanker Pte Ltd (Singapore) before final sale for demolition in India. Detained in 2002 in Hong Kong (China) and in 2007 in Bushire (Iran). Sold for demolition in India including 350 t of stainless steel.



Combined carrier – OBO (Ore/Bulk/Oil Carrier)

Bonnie Smithwick (ex-Siboeva). IMO 9050084. Combined carrier. Length 247 m. Bahamian flag. Classification society Det Norske Veritas. Built in 1993 in Copenhagen (Denmark) by B&W Skibsvaerft. Owned by B + H Equimar (Singapore). Detained in 2009 in Hong Kong (China). Sold for an unknown destination of demolition.



Bonnie Smithwick leaving Montoir (France),
September 2010 © Gilbert Cailler



Irish Sea (ex-Genmar Challenger, ex-SCF Challenger, ex-SKS Challenger, ex-Scanobo Challenger). IMO 8920191. Combined carrier. Length 243 m, 16,901 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1991 in Ulsan (South Korea) by Hyundai. Owned by Ofer Brothers Group (Israel). Sold for demolition in Pakistan.

Bulk carrier

Alaska II (ex-*Van Dyck*, ex-*Eliki*, ex-*Pacbaron*). IMO 7374644. Bulk carrier. Length 171 m, 6,908 t. Panamanian flag. Classification society International Register of Shipping. Built in 1975 in Osaka (Japan) by Namura Shipbuilding. Owned by Gulf of Aden Shipping (United Arab Emirates). Detained in 2004 in Chennai (India) and twice in Hong Kong (China), in 2005 in Hong Kong again, in 2006 in Nikolayev (Ukraine), in 2007 in Bandar Abbas (Iran), in 2008 in Kunsan (South Korea), and in 2009 and 2010 in Bandar Abbas again. Bronze medallist on the podium of multiple detentions. Sold for demolition in India. 478 \$ per ton.



Alexis (ex-*Bold Champion*, ex-*Linda K*, ex-*Ocean Crony*). IMO 8107593. Bulk carrier. Length 183 m, 6,277 t. Bahamian flag. Classification society Bureau Veritas. Built in 1984 in Olaveaga (Spain) by AESA. Owned by Tomasos Bros (Greece). Detained in 2005 in Naples (Italy). Sold for demolition in China. 425 \$ per ton.



The bulk carrier *Alexis* alongside at Rio de Janeiro (Brazil), January 2011 © Christopher Doyle



Alina (ex-*Marazli*, ex-*Kapitan Fomin*, ex-*Gunver Cord*). IMO 7525683. Bulk carrier. Length 179 m, 7,624 t. Ukrainian flag. Classification society Russian Maritime Register of Shipping. Built in 1977 in Chiba (Japan) by Mitsui. Owned by Transship Ltd (Ukraine). Detained in 2004 in Venice (Italy). Sold for demolition in Pakistan. 478 \$ per ton.



Apostolos D (ex-*Stamatis*, ex-*George*, ex-*Asteriks*, ex-*Chateaugay*). IMO 8214683. Bulk carrier. Length 244 m, 12,944 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Nagasaki (Japan) by Mitsubishi. Owned by DND Management (Greece). Detained in 2008 in Shenzhen (China), in 2009 in Portland (Oregon, United States) and Tangshan (China) and in 2011 in Zhenjiang (China). Sold for demolition in China. 438 \$ per ton.



Arwex (ex-*Kapitonas Simkus*, ex-*Kapitonas Chromcov*, ex-*Kapitan Khromtsov*). IMO 7642534. Bulk carrier. Length 146 m, 5,615 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1976 in Kherson (Ukraine) by Khersonskiy Sz. Owned by Leon Trading Ltd (Ukraine). Sold for demolition in India. 492 \$ per ton including an important amount of non ferrous metals.



The Arwex in Šibenik (Croatia), December 2007 © M. Kronja



In Alang, January 2012 © Matthaios

Bravery (ex-*Jag Radha*, ex-*Marylaki*, ex-*Prosperus*). IMO 8110100. Bulk carrier. Length 193 m, 8,363 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1983 in Onishi (Japan) by Kurushima. Owned by Courage Maritime Technical Service Corp (Taiwan). Sold for demolition in China. 400 \$ per ton.



Clary (ex-*Lake Hume*). IMO 7623124. Bulk carrier. Length 148 m, 5,930 t. Saint Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1979 in Hiroshima (Japan) by Mitsubishi. Owned by First Hourse General Trading LLC (United Arab Emirates). Detained in 2008 in Monfalcone (Italy). sold for an unknown destination of demolition.



Da Tong (ex-*Sanmar Pride*, ex-*Nomadic Mermaid*, ex-*AD Astra*, ex-*Shetland*). IMO 7525695. Bulk carrier. Length 179 m, 7,878 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Chiba (Japan) by Mitsui. Owned by Da Tong Shipping (China). Detained in 2007 in Ningbo (China). Sold for demolition in China. 400 \$ per ton.



Deviglory I (ex-*Adelaida*, ex-*Olivette*, ex-*Tammamy H*, ex-*Primrose Islands*, ex-*Sea Primrose*, ex-*Carrianna Primrose*). IMO 8108705. Bulk carrier. Length 181 m, 5,860 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Oasis Maritime Services LLC (United Arab Emirates). Detained in 2004 in Shenzhen (China), in 2005 in Kunsan (South Korea), in 2009 in Bandar Abbas (Iran) and in 2010 in Tanjung Perak (Indonesia) and Paradip (India). Sold for demolition in India. 469 \$ per ton.



June 2010, *Deviglory I* was loading up in Chittagong (Bangladesh) ; in November 2011 she was beached for demolition in Alang (India) © Ivan Meshkov

Ekram M (ex-*Tolmi*, ex-*Luckyman*, ex-*Mount Etna*, ex-*O Sole Mio*). IMO 7916105. Bulk carrier. Length 177 m, 6,546 t. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1980 in Maizuru (Japan) by Hitachi Zosen. Owned by Malah Maritime Services (Syria). Sold for demolition in India.



George Lyras. IMO 8120753. Bulk carrier. Length 193 m, 8,261 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Deptford (United Kingdom) by Sunderland SB. Owned by Paralos Maritime Corp (Greece). Detained in 2003 in Rotterdam (Netherlands). Sold for demolition in Pakistan. 475 \$ per ton.



Glory (ex-*Win Glory*, ex-*Samutra*, ex-*Legionario*). IMO 8112938. Bulk carrier. Length 199 m, 8,965 t. Deflagged from Panama to Saint Kitts & Nevis for her last journey. Classification society Panama Maritime Documentation Services. Built in 1985 in Sestao (Spain) by AESA. Detained in 2003 in Cartagena (Spain), in 2004 in Newcastle (Australia), in 2007 in Gdansk (Poland), in 2009 in Vlissingen (Netherlands) and in 2010 in San Antonio (Chile). Sold for demolition in Pakistan



Golden Sun (ex-*Sarla*, ex-*Sericata*). IMO 8500240. Bulk carrier. Length 245 m, 17,250 t. Panamanian flag. Classification society RINA. Built in 1986 in Ulsan (South Korea) by Hyundai HI. Owned by Jiangsu Huaxi Ship Management (China). Sold for demolition in China. 430 \$ per ton.

Good Light (ex-ICL *Parthibhan*, ex-*Gemini*, ex-*Equator Eminence*, ex-*Sanko Maple*). IMO 7616494. Bulk carrier. Length 198 m, 10,862 t. Indian flag. Classification society Indian Register of Shipping. Built in 1979 in Mizushima (Japan) by Sanoyasu. Owned by Good Earth Maritime Ltd (India). Detained in 2003 in Newcastle (Australia) and in 2004 in Rotterdam (Netherlands) and Port Cartier (Canada). Sold as is in Colombo (Sri Lanka) for demolition in Pakistan. 490 \$ per ton.



Good Luck (ex-*British Steel*). IMO 8208000. Bulk carrier. Length 287 m, 25,108 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Belfast (United Kingdom) by Harland & Wolff. Owned by Transmed Shipping Co (Greece). Sold for demolition in India where she arrived on December 12th. The ship then changed course and was finally beached in Pakistan. 450 \$ per ton.



Storm in Eastern China Sea, December 2010
© VAV / Shipspotting



Grand Midas (ex-*Dellagrazia*, ex-*parakopi*, ex-*Dongnama Pohang*, ex-*Hyundai N°6*, ex-*Asia Yukho*). IMO 7720685. Bulk carrier. Length 151 m, 5,258 t. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Ulsan (South Korea) by Hyundai. Owned by Ocean Grow International Shipmanagement (China). Detained in 2002 in Quebec (Canada), in 2008 in Xiamen (China) and in 2009 in Fuzhou (China). Sold for demolition in China. 385 \$ per ton.



Green Line (ex-*Athlos*, ex-*Nin*). IMO 7705506. Bulk carrier. Length 164 m, 5,500 t. Panamanian flag. Classification society Bureau Veritas. Built in 1978 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Allami Shipping (United Arab Emirates). Detained in 1998 in Cardiff (United Kingdom) and in 2000 in Dublin (Ireland). Sold for demolition in Pakistan.



Harita Ferro (ex-*Hebei Diamond*, ex-*Ming Wisdom*). IMO 8025800. Bulk carrier. Length 230 m, 12,215 t. Sierra Leone flag. Classification society China Classification Society. Built in 1984 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Century Shipping (Singapore). Sold for demolition in India. 450 \$ per ton including 200 t of bunkers.

Harmony Falcon (ex-*Minoan Flame*, ex-*Bunga Kesidang*). IMO 8005264. Bulk carrier. Length 225 m, 11,204 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1982 in Imari (Japan) by Namura Shipbuilding. Owned by Falcon Shipping Co (Vietnam). Detained in 2002 in Dampier (Australia) and in 2005 in Albany (Australia). Sold for demolition in China. 425 \$ per ton.



Heng Shun Men (ex-*Polar Star*, ex-*Polaris S*, ex-*Hyundai N°14*, ex-*Asia N°14*). IMO 7917147. Bulk carrier. Length 158 m, 5,754 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by JOSCO Yuansheng Shipping Management (China). Detained in 2002 in Gdynia (Poland), in 2009 in Bandar Khomeini (Iran) and in 2011 in Vishakhapatnam (India). Sold for demolition in Pakistan.



Ilse (ex-*Kardamyla*, ex-*Co-Op Express II*). IMO 8115291. Bulk carrier. Length 210 m, 10,690 t. Greek flag. Classification society Det Norske Veritas. Built in 1982 in Maizuru (Japan) by Hitachi. Owned by World Management Inc (Greece). Sold for demolition in India. 505 \$ per ton including 700 t of bunkers.



Ilse in Elbehaven (Germany), July 2009 © R Khan

Kai Hong (ex-*Go Pride*, ex-*Panormos Pride*, ex-*Aspidoforos*, ex-*Charity*, ex-*Nortrans Enterprise*). IMO 8018015. Bulk carrier. Length 176 m, 7,725 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Shiogama (Japan) by Tohoku Shipbuilding. Owned by Kaili Shipping Ltd (China). Detained in 1998 in Loviisa (Finland), in 2006 in Tilbury (United Kingdom) and Nantes (France) and in 2010 in Zhangjiagang (China). Sold for demolition in China. 405 \$ per ton.



Kalitihi Sea (ex-*Boris Livanov*). IMO 8511574. Bulk carrier. Length 185 m, 7,940 t. Saint Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1986 in Varna (Bulgaria) by Georgi Dimitrov shipyards. Owned by Varna Shipping & Trading (Bulgaria). Detained in 2009 in Tianjin (China). Sold and towed for demolition in India. 450 \$ per ton.



Lady Nariman (ex-*Androusa*, ex-*Proussa*, ex-*Phoenix*). IMO 7913268. Bulk carrier. Length 154 m, 4,825 t. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1979 in Usuki (Japan) by Minami-Nippon. Owned by Brilliant Marine SA (Syria). Detained in 2003 in Vasto (Italy), in 2006 in Kdz.Eregli (Turkey), in 2007 in Sète (France), Ravenna (Italy) and Novorossiysk (Russia) and in 2008 in Novorossiysk again. Sold for demolition in Mumbai (India).



Lovely Falcon (ex-*Flag Splendour*, ex-*CIC Splendour*, ex-*Atlantic Splendour*, ex-*Pacific Brilliance*, ex-*Pacific Pride*). IMO 7930357. Bulk carrier. Length 228 m, 12,230 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1981 in Numakuma (Japan) by Tsuneishi. Owned by Falcon Shipping (Vietnam). Detained in 2002 in Barcelona (Spain) and in 2010 in Taean (South Korea). Sold for demolition in China. 425 \$ per ton.



Manar (ex-*Mai*, ex-*Mai S*, ex-*Nordheim*). IMO 7501807. Bulk carrier. Length 118 m, 3,035 t. Tanzanian flag. Classification society Germanischer Lloyd. Built in 1976 in Hakata (Japan) by Watanabe Zosen. Owned by Reem Maritime Ltd (Lebanon). Detained in 2001, 2002 and 2005 in Antwerp (Belgium), in 2010 in Novorossiysk (Russia) and in 2011 in Kandla (India). Sold for demolition in India.



Manhattan Princess (ex-*Chios Luck*, ex-*Western Friend*, ex-*Stove Friend*). IMO 8029715. Bulk carrier. Length 193 m, 10,290 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1982 in Numakuma (Japan) by Tsuneishi. Owned by Roymar Ship Management Inc (United States). Detained in 2000 in Geelong (Australia), in 2002 in Vancouver (Canada) and in 2007 in Incheon (South Korea). Sold for demolition in India. 485 \$ per ton.



Manhattan Princess in Casablanca (Morocco), April 2005
© German Iluhin

Melina I (ex-*Ossa*, ex-*Desert Falcon*). IMO 7916636. Bulk carrier. Length 170 m, 7,343 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1980 in Oshima (Japan) by Oshima SB. Owned by United International (Greece). Detained in 2007 in Silvertown (United Kingdom) and Tuticorin (India), in 2008 in Tangshan (China) and in 2010 in Novorossiysk (Russia). Sold for demolition in India.



Mi Rae (ex-*Bright Future*, ex-*Diana Z*, ex-*Achilles*, ex-*Subicevac*, ex-*Boka*, ex-*Desdemona*). IMO 7700063. Bulk carrier. Length 183 m, 7,200 t. North Korean flag. Classification society Korea Classification Society. Built in 1978 in Hebburn (United Kingdom) by Swan Hunter. Owned by Mirae Shipping Co Ltd (North Korea). Detained in 2009 in Vishakhapatnam (India). Sold for demolition in India.



Mig Concord (ex-*Berdyansk*, ex-*Baltic Skou*). IMO 7533135. Bulk carrier. Length 178 m, 6,925 t. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1977 in Tsurumi (Japan) by Nippon Kokan. Owned by CFD Shipping Ltd (Ukraine). Detained in 2000 in Montreal (Canada) and in 2005 in Aviles (Spain). Sold for demolition in India.



Ocean Friend. IMO 8002779. Bulk carrier. Length 224 m, 11,686 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by STX Marine Service Co Ltd (South Korea). Sold for demolition in Pakistan. 512 \$ per ton including 300 t of bunkers.

Ocean Host. IMO 8024399. Bulk carrier. Length 224 m, 11,681 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1982 in Pusan (South Korea) by Korea Shipbuilding. Owned by STX Marine Service Co Ltd (South Korea). Sold for demolition in Pakistan. 512 \$ per ton including 300 t of bunkers.

Paragon (ex-*Ethnos*). IMO 7639927. Bulk carrier. Length 181 m, 6,804 t. Cyprus flag. Classification society Lloyds Register of Shipping. Built in 1977 in Hakodate (Japan) by Hakodate Dock. Owned by Narval Shipping Corp (Greece). Sold for demolition in India. 482 \$ per ton.



Raks (ex-*Rays*, ex-*Orahovac*, ex-*Belle Etoile*, ex-*Sophia M*, ex-*Sophia II*). IMO 7419391. Bulk carrier. Length 181m, 6,460 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1977 in Muroran (Japan) by Hakodate Dock. Owned by Saqr Logistics (United Arab Emirates). Detained in 2003 Wilmington (North Carolina, United States). Sold for demolition in Mumbai (India).



Rosy Falcon (ex-*Cigdem S*, ex-*Ovit*, ex-*Alexander's Power*, ex-*Adelina*, ex-*Yamamine Maru*, ex-*Gemini*). IMO 7621126. Bulk carrier. Length 172 m, 6,494 t. Mongolian flag. Classification society Vietnam Register of Shipping. Built in 1977 in Onomichi (Japan) by Onomichi Dock. Owned by Falcon Shipping Co (Vietnam). Detained in 2006 in Novorossiisk (Russia), in 2007 in Xiamen (China), in 2009 in Posiet (Russia) and in 2010 in Quanzhou (China) and Vishakhapatnam (India). Sold for demolition in India.



S Venus. IMO 8323111. Bulk carrier. Length 190 m, 8,912 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1984 in Marugame (Japan) by Imabari Zosen. Owned by STX Pan Ocean Co Ltd (South Korea). Sold for demolition in India. 520 \$ per ton including 1.150 t of bunkers.

Sami Canbaz (ex-*H Necat Sagbas*, ex-*Maya B*, ex-*Bulk Emerald*, ex-*Hong Qi 205*). IMO 8828939. Bulk carrier. Length 163 m, 6,216 t. Moldovan flag. Classification society Bulgarski Koraben Registar. Built in 1983 in Shanghai (China) by Jiangnan. Owned by Canbaz Denizcilik (Turkey). Detained in 2000 in Barcelona (Spain), in 2003 in Thessaloniki (Greece) and in 2008 in Nantong (China). Sold for demolition in Mumbai (India). 482 \$ per ton.



Sealink (ex-*Tinos*, ex-*Christina M*, ex-*Ever Advantage*, ex-*South Venture*, ex-*Pacific Progress*). IMO 7033939. Bulk carrier. Length 224 m, 11,770 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1981 in Ulsan (South Korea) by Hyundai. Owned by Hengfa Shipping Inc (China). Detained in China in 2010 in Rizhao and in 2011 in Qingdao. Sold for demolition in China. 440 \$ per ton.



Shinzan Maru. IMO 8600612. Bulk carrier mineralier. Length 320 m, 26,850 t. Deflagged from Japan to Marshall Islands for her last sailing months. Classification society Nippon Kaiji Kyokai. Built in 1987 in Sasebo (Japan) by Sasebo HI. Owned by MOL - Mitsui Osk Lines (Japan). Sold for demolition in China. 380 \$ per ton.

Silvana (ex-*Bonita Light*, ex-*Varva*, ex-*Kapitan Penkov*, ex-*Sea Rose*, ex-*Carrianna Rose*). IMO 7932587. Bulk carrier. Length 186 m, 8,023 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1981 in Usuki (Japan) by Minami-Nippon. Owned by Way-east Shipping Agency (Taiwan). Sold for demolition in China. 395 \$ per ton.



Early 90's, the *Kapitan Penkov* with a full load of big dia pipes from Japan. © Nikolay / Shipspotting

Silver Arrow (ex-*Ermis*, ex-*Zen-Noh Maru No.1*). IMO 8307002. Bulk carrier. Length 225 m, 11,408 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Aioi (Japan) by Ishikawajima-harima. Owned by Strand Management SA (Greece). Detained in 2003 in Hay Point (Australia). Sold for demolition in China. 425 \$ per ton.



Success Power (ex-*Sonata*, ex-*Sanmar Sonata*, ex-*Worl Castle*, ex-*World Cosmos*). IMO 8004521. Bulk carrier. Length 177 m, 11,369 t. Panamanian flag. Classification society Inter maritime Certification Services. Built in 1982 in Toyohashi (Japan) by Kanasashi Zosen. Owned by Moral Power International Shipping Ltd (China). Detained in 2003 in Augusta (Italy) and in 2007 in Bandar Khomeini (Iran). Sold for demolition in India. 480 \$ per ton.



Tabassum (ex-*Tabak*, ex-*Iran Amanat*, ex-*Manila Pride*). IMO 8112990. Bulk carrier. Length 198 m, 7,835 t. Deflagged from Iran to Comoros for her last journey. Classification society Lloyd's Register of Shipping. Built in 1983 in Sevilla (Spain) by AESA. Owned by Iran Shipping Lines (Iran). Detained in 2001 in Port Giles (Australia). Sold for demolition in India. 475 \$ per ton.



Xin Yuan Chao (ex-*Eliet*, ex-*Jullietta*, ex-*Stefania*, ex-*Bergen Queen*, ex-*Querida*, ex-*Sita Elise*, ex-*Wayfarer*, ex-*Therean Sailor*). IMO 8102749. Bulk carrier. Length 198 m, 7,810 t. Panamanian flag. Classification society Bureau Veritas. Built in 1983 in Sevilla (Spain) by AESA. Owned by Changning Shipping Co (China). Detained in 2002 in N. Charleston (South Carolina, United States), in 2003 in Hong Kong (China), in 2006 in Hull (United Kingdom), in 2010 in Ningbo (China) and in 2011 in Pyeongtaek (South Korea) and Kandla (India). Sold for demolition in Pakistan. 495 \$ per ton including 250 t of bunkers.



Zhong Cheng (ex-*Sea Emperor*, ex-*Agiodektini*, ex-*CS Ocean*, ex-*Sunny Ocean*). IMO 7603485. Bulk carrier. Length 152 m, 4,932 t. Panamanian flag. Classification society International Register of Shipping. Built in 1977 in Usuki (Japan) by Minami Nippon. Owned by Fuzhou Minlun Shipping Co (China). Detained in 2005 in Sète (France) and Mumbai (India), in 2006 in Cochin (India) and Ulsan (South Korea) and in 2007 in Singapore. Sold for demolition in China. 412 \$ per ton.



Ziemia Suwalska. IMO 8207757. Bulk carrier. Length 180 m, 6,622 t. Deflagged from Poland to Liberia. Classification society Polski Rejestr Statkow. Built in 1984 in Avellaneda (Argentina) by Alianza. Owned by Polsteam (Poland). Detained in 1998 in Ijmuiden (Netherlands), in 1999 in Bremen (Germany), in 2000 in Thessaloniki (Greece) and in Bremen again. Sold for demolition in India. 473 \$ per ton.



Ziemia Suwalska in Hamburg (Germany), April 2011 © Hein / Shipspotting

Container ship

Buxmaster (ex-*Delmas Ango*, ex-*Wal Ulanga*, ex-*Cotonou Star*, ex-*Wec Rotterdam*, ex-*CMB Melody*, ex-*Red Sea Endurance*, ex-*Ville de Pluton*). IMO 8513807. Container ship. Length 163 m, 6,837 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. Owned by NSB - Niederelbe Schifffahrtsgesellschaft mbH & Co (Germany). Detained in 2009 in Durban (South Africa). Sold for demolition in India. 508 \$ per ton.



ESM Traveller (ex-*Martraveller*, ex-*Kota Merdesa*, ex-*CSAV Ranquil*, ex-*Argonia*, ex-*Altonia*, ex-*Europa Express*, ex-*Contship Germany*, ex-*Royal Eagle*, ex-*Red Sea Enterprise*, ex-*Ville du Sahara*). IMO 8324608. Container ship. Length 151 m, 5,533 t. Antigua & Barbuda flag. Classification society Germanischer Lloyd. Built in 1984 in Lübeck-Siems (Germany) by Flender. Owned by Esmeralda Schifffahrts-Verwaltungs GmbH (Germany). Detained in 2003 in Manilla (Philippines) and in 2004 in Ningbo (China). Sold for demolition in India. 508 \$ per ton including bunkers for the journey.



FAS Provence (ex-Siam Bay, ex-Ville de Dubai, ex-Britta Thien, ex-AEL Europe). IMO 8508436. General cargo carrier converted into container ship with a capacity of 582 TEU among which 60 refrigerated containers. In service on the Europe-Africa lines, she also carries second-hand cars. Length 130 m. Bahamian flag. Classification society Bureau Veritas. Built in 1986 in Bremerhaven (Germany) by Rickmers. Owned by CMA CGM (France), ship manager Midocean IOM (Isle of Man). Sold for demolition in Turkey. On January 12th, the vessel with no crew onboard and towed by the tugs *West* and *Izmir Bull* from Dakar to a Turkish ship-breaking yard encountered gale force winds in the Mediterranean. She listed over, taking in water until she sunk 80 miles south of Delimara Point (Malta). She is now resting under 300 meters of water.



Abidjan May-June 2011 © Roland Grard



December 2009 © Marinetraffic

Grand Vision (ex-CMA CGM Sapphire, ex-Choyang Giant). IMO 9005247. Container ship. Length 240 m, 12,929 t. Liberian flag. Classification society Det Norske Veritas. Built in 1991 in Okpo (South Korea) by Daewoo. Owned by Goldenport Shipmanagement (Greece). Sold for demolition in India. 500 \$ per ton.



Ital Garland (ex-LT Garland, ex-Cosco Sao Paulo, ex-Ever Garland). IMO 8511782. Container ship. Length 270 m, 18,197 t. Italian flag. Classification society RINA. Built in 1988 in Onomichi (Japan) by Onomichi Dockyard. Owned by Italia Marittima SpA (Italy). Sold for demolition in China. 440 \$ per ton including 500 t of bunkers.



Ital Glamour (ex-LT Glamour, ex-Cosco Cape Town, ex-Ever Glamour). IMO 8511770. Container ship. Length 270 m, 18,197 t. Italian flag. Classification society RINA. Built in 1987 in Onomichi (Japan) by Onomichi Dockyard. Owned by Italia Marittima SpA (Italy). Sold for demolition in China. 440 \$ per ton including 500 t of bunkers.



Kitano. IMO 8914001. Container ship. Length 288 m, 18,500 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Mihara (Japan) by Koyo Docks. Owned by Hachiuma Steamship Co Ltd (Japan). Detained in 2000 in Hamburg (Germany) and in 2004 in Shanghai (China). Sold for demolition in China. 378 \$ per ton.



KMA III (ex-Denham, ex-CTE Tenerife, ex-La Trinity, ex-Pagai) IMO 7913189. Container ship. Length 121 m, 3,658 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1980 in Yokkaichi (Japan) by Mie. Owned by Bay Point Marine Service Co Ltd (Burma). Sold for an unknown destination of demolition.

Kota Abadi (ex-MSC Santiago, ex-CSAV Ranco, ex-City Of Glasgow, ex-Nedlloyd Himalaya, ex-CMB Merkur, ex-Merkur Sea, ex-Dutch Senator, ex-Ville d'Uranus). IMO 8310906. Container ship. Length 167 m, 7,817 t. Hong Kong flag. Classification society Germanischer Lloyd. Built in 1984 in Vegesack (Germany) by Bremer Vulkan. Owned by Pacific International Lines (Singapore). Detained in 2004 in Valparaiso (Chile). Sold as is in Singapore for demolition in India. 470 \$ per ton including 1.000 t of bunkers.



MSC Damla (ex-Sea-Land Defender). IMO 7820966. Container ship. Length 257 m, 17,028 t. Panamanian flag. Classification society Germanischer Lloyd. Built in 1980 in Tamano (Japan) by Mitsui; jumboized in 1985 and lengthened from 227 to 257 m. Owned by MSC - Mediterranean Shipping Co (Switzerland). Sold for demolition in India.



MSC Magali (ex-Amber I, ex-APL Amber, ex-NOL amber, ex-Neptune Amber). IMO 7819357. Container ship. Length 231 m, 17,703 t. Panamanian flag. Classification society RINA. Built in 1980 in Kure (Japan) by Ishikawajima-Harima. Owned by MSC - Mediterranean Shipping Co (Switzerland). Sold for demolition in India.



MSC Mahima (ex-SCI Mahima, ex-Zim Chicago, ex-Zim Venezia II, ex-Alma A, ex- Houston, ex-Houston Express, ex-Sea Premier, ex-CGM Paris, ex-Maersk Paris, ex-Maersk Tacoma, ex-C.R. Paris). IMO 8308707. Container ship. Length 243 m, 16,322 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Saint-Nazaire (France) by Chantiers de l'Atlantique. Owned by Ofer Ships Holding (Israel). Sold for demolition in India. 517 \$ per ton. A premium price for a container ship, including full set of spares, two 32 t aluminium alloy propellers and a spare tailshaft.



SCI Mahima arriving in Felixtowe (United Kingdom), January 2007 © John Jones

Saipan Leader (ex-Nuptse, ex-Eagle Sea, ex-Vesna, ex-Contship Asia, ex-Katjana). IMO 8123157. Container ship. Length 147 m, 5,258 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1982 in Lübeck-Siems (Germany) by Flender. Owned by Hub Shipping SDN (Malaysia). Detained in 2001 in Singapore. Sold for demolition in India.



Saipan Mariner (ex-Seafreight Spirit, ex-Maike, ex-FMG Caribe, ex-Dragon, ex-CCNI Austral, ex-Ville du Ponant, ex-Marjon). IMO 8128901. Container ship. Length 106 m, 2,801 t. Malaysian flag. Classification society Germanischer Lloyd. Built in 1982 in Neuenfelde (Germany) by JJ Sietas. Detained in 2002 in Hong Kong. Owned by Hub Shipping SDN (Malaysia). Sold for demolition in India.



Seaways Valour (ex-Contaz Ankara, ex-Peru Star, ex-Alaska, ex-Karawa, ex-Nordsky). IMO 8801345. Container ship. Length 157 m, 6,648 t. Indian flag. Classification society Indian Register of Shipping. Built in 1990 in Wismar (Germany) by Mathias-Thesen. Owned by Seaways Shipping Ltd (India). Detained in 2007 in Antwerp (Belgium). Sold for demolition in India.



YM Europe (ex-Ming Europe). IMO 8807741. Container ship. Length 276 m, 18,628 t. Taiwanese flag. Classification society Bureau Veritas. Built in 1992 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Yang Ming Marine Transport (Taiwan). Sold as is in Colombo (Sri Lanka) for demolition in India. 481 \$ per ton.

Cement carrier

Red Sea Spirit (ex-*Opal Naree*, ex-*Slora*, ex-*Slora Excel*, ex-*Katy V*, ex-*Yanoshima Maru*, ex-*Tenkei Maru*). IMO 7718888. Cement carrier. Length 146 m, 4,978 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1977 in Numakuma (Japan) by Tsuneishi ; converted in 1999 into cement carrier by Gemak shipyard in Tuzla (Turkey). Owned by CTI Group (Jordan). Sold for demolition in India. 463 \$ per ton.



Red Sea Spirit in Singapore, March 2009 © **Marinetraffic**

General cargo

Amderma. IMO 8119144. General cargo. Length 177 m, 10,816 t. Russian flag. Classification society Russian Register of Shipping. Built in 1983 in Turku (Finland) by Wartsila. Owned by FESCO (Russia). Sold for demolition in India. 472 \$ per ton.



American Tern (ex-*Kariba*, ex-*Kota Agung*, ex-*Likes Flyer*, ex-*Torm Africa*, ex-*Serenity*). IMO 8908088. General cargo. Length 159 m, 7,340 t. United States flag. Classification society Det Norske Veritas. Built in 1990 in Rostock (Germany) by Neptun Schiffswerft. Owned by Osprey



Ship Management Inc (United States). Sold for demolition in India, renamed « *Amtern* » and beached in Alang as « *Tern* ». 502 \$ per ton.



American Tern while dockside at NOB Norfolk (United States) in September 2010, with US Navy *Anzio* at the same pier © **Marc Piché**

An Tao Jiang (ex-*Stinnes Bora*, ex-*Bora*, ex-*Magdalena Wesch*). IMO 7904877. General cargo. Length 142 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Kiel (Germany) by Howaldtswerke-DW. Owned by COSCOL (China). Sold for demolition in Xinhui (China) by Jiangmen Yinhu ship-breaking yard.



An Wu Jiang (ex-*Stinnes Mistral*, ex-*Mistral*, ex-*Bretagne*, ex-*Jonny Wesch*). IMO 7904865. General cargo. Length 142 m. Chinese flag. Classification society China Classification Society. Built in 1980 in Kiel (Germany) by Howaldtswerke. Owned by COSCOL (China). Detained in 2011 in Kakinada (India). Sold for demolition in Xinhui (China) by Jiangmen Yinhu ship-breaking yard.



Ana Maria (ex-*Dimitra*, ex-*Melquiades-Ville de Nantes*, ex-*Gera*, ex-*Gaviota*). IMO 7311678. General cargo. Length 94 m, 1,028 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1973 in Gijon (Spain) by Gijonesa. Owned by ISM Group Ltd (Syria). Detained in 1997 in Szczecin (Poland), in 2000 in Cartagena



(Spain), in 2004 in Novorossiysk (Russia), in 2005 in Varna (Bulgaria), in 2008 in Nikolayev (Ukraine) and in 2009 in Novorossiysk again. Sold for demolition in Turkey. 338 \$ per ton.

Arctic Clipper (ex-*Ekaterini*, ex-*Feroi*, ex-*Stadiongracht*, ex-*Seliba*). IMO 7714208. General cargo. Length 80 m, 1,860 t. Panamanian flag. Classification society Intermaritime Certification Services. Built in 1978 in Shimizu (Japan) by Miho. Detained in 2000 in Marina di Carrara (Italy), in 2001 in Cadiz (Spain), in 2002 in Santander and Almeria (Spain), Thessaloniki (Greece), Calais (France) and Novorossiysk (Russia), in 2003 in Lisbon (Portugal), in 2004 in Bari (Italy), Itea (Greece) and Constanta (Romania) and in 2011 in the Netherland Antilles. She is the gold medallist and record-holder for detention in this edition of Ship-breaking.com. Sold for demolition in Guayaquil (Ecuador) by Aceria Nacional del Ecuador (ANDEC SA).



Arctic Clipper, in the Panama Canal, November 2005
© Foggy / Shipspotting

Areti I (ex-*Areti*, ex-*Istranka*). IMO 7710771. General cargo. Length 153 m, 6,060 t. Panamanian flag. Classification society Bureau Veritas. Built in 1979 in Pula (Croatia) by Uljanik. Owned by Good Faith Shipping Co SA (Greece). Detained in 2000 in Antwerp (Belgium) and in 2006 in Lisbon (Portugal). Sold for demolition in India. 480 \$ per ton.



Asteropa (ex-*Marvita*, ex-*Mariana*, ex-*Stemo*, ex-*Markes*, ex-*Stella Arctic*, ex-*Vik*, ex-*Alkes*, ex-*Miniland*, ex-*Mustola*). IMO 7902623. General cargo. Length 83 m, 1,250 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Uusikaupunki (Finland) by Rauma-Repola Oy. Owned by Uniship Ltd (Latvia). Detained in 2000 in Aberdeen (United Kingdom), in 2001 in Bilbao (Spain) and Saint-Malo (France), in 2002 in Antwerp (Belgium), in 2005 in Saint-Malo again, in 2007 in Nantes (France), in 2010 in Dordrecht (Netherlands) and in 2011 in Rotterdam (Netherlands) and Arkhangelsk (Russia). Bronze medallist on the podium of multiple detentions. Sold for demolition in Ghent (Belgium) by Van Heygen Recycling.



Stella Arctic in the Baltic Sea, March 1996
© Rolf Skiold



Markes in April 1999 on the Kiel Canal
© Andreas Spörri



Asteropa in Decembre 2011 at Van Heygen Recycling in Ghent (Belgium) © **Shipspotting**

Black Sea Trader (ex-*Sea Rider*, ex-*H Prince*, ex-*Nathaly*, ex-*Nathalie*, ex-*Baalbeck*, ex-*Calypso*, ex-*Peter Metz*, ex-*M.C.Cedar*, ex-*Joanna Borchard*, ex-*Genius* , ex-*Emcol Courier*, ex-*Zim Canberra*, ex-*Peter Oltmann*). IMO 7824625. General cargo. Length 126 m, 2,928 t. Liberian flag. Classification society International Register of Shipping. Built in 1979 in Neuenfelde (Germany) by JJ Sietas. Owned by JSC Terminal (Ukraine). Detained in 2004 in Bari (Italy). Record-holder for renamings with 14 identities ! Sold for demolition in Turkey. 310 \$ per ton.



Sea Rider, anchored in Koper (Slovenia), January 2010
© **Mara**

Chuang Ye (ex-*Lung Men*, ex-*Mostween*, ex-*Hyacinth Trader*, ex-*Bavaria Star*, ex-*Sainte Suzanne*, ex-*SCT Vincent*). IMO 7621889. General cargo. Length 147 m, 5,593 t. Saint Vincent & Grenadines flag. Classification society China Classification Society. Built in 1977 in Tadotsu (Japan) by Hashihama Zosen. Owned by Zhong Shan Shipping Co Ltd (China). Detained in 2010 in Vishakhapatnam (India). Sold for demolition in China.



Dong Binh (ex-*Thai Binh*). IMO 7611573. General cargo. Length 144 m, 3,766 t. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1980 in Southwick (United Kingdom) by Austin & Pickersgill. Owned by Dong Do Marine Development JSC (Vietnam). Detained in 2011 in Tanjung Perak (Indonesia). Sold for demolition in Vietnam. 400 \$ per ton.



Dong Binh, in May 2010 in Sriracha (Thailand). © **Geir Vignes**



Dream (ex-Sunrise, ex-Sana J, ex-Xiang Ling, ex-Yayasan Dua). IMO 7915436. General cargo. Length 113 m, 2,508 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1980 in Akitsu (Japan) by Taihei Kogyo KK. Owned by CB Marine Ltd (United Kingdom). Detained in 2001 in Tokyo (Japan), in 2004 in Hong Kong (China), in 2006 in Bandar Khomeini (Iran) and in 2008 in Varna (Bulgaria). Sold for demolition in Mumbai (India).



Flora S (ex-Ghikas). IMO 7718187. General cargo. Length 145 m, 4,416 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1980 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Karlog Shipping Co (Greece). Detained in 2002 in La Spezia (Italy) and Castellon de la Plana (Spain). Sold for demolition in India where she will join two of her sisterships, *Myra* and *Michalis K* (Cf. p 35-36).



Forest Hill (ex-Forest Ranger, ex-Ferncroft). IMO 8102543. General cargo. Length 130 m. Marshall Islands flag. Classification society Det Norske Veritas. Built in 1982 in Marstrand (Germany) by FEAB-Marstrandverken. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 2002 in Pascagoula (Mississippi, United States). Sold for demolition in India.



Fu Shun (ex-Rubies, ex-Emerald, ex-Proa, ex-Providence, ex-Yusei Maru). IMO 7530602. General cargo. 154 m, 4,853 t. Saint Vincent & Grenadines flag. Unknown classification society. Built in 1977 in Onomichi (Japan) by Onomichi Dock. Owned by Fujian Province Zhangzhou Shipping Co (China). Detained in 2003 in Osaka (Japan) and in 2006 in Fuzhou (China). Sold for demolition in China. 410 \$ per ton.



Fu Tong (ex-Merco Mahara, ex-Khartoum). IMO 7726615. General cargo. Length 153 m, 5,798 t. Panamanian flag. Classification society Panama Shipping Registrar Inc. Built in 1980 in Rijeka (Croatia) by Brodogradiliste 3 Maj. Owned by Moral Power International Shipping Ltd (China). Detained in 2003 in Bandar Khomeini (Iran) in 2010 in Nanjing. Sold for demolition in India. 500 \$ per ton.



General Trader (ex-General Blazhevich, ex-Regina, ex-Traun). IMO 8123884. General cargo. Length 122 m, 3,605 t. Moldovan flag. Classification society Ukraine Shipping Register. Built in 1981 in Rostock (Germany) by Neptun Schiffswerft. Owned by CFD Shipping Ltd (Ukraine). Detained in 2001 in Antwerp (Belgium) and Las Palmas (Spain), in 2004 in Rouen (France), in 2005 in Antwerp again and in 2010 in Bandar Abbas (Iran). Sold for demolition in India.



General Blazhevich, in Gibraltar, August 2009 © Angel Luis Godar Moreira

Gulf Eagle (ex-Aqua Trader, ex-Glory, ex-Global Star, ex-Lincoln K, ex-Alsod, ex-Pozega). IMO 7514593. General cargo. Length 143 m, 4,001 t. Saint Kitts & Nevis flag. Unknown classification society. Built in 1977 in Tokyo (Japan) by Ishikawajima-Harima. Owned by Al Sail Shipping LLC (United Arab Emirates). Sold for demolition in Mumbai (India).



Ha Giang (ex-Tra Khuc, ex-Santa Elena). IMO 7370442. General cargo. Length 135 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1974 in Kawajiri (Japan) by Kanda Zosensho. Owned by Vinaship (Vietnam). Sold for an unknown destination of demolition.



Hilal Alemarat I (ex-Al Yarmouk). IMO 7817464. General cargo. Length 124 m, 3,075 t. Comorian flag. Classification society Union Marine Classification Society. Built in 1979 in Szczecin (Poland) by A.Warskiego Szczecinska. Sold and beached for demolition in India on November 15th.



Hilal Alemarat I, Ex-Al-Yarmouk, anchored off Lattakia (Syria) © Shipspotting



Hong Luck (ex-National Honor, ex-Galleon Honor, ex-Galleon Diamond). IMO 7915242. General cargo. Length 163 m, 6,395 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1980 in Innoshima (Japan) by Hitachi Zosen. Owned by the Chinese Government. Detained in 2003 in Antwerp (Belgium) and in 2011 in Vishakhapatnam (India). Sold for demolition in India. 475 \$ per ton.



Jin Yuan Men (ex-Pattaya Navee, ex-MC Jade, ex-Vincenzia). IMO 7609207. General cargo. Length 168 m, 7,187 t. Saint Vincent & Grenadines flag. Classification society Lloyd Register of Shipping. Built in 1978 in Shimonoseki (Japan) by Mitsubishi. Owned by NASCO (China). Detained in 2011 in Bandar Abbas (Iran). Sold for demolition in India. 475 \$ per ton.



King Pioneer (ex-Rickmers Chennai, ex-Leon, ex-Nacional Vitoria, ex-Sonora, ex-Gina Luisa). IMO 7806570. General cargo. Length 178 m, 9,522 t. Saint Vincent & Grenadines flag. Classification society RINA. Built in 1979 in Innoshima (Japan) by Hitachi Zosen. Owned by Nanjing King Ship Management Co (China). Detained in 1998 in Rotterdam (Netherlands) and in 2005 in Mumbai (India). Sold for demolition in India.

Koca Reis (ex-Nazmi C, ex-Asim Imanoglu, ex-Medgidia). IMO 9043108. General cargo. Length 131 m. Turkish flag. Classification society Turk Loydu. Built in 1992 in Tulcea (Romania) by Tulcea SN. Owned by Emsan Denizcilik (Turkey). Detained in 1998 in Moerdijk (Netherlands), in 1999 in Cardiff (United Kingdom) and Thessaloniki (Greece), in 2001 in Lisbon and Setubal (Portugal) and Sète (France), in 2003 in La Spezia (Italy) and in 2004 in Eleusis (Greece). In March 2011 a fire broke out in the engine room off the Algerian coast and was brought to control three hours later ; the crew was unharmed. The ship was towed to Annaba (Algeria), then back to Tuzla (Turkey) and eventually sold for demolition to a local ship-breaking yard.



Lady Aziza (ex-Fatme, ex-Nautica, ex-Nautila). IMO 6405305. General cargo. Length 75 m. Moldovan flag. Unknown classification society. Built in 1963 in Neuenfelde (Germany) by JJ Sietas. Owned by Phoenicia Maritime Co (Syria). Detained in 2002 in Amsterdam (Netherlands), in 2007 in Chioggia (Italy) and in 2008 in Ploce (Croatia). Sold for demolition in Turkey. 330 \$ per ton.



Mayank (ex-*Kramatorsk*, ex-*Kristine*, ex-*Goodwood*, ex-*Wellwood*). IMO 8031122. General cargo. Length 122 m, 3,548 t. Georgian flag. Classification society Ukraine Shipping Register. Built in 1980 in Rostock (Germany) by Neptun Schiffswerft. Detained in 2002 in Lake Charles (Louisiana, United States), in 2003 in Rotterdam (Netherlands) and Kalundborg (Denmark), in 2004 in Las Palmas (Spain), in 2005 in Constanta (Romania), in 2006 in Bremen (Germany), in 2007 in Rouen (France), in 2009 in Bremen again, in 2010 in Zoushan (China) and in 2011 in Odessa (Ukraine). Silver medallist on the podium of multiple detentions. Sold for demolition in Mumbai (India).



Kramatorsk in Bremen, July 2009 © **Klaus Masuch**

Meropa (ex-*Vivit*, ex-*Konga*, ex-*Kapten Konga*, ex-*Yuriy Klementyev*). IMO 8016665. General cargo. Length 82 m, 1,360 t. Dominican flag. Classification society Russian Maritime Register of Shipping. Built in 1981



in Uusikaupunki (Finland) by Rauma Repola. Owned by SIA ARG Shipping (Latvia). Detained in 2006 in Nantes (France), in 2009 in La Spezia (Italy), in 2010 in Klaipeda (Lithuania) and Bayonne (France) and in 2011 in Nantes again and in Theodosia (Ukraine). Sold for demolition in Turkey.

Meropa, on passage to Howdendyke (United Kingdom) from Gdynia (Poland), March 2010 © **Eddie Walker**

Michalis K (ex-*Theodor*, ex-*Anthos*). IMO 7804390. General cargo. Length 145 m, 4,182 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1979 in Kure (Japan) by Ishikawajima-Harima. Owned by Libra Shipping SA (Greece). Sold for demolition in India.



Mondo (ex-*Salita*, ex-*Salina*, ex-*Inishark*, ex-*Darell*). IMO 8022614. General cargo. Length 84 m, 1,000 t. Belizean flag. Classification society Russian Maritime Register of Shipping. Built in 1982 in Foxhol (Netherlands) by Bijlholt ; jumboized in 1986 and lengthened from 75 in 84 m. Owned by Kotero (Croatia). She came to Gibraltar in October 2010 loaded with gravel from Malta and was found unseaworthy from an underwater inspection. She had been languishing for more than a year at the South Mole, was excluded from the Russian Maritime Register of Shipping in April 2011, and eventually scrapped afloat at Coaling Island (Gibraltar).



October 2010 © **Batilla**



Multan. IMO 7822093. General cargo. Length 153 m, 5,522 t. Pakistani flag. Classification society Lloyd's Register of Shipping. Built in 1980 in Tamano (Japan) by Mitsui. Pakistan National Shipping Corp (Pakistan). Detained in 2002 in Antwerp (Belgium) and in 2005 in Genoa (Italy). Sold for demolition in Pakistan.490 \$ per ton.



Myra (ex-Millenium Majestic, ex-Clipper Majestic, ex-Majesticex-Milos Island). IMO 7718175. General cargo. Length 145 m, 4,400 t. Bahamian flag. Classification society American Bureau of Shipping. Built in 1979 in Yokohama (Japan) by Ishikawajima-Harima. Owned by Cleopatra Shipping (Greece). Sold for demolition in India. 465 \$ per ton.



Myra in Bassens (France) waiting to start loading, August 2011 © Pascal Riteau

Nawal II (ex-Ismail Prince, ex-Zamet, ex-Benedict). IMO 7521467. General cargo. Length 116 m, 2,583 t. Saint Kitts & Nevis flag. Classification society International Register of Shipping. Built in 1979 in Rio de Janeiro (Brazil) by EMAQ. Owned by Hillaa Shipping Corp (United Arab Emirates). Detained in 2002 in Leixoes (Portugal), in 2004 in Cagliari (Italy) and in 2008 in Kavala (Greece) and Novorossiysk (Russia). Sold for demolition in Mumbai (India).



Noble Success (ex-Intercrest, ex-Yang Ling, ex-Redemption, ex-Star Orient, ex-Sirorat Naree, ex-Maya n°5, ex-Ho Ming n°5). IMO 8214865. General cargo. Length 119 m, 2,877 t. Panamanian flag. Classification society International Register of Shipping. Built in 1982 in Akitsu (Japan) by Taihei Kogyo KK. Owned by Kingbest Shipping Ltd (Hong Kong, China). Detained in 2001 in Hong Kong (China) and in 2010 in Lumut (Malaysia). Sold for demolition in India.



Norwich (ex-Norwich Castle, ex-SV Pavel, ex-Star Drivanger, ex-Star Hong Kong). IMO 7620603. General cargo. Length 183 m, 11,502 t. Deflagged from Panama to Bahamas for her last journey. Classification society RINA. Built in 1978 in Tamano (Japan) by Mitsui. Owned by SMT - Ship Management & Transport (Cyprus). Detained in 200 in Long Beach (California, United States) and in 2010 in Vishakhapatnam (India). Sold for demolition in India.508 \$ per ton.



Norwich Castle on the North sea canal in Ijmuiden (Netherlands), on her way to Amsterdam, October 2010 © Willem Oldenburg

Pioner Severodvinska. IMO 7518240. General cargo. Length 130 m, 3,914 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Northern Shipping Co (Russia). Sold for demolition in Mumbai (India).

Porsoy. IMO 7521936. General cargo. Length 70 m. Saint Vincent & Grenadines flag. Classification society Polski Register Statkow. Built in 1977 in Fevag (Norway) by Fosen MV. Owned by Norsken Invest AS (Norway). Detained in 1999 in Aalesund (Norway), in 2003 in Tromso (Norway), in 2006 twice in Grimsby (United Kingdom), in 2008 in Klaipeda (Lithuania) and in 2011 in Sortland (Norway). Sold for demolition in Grenaa (Denmark).



Porsoy berthed at Hornafjordur (Iceland) December 2010 © Sverrir Adalsteinsson

Ruhunupura (ex-*Ville de Colombo*, ex-*Medipas Sea*, ex-*Convoy Runner*, ex-*Contship Beta*, ex-*Leerort*). IMO 8120959. General cargo. Length 126 m, 3,140 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1982 in Bremerhaven (Germany) by Rickmers. Detained in 2007 in Mumbai (India) and in 2011 in Vishakhapatnam (India). Sold for demolition in India. 470 \$ per ton.

Sinar (ex-*Nile*, ex-*Aswan*, ex-*Atlantic Majesty*, ex-*Shinkai Maru*). IMO 7718395. General cargo. Length 150 m. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1978 in Uwajima (Japan) by Uwajima Zosensho. Owned by Unison Marine Corp (Taiwan). Detained in 2001 in Tianjin (China), in 2005 in Singapore and in 2007 in Zhenjiang (China). Sold for demolition in China.

Sinbad (ex-*Kemira*). IMO 7907635. General cargo. Length 113 m. Norwegian flag. Classification society Germanischer Lloyd. Built in 1981 in Ulsteinvik (Norway) by Leven Mek Verksted AS. Owned by OW Bunker & Trading AS (Denmark). Sold for demolition in Turkey.

Tabernacle Star (ex-*New Reach*, ex-*Ken Gale*, ex-*Handy Gaule*, ex-*Seahawk*). IMO 7908720. General cargo. Length 151 m, 5,048 t. Pavillon Sri Lanka. Classification society Nippon Kaiji Kyokai. Built in 1979 in Kochi (Japan) by Kochi Jyuko. Owned by Tokyo Cement Co Lanka Ltd (Sri Lanka). Detained in 2010 in Probunder (India). Sold for demolition in Mumbai (India).

Tinto (ex-*Frakto*). IMO 7608710. General cargo. Length 75 m. Swedish flag. Classification society Det Norske Veritas. Built in 1977 in Trondheim (Norway) by Orens MV. Owned by Vargon Shipping AB (Sweden). Detained in 2007 in Copenhagen (Denmark). Sold for demolition in Denmark.

Tugur (ex-*Fjord Pearl*, ex-*Pioner Onegi*). IMO 7524354. General cargo. Length 130 m, 3,941 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1975 in Vyborg (Russia) by Vyborgskiy SZ. Owned by Azia Shipping Holding Ltd (Cyprus). Detained in 2011 in Taicang (China). Sold for demolition in Mumbai (India).

Vidi (ex-Swe Trader, ex-Rauk, ex-Klinte, ex-Larus, ex-Bergvik, ex-Actuaria, ex-City of Dublin). IMO 6824745. General cargo. Length 74 m, 780 t. Swedish flag. Classification society Bureau Veritas. Built in 1968 in Neuenfelde (Germany) by JJ Sietas. Owned by Vargon Shipping AB (Sweden). Detained in 2000 in Kiel (Germany) and in 2008 in Ostend (Belgium). Sold for demolition in Denmark. 1200 Danish kroner i.e. 216 \$ per ton.



Vidi, arriving at Liepaja (Latvia), December 2009 © **Bengt-Rune Inberg**

Waadhee Star (ex-Yoko Maru). IMO 8405268. General cargo. Length 66 m, 379 t. Maldive Islands flag. Unknown classification society. Built in 1984 in Namikata (Japan) by Namikata Zosensho. Owned by Waadhee Shipping & Trading Co (Maldive Islands). Sold for demolition in Mumbai (India).



Waadhee Venus (ex-Mino Maru n°3). IMO 8324098. General cargo. Length 66 m, 359 t. Maldive Islands flag. Unknown classification society. Construit 1983 in Namikata (Japan) by Namikata Zosensho. Owned by Waadhee Shipping & Trading Co (Maldive Islands). Sold for demolition in Mumbai (India).



Wang Jae San. IMO 7738670. General cargo. Length 122 m, 3,646 t. North Korean flag. Classification society Korea Classification Society. Built in 1974 in Huichon (North Korea) by Chongjin SY. Owned by Taedonggang Sonbak Co Ltd (North Korea). Detained in 2003 in Vostochny (Russia) and in 2005 in Lianyungang (China). Sold for demolition in China. 355 \$ per ton



Xiang Jiang. IMO 7529196. General cargo. Length 150 m. Chinese flag. Classification society China Classification Society. Built in 1978 in Bremerhaven (Germany) by Weser Seebeckwerft. Owned by COSCO (China). Sold for demolition in China.



Xuan De Men (ex-Joana Bonita, ex-Atlantic Maru). IMO 7813597. General cargo. Length 166 m, 8,111 t. Panamanian flag. Classification society International Register of Shipping. Built in 1979 in Tsurumi (Japan) by Nippon Kokan. Owned by Hongyuan Shipping Co Ltd (China). Detained in 2001 in Singapore and in 2008 in Shanghai (China). Sold for demolition in China.



Zodiac (ex-Ice Princess, ex-Bataafgracht). IMO 8014370. General cargo. Length 80 m, 1,999 t. Comorian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Shimizu (Japan) by Miho. Owned by Crocus Invest (Estonia). Detained in 2002 in Pyongtack (South Korea), in 2003 in Vladivostok (Russia) and in 2007 twice in Antwerp (Belgium). Sold for an unknown destination of demolition.



Arriving at Split (Croatia), November 2010 © **Sinisa Aljinovic**

Miscellaneous

Dredger

Freeway (ex-*Wiesbaden*, ex-*Van Hattum en Blankenvoort 20*). IMO 6911859. Dredger. Length 105 m. Mexican flag. Unknown classification society. Built in 1969 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by DRAGAMEX SA (Mexico). Sold for demolition by Van Heygen Recycling in Ghent (Belgium).



Freeway, April 2009 in Pajaritos, Coatzacoalcos, (Mexico) © Tord Avsnes Sæle



October 2011, Ghent (Belgium) © Peter Wyntin

Tug

Dominant (ex-*Michelle D*, ex-*Temar I*). IMO 7381843. Tug. Length 42 m, 649 t. Deflagged from Panama to Comoros for her last journey. Unknown classification society. Built in 1974 in Hendrik-Ido-Ambacht (Netherlands) by Jonker & Stans. Proprietaire Mideast Shipping & Trading Ltd (United Arab Emirates). Detained in 2010 in Durban (South Africa). Sold for demolition in Pakistan.



In Abidjan, June 2007 © Roland Grard / Marine-marchande.net



Cattle carrier

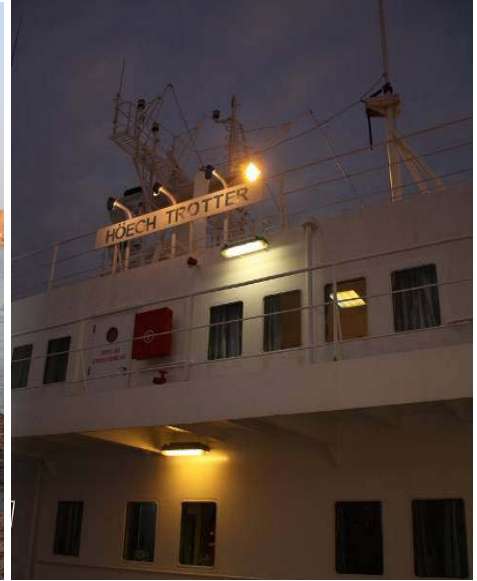
Hereford Express (ex-*Dealco 1*, ex-*Cosmo Star*, ex-*Rimba Star*, ex-*Pacific Star*). IMO 8202202. Cattle carrier. Length 97 m, 2,536 t. Filipino flag. Classification society Bureau Veritas. Built in 1982 in Kochi (Japan) by Kochi Jyuko. Owned by VROON BV (Netherlands). Sold for demolition in India. 468 \$ per ton.



Hereford Express, departing Port Headland (Australia), May 2008 © Tropic Maritime

Car carrier

Hoegh Trotter (ex-Hual Trotter). IMO 8116910. Car carrier. Length 180 m. Norwegian flag (international register). Classification society Det Norske Veritas. Built in 1983 in Toyohashi (Japan) by Kanasashi Zosen. Owned by Hoegh Fleet Services AS (Norway). Sold for demolition in China by Jiangmen Zhongxin Shipbreaking & Steel Co in South China, a 100% « green » facility according to the Norwegian buyer and consultant Grieg Green AS. 400 \$ per ton.



December 4th 2011, the arrival of *Hoegh Trotter* at Jiangmen Zhongxin Shipbreaking & Steel Co.



Photos by NHST Events / Jon Chaplin – all rights reserved

1020 ships for scrap in 2011, a new record

Unit	Tonnage of scrap metal	Category
1 India 458 (45%)	1 India 3,5 million t (43%)	1 bulk carrier: 334 (33%)
2 Bangladesh 145 (14%)	2 Bangladesh 1,6 million t (19%)	2 general cargo: 234 (23%)
3 China, 142 (14%)	3 China, 1,4 million t (17%)	3 tankers : 209 (20%)
4 Pakistan, 108 (11%),	4 Pakistan 1 million t (13%)	4 reefers : 50 (5%)
5 Turkey, 72 (7%),	5 Turkey 206.000 t (3%)	5 container ship : 48 (5%)
6 United States, 19 (2%)	6 United States 131.000 (1%)	

For the third consecutive year, cleaning continues in the shipping world as over one thousand ships are disposed of. With **1020** units going for scrap, **2011** beats the 2009 record (1,006 ships). The demolition market grew by **7%** compared to the previous year in terms of the number of ships and by **27%** by volume of recycled metal. The size of the scrapped vessels is significantly greater with 268 ships over 200m against 168 in 2010. 24 vessels over 300m in length were sent for scrap among which two thirds of tankers and particularly double hulled VLCCs (Very Large Crude Carriers) some as young as 13 to 16 years of age.

Among the vessels scrapped in 2011, 385 (38%) measure less than 150m , 367 (36%) between 150 and 199m , and 268 (26%) over 200m . The ages range from 9 years for the general cargo carrier *S Gabriel*, damaged off the Azores, to 70 for the veteran *Sperry*, a US Navy submarine tender.. The average age is almost stable at **30**.

The evolution radically differs depending on the category of vessels observed. Bulk carriers are three times more likely than in 2010 to be scrapped and at 33% represent the number one category of vessels scrapped ahead of general cargo carriers (23%). The tankers altogether only represent 20% of scrapped vessels and container ships 5%, a decrease in units of -35% for each of these families.

India remains number 1 in volume and units to be demolished, for the 4th consecutive year. Bangladesh retains 2nd place despite the ban on the import of ships to be demolished for half of the year. The ranking is identical to 2010 (except for TURKEY where the number of vessels received in their yards fell). The United States, in full pussy-footing mode, are locally dismantling old hulls from their Reserve Fleet, but sends the bulk of merchant vessels to Asia. All the more easy as it is no longer the Environmental Protection Agency (EPA) who are in charge of controlling the export of hazardous materials (TSCA - The Toxic Substances Control Act), but the Maritime Administration who tend to release the fugitive vessels to the detriment of local yards. Europe is getting nowhere, with the exception of Belgium and Denmark who are consolidating their positions.

The total tonnage of metal scrapped in 2011 exceeded the **8 million** mark.

365 (**36%**) were under a European flag or belonged to companies established in the European Union or the European Free Trade Association (EFTA) and 38% were built in those countries. 586 (**57%**) have been detained in previous years with their crews in ports worldwide, in Europe but also in Russia and Asia for non-compliance with international safety regulations. 981 ships (**96%**) were demolished in Asia.

The purchase prices moderately fluctuated in 2011. After an upward trend before the summer, prices returned to levels comparable to the end of last year, of about \$475 to 500 per ton in the Indian subcontinent; \$400-430 in China and \$330 in Turkey. The prices offered by some European and American sites are rarely disclosed, but the prices were announced as over \$200 per ton in Denmark and the United States. The most expensive ship, *Sun Bridge*, was bought by India at \$726 per ton, a price blown out of the water by the *Canadian Miner* which will be cut and dismantled *in situ* at a cost of \$24 million after her catastrophic towing and grounding- i.e. more than \$2,000 per ton, excluding the cost of environmental damage...

The END

From *Saint-Clair* to *Salam* : the end of a mutant



The French roll-on/roll-off *Saint Clair*, which almost disappeared in 1990 has been lastly delivered to Indian demolishers in Mumbai after a delay of twenty-one years. Built in 1978 at the Tokyo Ishikawajima Ship and Chemical Plant Company yard, she began her career as the Norwegian *Admiral Pacific* initially on a link between Marseilles, the Red Sea and India, and from 1980, between Miami and South America via Panama.

Admiral Pacific © sweie / Ship Nostalgia



Fighting the fire on the ferry *Saint-Clair* in Marseille, August 4th 1990.
© Yvon Perchoc

Acquired in 1982 by *Société Nationale Maritime Corse-Méditerranée* (SNCM) and becoming the French *Saint. Clair*, she was chartered to the Sudcargos group including SNCM, Daher and Naval Caennaise, and operated between Marseilles and the Red Sea or North Africa. On 4 August 1990, when departing Marseilles en route to Tunis with a cargo of cars, trucks and refrigerated trailers, a fire broke out in the car deck and quickly took on such a scale that it took three days to extinguish.



The wreck of the *Saint-Clair* © Yvon Perchoc

One would have thought the vessel was doomed, but her engines were spared, and the wreck was purchased by Egyptian ship-owner El Salam Shipping & Trading. Temporarily renamed *Al Qamar I*, the vessel was towed to Port Said in November 1990 where the Canal Naval Construction shipyard transformed her into a ferry through the installation of four additional decks between the front deck and the rear engine so she could carry around 1400 passengers.



November 1999 : the jumboized *El Salam 89* in Suez © Yvon Perchoc

In 2007, she became a simple roll-on/roll-off after the removal of her passenger accommodation. It may be recalled that the previous year was marked by the dramatic Red Sea ferry disaster involving the *Al Salam Boccaccio 98*, a vessel belonging to the same group, where almost 1,000 perished. The former *St. Clair* made her last short trip as *Salam* under the flag of St Kitts & Nevis.

The former *Saint Clair* was ready for service in 1992 under the name of *El Salam 89*, and began her shuttle service between Suez and Jeddah, mainly carrying Egyptians working in Saudi Arabia.



El Salam 89, April 2006 © Marcin



Suez, June 2007 © Federico Bolognini



In Jeddah (Saudi Arabia), June 2009 © Marc Ottini

Sources

American Bureau of Shipping ; Black Sea Memorandum of Understanding ; Bureau Veritas ; Cape Breton Post (the) ; cargos-paquebots.net ; Chittagong Port Authority (the) ; Clarkson's ; Daily Star (the) ; Det Norske Veritas ; Elwatan ; Equasis ; European Maritime Security Agency ; Germanischer Lloyd ; Global Marketing Systems ; Hindustan Times (the) ; Indian Express (the) ; Indian Ocean Memorandum of Understanding ; Lloyd's List ; Lion Shipbrokers ; Lloyd's Register of Ships ; Marin (le) ; Marine Traffic ; Marine-Marchande.net ; Maritime New Zealand ; Mer et Marine ; Miramar Ship Index ; Mumbai Port Trust (the) ; NHST Events ; Nippon Kaiji Kyokai ; Optima Shibrokers ; Ouest-France ; Presse-Ocean ; Radio Canada ; Robin des Bois, personnal sources et archives ; Russian Maritime Register of Shipping ; Ship Nostalgia ; Shipspotting ; Télégramme (le) ; Times of India (the) ; Tokyo Memorandum of Understanding ; United States Coast Guards ; United States Maritime Administration ; United States Navy ; Vessel Tracker ; Vietnam Register of Shipping ; Ville de Nantes.fr.

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