Ship-breaking

Perin, ex-Perla, the Damned.
She had been abandoned before birth by the Norwegian shipowner that had ordered her. She suffered a number of routine incidents and serious accidents during her life of service for Greek interests, mainly under Liberian or Marshall Islands colours. In June 2013, 2 Filipino sailors were severely hurt on her board by a fire in the machine room. She finished her career by killing at least 5 Indian workers at the Alang ship-breaking yard. Arrived under tow in early April, the ex OBO, IMO 8405842, had obtained her demolition permit by the authorities of Gujarat in early May. She had been beached on plot 140 operated by Paras Steel Corporation under the name Perin. June 28, at least 5 workers were killed because of an explosion while they were cutting tanks #4 and #5; 10 others were hurt.

Before the end of the investigation, authorities charged the management of the yard for non-compliance with standards set by the Gujarat Maritime Board. They did not question the conditions for obtaining environmental clearance and demolition permit from the GMB.

The yard is closed until the end of the investigation. The victims’ families will receive a “compensation” of 500,000 rupees, or 8,325 US$; the sale of the demolished Perin/Perla grossed nearly $ 7 million for her owner. (see p 42)

The Luno
The demolition process of the Spanish cargo Luno, grounded on the beach of Anglet near Biarritz in the southwest part of France, started on March 17 and was supposed to last for 2 months. The beach was finally evacuated on June 20 for final cleaning and reopening before the summer holidays. The prefectoral order prohibiting navigation and nautical activities was repealed on June 30. (see also « Luno, the TK Bremen the other way round », February 18th, 2014)

The forepart of the ship, grounded on the beach, was cut and removed first. On April 20, a major disaster nearly happened: the crane positioned at the end of dike, used to remove the castle, fell on the zodiac of the shipyard team of divers who barely had time to jump into the water.
The mayor remains optimistic and announces on May 6 the "homestretch" since there are no more visible traces of the ship. Indeed, but the submerged parts and dislocated pieces of the wreck scattered around the Cavaliers dam, or farther beyond, remain... Identified by sonar technology, by the amphibious vehicle Salamander and by the divers, 20 “targets” are extracted or hauled on the upper beach, “to the extent possible”: part of the chain stuck in the sand and rocks of the dike cannot be removed; the anchor disappeared. The last section of Luno, 80 tons, was officially removed on June 15.

1244 t of scrap metal were collected and directed to the Aciéries de l’Atlantique factory (department of Landes) and to Arcelor Mittal sites in the Spanish Basque Country. 200 rotations of dump trucks were needed. The cost for the whole operation is estimated at 5 million €, to be paid by the insurer of the ship-owner.

The future arrival of metal scraps on the Basque coast is to be feared even though the Dutch teams of Koole / Svitzer have been using cutting torches rather than the metal shredders which have been operating on the TK Bremen in Brittany. The global assessment on the removal operation held on July 17th in Bayonne observes: « pieces from the ship remain underwater, among which a part of the engine ». If it resurfaces, the anchor will be kept on the beach in memory of the accident. No long-term monitoring of the beach is planned. Feedback from the TK Bremen case in Brittany does not exist.
Gulf War in 1990. In 2000 she is decommissioned and laid up in the Suisun Bay Reserve Fleet. In 2014, the *Northern Light* is sold for demolition to ESCO Marine. She arrives at Brownsville, Texas, on May 4th.

**Northern Light © moore-mccormack**

April 2014, Panama Canal © felipegdep/twitter

*Ponchatoula*, AO-148. OMI 7737092. *Neosho* class replenishment tanker, with a capacity of 180,000 barrels (28,000 tons). Length 200 m, 11,600 t. United States flag. Built in 1955 à Camden (New Jersey, United States) by New York Shipbuilding Corp. She served most of her career in South-East Asia. Her homeport was Pearl Harbor. In addition to her replenishment missions for the US Navy fleet in Vietnam, the ship also assisted the recovery operations for the space projects Mercury and Gemini (1963-1967) and then Apollo. Decommissioned in 1980 and struck from the naval register on August 31st, 1992; laid up in the Suisun Bay Reserve Fleet in California. Owned by the US MARAD (United States)). In April 2014, *Ponchatoula* is sold for demolition to International Shipbreaking. She enters the Mare Islands drydock on May 15th to have a “good wash”, i.e. in particular for the removal of shells and marine organisms stuck to her hull, then leaves San Francisco on June 5th. She arrived in Brownsville, Texas (United States) in July.

*Ponchatoula, 1965 © US Navy*


*Departing San Francisco, © Mike McCullough*

*Wyman*, AGS-34. OMI 7738632. *Silas Bent* class oceanographic and hydrographic research vessel. Length 87 m, 1,935 t. United States flag. Built in 1969 in Bay City (Michigan, United States) by Defoe Shipbuilding Co. She was delivered to the US Navy in 1971 but was operated by a civilian crew. Her mission was to chart the ocean bottom and collect acoustic data and biological and geological samples in order to detect over great distances sounds underwater such as those from enemy nuclear-powered
submarines. Decommissioned and struck from the naval register on May 3rd 1999 and laid up in the Suisun Bay Reserve Fleet in California. Owned by the US MARAD (United States). In 2014, Wyman is sold for demolition to ESCO Marine. She leaves San Francisco along with Northern Light and both ships arrive at Brownsville, Texas, on May 4th.

India : the end of Vikrant
The emblematic INS Vikrant, the first aircraft carrier of the Indian Navy is not yet quite fixed on her fate. Ordered in 1943 to Vickers Armstrong by the Royal Navy, her construction was interrupted at the end of the war. She will remain in drydock for 13 years; in 1957 she was sold to India, then towed to Harland & Wolff shipyard in Belfast where her construction was finally completed, later she entered the service of the Indian Navy March 4, 1961. Decommissioned on January 31st, 1997, the carrier remained at berth in the naval base in Mumbai; open to a limited audience as a museum ship since 2001, her access was closed for safety reasons in 2012.

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In December 2013, the Indian government decided to send the ship to demolition. The High Court of Mumbai authorizes the sale despite the litigation filed by the committee « Save the Vikrant » that campaigned for her renovation to a museum. In March, IB Commercial, a company specialized for 10 years in ship and factory demolition bought the Vikrant. Price: $10 millions. No specific treatment for military ships that are bought at the weight of their scraps, just like the merchant ships. No dismantling plan nor mapping of hazardous wastes; the buyer said he just visited the aircraft carrier 2-3 times to financially adjust the offer. Authorization for demolition is not yet granted: it is suspended to the due soon Supreme Court ruling on the appeal of the Save Vikrant Committee.

However, the Court already authorized the shifting of Vikrant from the naval base to the ship-breaking yard a few kilometers away: from the end of May, the residents of Darukhana and tourists from all over the metropolis of Mumbai may admire the vessel.

Today, the new federal government has said to further consider the option of a museum.

France : Jeanne d'Arc and Colbert
The Navy continues the destocking of its old ships; calls for tenders are only open to European petitioners (see Ship-breaking #34, p 5): since the incident of the Clemenceau (2006), several dismantling contracts have been awarded to companies of the United Kingdom (Able UK in Hartlepool), of Belgium (Galloo Recycling in Ghent) or of France (Gardet and Bezenac in Le Havre and Foselev Marine / Topp Decide in Toulon).

At the end of March 2014, all ships to be deconstructed but whose contracts have not been attributed yet totalled to 50,000 tons. In early June, the Support Service Fleet (SSF) in charge of the ships at the end of their lives, awards the contract to deconstruct the helicopter carrier Jeanne d'Arc and the cruiser Colbert to Bartin, a subsidiary of Veolia. The 2 ships, weighing globally 19,000 t of metal, will be
dismantled at the dry dock of the port of Bordeaux in Bassens, the same place where Bartin carried out the dismantling of the reefer *Matterhorn* in 2012.


**Colbert.** Missile cruiser. Length 180.47 m. Launched on March 24, 1956, decommissioned on May 24, 1991.

The *Jeanne d’Arc*, decommissioned in 2010 at the end of her career as a training ship, received preparation for demolition (fluid extraction and removal of non-recyclable materials), which should allow her departure before the end of the year. The works are expected to last one year, from the de-pollution phase (removal of hazardous materials) to the final cutting of the vessel.

As for *Colbert*, already retired in Bordeaux from 1993 to 2007 as a museum ship, will have there a final journey back. In 2007, the ex-cruiser was towed to the Landevennesc marine cemetery in Finistère. Remained in her original condition and with her asbestos, she will need an acute vigilance during the preparatory phase and final dismantling. The final works should benefit from the feedback from the *Jeanne* and are also expected to last a year.

**What has happened to them?**

*Ship-breaking #35* (p 45) announced the sale for demolition of the *Atlantik Pride* (IMO 8313336) in India. The bulk carrier, renamed *Pride*, was finally beached in Pakistan: on the bow, *Pacific Grace*, her first name until 1988 is still readable…

![Photos at Gadani (Pakistan) © Shahid](image)

The *Orange Breeze* (IMO 8311003) was beached for demolition in Bangladesh though she was expected in India by *Ship-breaking #35* (p 31).

The *Macau Mineral* (IMO 8716021) was renegotiated advantageously: instead of $ 350 in China (*Ship-breaking #34*, p 44), she was sold at 501 $ per ton in Bangladesh; i.e. a gain of $ 3.7 million $ for the shipowner.
Even after suffering a casualty, a wreck is still of metal and may be profitable. In this edition of Ship-breaking, two gas carriers victims of fire have been sold for demolition (see p 46 Benegas and Golden Miller). Benegas left to be broken up 8 years after the casualty. The Thai Kanthicha (IMO 8029753) which also suffered a fire in October 2012 off Thailand (see Ship-breaking #30, p 24) has finally arrived in tow and was beached for demolition in Bangladesh.

Kanthicha, April 2013 © Ship-pics

In Iceland, the disaster reported in Ship-breaking #35 p 3-5 continues: the ex lobster ship restaurant Humarskipid feeds the open air landfill site established by the ship-breaking activities in the bay of Reykjavik with new waste. Like the fish factory ship Obsha and Orlik, she was beached and brutally shredded in Hafnarfjordur on a strip of land stuck in the bay.

The destruction of Humarskipid, Hafnarfjordur (Iceland) © DR – Robin des Bois

At last, the fate of Hugo Chavez Frias, ex Anke Angela (IMO 8417546), stays unknown. Despite a purchase by an enigmatic society DMH International based in Miami, this damaged vessel arrived at Grenaa (Denmark) on March 14th and was taken into care by the Fornaes shipbreaking yard. (see Ship-breaking #35 p 25). Yet she left the Danish coast on June 13th; she is no longer listed in the fleet of ships controlled by Germanischer Lloyd, she’s flying the flag of Togo and is officially named Hugo Chavez Frias. After calls in Larvik (Norway) and Vigo (Spain), she announces to move towards the Mediterranean and Pozzalo at the southern tip of Sicily. A resumption of activities or departure of the ship to the Turkish scrapyard? July 12, a new destination is announced: Aboukir (Egypt). The suspense continues.
Global Spirit, the scapegoat of 2014
April 2014, the Japanese car carrier Global Spirit is announced sale for demolition in India.
Last days of May, a the end of the week, the NGO Shipbreaking Platform located in Brussels issued an ultimatum to the French government accusing it of doing nothing to prevent the departure of the Global Spirit from the port of Le Havre, France being the last Port State before the car carrier supposedly leaves for demolition in India. In fact, the Global Spirit headed at the same time to Southampton in the UK, then to Antwerp, Belgium, continuing its car carrier routine.

In Belgium, the NGO thundered the Belgian government, accused it of being the last receiver of a ship leaving for demolition in India.

The NGO Shipbreaking Platform is satisfied. It has received assurance that the Global Spirit would be demolished in Turkey, the perfect location, according to its statements, for the demolition of European ships. That remains to be seen when one remembers the fatal accidents during the demolition of the Pacific Princess (see “Ship-breaking kills in Turkey,” August 12th, 2013…) and the way the ferry Ostend Spirit ex-Pride of Calais was beached, or crashed (Cf. vidéo) in the shipyards of Aliaga.

The Global Spirit left Anvers on June 26 for Conakry (Guinea), Lome (Togo) and Douala (Cameroon), with her usual cargo of used cars and used construction machinery. She is now heading towards Aliaga.

Recall: on the 74 ships owned by a shipowner from European Union or from EFTA countries, listed for as to be demolished this quarter, 5 were dismantled in Europe.

The funeral flags accept to host the ships in bad conditions and without classification society on their last voyages. They avoid the national flags or major flags of convenience with being involved in the possible accidents during towing or during the demolition. They also avoid certain countries of origin with geographic turmoil or claims from national and international by NGOs and unions. They finally allow to bypass the constraining regulations in force in the Western countries.

<table>
<thead>
<tr>
<th>Ship</th>
<th>Flag</th>
<th>Last name</th>
<th>Flag of the last voyage</th>
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<tbody>
<tr>
<td>Golden Miller, p 46</td>
<td>Bahamas</td>
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<tr>
<td>Ville de Dubai, p 29</td>
<td>Brazil</td>
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<td>Itamonte, p 40</td>
<td>Cambodia</td>
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<td>Jing Pen Hai, p 23</td>
<td>Cyprus</td>
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<td>Sea Breezer, p 36</td>
<td>Italy</td>
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<td>Jolly Verde, p 31</td>
<td>Italy</td>
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<td>Jolly Rosso, p 31</td>
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<td>Giovanni Della Gatta, p 47</td>
<td>Italy</td>
<td>Abyo Two</td>
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<td>Gina Iuliano, p 47</td>
<td>Italy</td>
<td>Abyo Three</td>
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<td>Luciana Della Gatta, p 47</td>
<td>Malta</td>
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<td>Universal Peace</td>
<td>Portugal</td>
<td>Peace</td>
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<tr>
<td>The biggest one p 43</td>
<td>Portugal</td>
<td>Daphne</td>
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<tr>
<td>Princess Daphne p 63</td>
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<td>Solid Pearl</td>
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<td>St Peter the Apostle</td>
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<td>Yang Quan</td>
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<td>Sky Thetys</td>
<td>Kamal XXXVI</td>
<td>Ukraine</td>
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<td>Kamal XXXVI</td>
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<td>Stanislas Kosior</td>
<td>Cape Warrior</td>
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<td>Rheingas</td>
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<td>Nigeria</td>
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Forza Concordia

July 23rd – 9h45 a.m., 2 hours before the departure from Giglio. Press release, “No to Discordia”.

Robin des Bois welcomes the achievement of operation Concordia. The NGO believes that is possible to tow the wreck with minimal risks. The final destination which was ultimately decided by the Prime Minister of Italy Mr. Matteo Renzi reinforces Robin des Bois’ positive assessment. Genoa was once an important ship-breaking yard for vessels at the end of their life and was, amongst all the options evoked over the last year, the most logical option with the best safeguards for a positive end to the demolition of the Concordia.

Italy is opening a royal avenue to reestablish in Europe the demolition of vessels at the end of their working life.

However, if the wreck does not make it safely to the port, the main impacts on the environment will be the dispersion at sea of thousands of more or less floating and non-degradable waste from the decor, the amenities, the cabins, the kitchens and the technical installations of the ex-passenger ship and a radical perturbation to many acres of the precious Mediterranean depths.

July 28th - 10 a.m., 22 hours after the entrance of the convoy into the container port of Genoa

Congratulations to the Italian Government for having chosen Genoa as refuge port for the wreck. After several months of pumping the polluted waters and internal cleaning, the plan is to tow the Costa Concordia one more time to the Genoa commercial port into the San Giorgio del Porto facilities. If pollutions happen during the preliminary stages, they will be easier to remediate than at open sea.

Italy is going to learn the job all over again. Until now end-of-life Italian ships were sent to Turkey or India to be demolished. In this issue of Shipbreaking n°36 are mentioned the beaching of the Jolly Rosso and the Jolly Verde in Alang. The cruise ships Costa Allegra in 2012 (see Ship-breaking #29, p 23) and the Pacific Princess in 2013 had left Genoa for scrapping in Turkey. In Aliaga, the demolition of the Pacific Princess went badly: 2 fatalities.

Hope is that the Costa Concordia example and the willingness of the Italian state to uphold the responsibility until the end of the wreck renew in Europe respectability of a sector unjustly devaluated.
Global assessment from April 1st to June 30th

<table>
<thead>
<tr>
<th>category</th>
<th>recycled metal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 : bulk carriers, 73 (28%)</td>
<td>1 : bulk carriers, 618,000 t (32%)</td>
</tr>
<tr>
<td>2 : general cargo, 64 (24%)</td>
<td>2 : tankers, 498,000 t (26%)</td>
</tr>
<tr>
<td>3 : tankers, 46 (17%)</td>
<td>3 : container ships, 465,000 t (24%)</td>
</tr>
<tr>
<td>4 : container ships, 41 (16%)</td>
<td>4 : general cargo, 181,000 t (9%)</td>
</tr>
</tbody>
</table>

263 ships left the fleet during the 2nd quarter. The cumulative demolition will recycle nearly 2 million t of metal. 85 (32%) were built in Europe, 74 (28%) owned by European companies, 245 (93%) wound up in Asia.

The pace of vessels to be broken up is slightly higher (20 ships per week vs. 18 during the first part of the year).

<table>
<thead>
<tr>
<th>recycled metal</th>
<th>ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 India, 820,000 t (42%)</td>
<td>1 India, 105 (40%)</td>
</tr>
<tr>
<td>2 China, 412,000 t (21%)</td>
<td>2 China, 51 (19%)</td>
</tr>
<tr>
<td>3, Pakistan, 305,000 t (16%)</td>
<td>3 Bangladesh, 37 (14%)</td>
</tr>
<tr>
<td>4 Bangladesh, 243,000 t (13%)</td>
<td>4 Turkey, 27 (10%)</td>
</tr>
<tr>
<td>5 Turkey, 68,000 t (4%)</td>
<td>5 Pakistan, 22 (8%)</td>
</tr>
</tbody>
</table>

India maintained its first place in number of vessels scrapped, 105 total (40%) as well as in tonnage of recycled metal (42%) ahead of China.

Rates offered by shipyards have not experienced significant changes. India has treated itself with the most expensive ships of the quarter, the gas carrier Rheingas ($715 per ton) and the chemical tanker Theresa Mars ($720) with their high content of stainless steel.

The bonus granted for dismantling a Chinese ship in China in conjunction with the construction of a new vessel in a Chinese shipyard enables to compensate tariffs well below the rates offered by scrapyards in the Indian subcontinent. This subsidy policy of both shipbreaking and shipbuilding is expected to last until 2015. The Chinese owners take this opportunity to restructure their fleets. COSCO announced plans to demolish a dozen container ships and 4 bulk carriers and commanded at the same time more mega container ships of 10,000 boxes.

A few unusual destinations have appeared. It’s hard to say though whether they announce a perennial or simply an opportunistic industry: Indonesia (Marigold, p 34), Vietnam (Van Xuan, p 28), Netherlands Antilles (Lady Marianne, p 15).

After bars, the demolition

64 (25%) of ships sent to demolition were controlled by a classification society not member of the IACS (International Association of Classification Societies) or not controlled at all. Sub-standard ships have still priority for departure: at least 146 (56%) were subject to prior detentions(s) in world ports with an average of 75% for general cargo carriers, 70% for the reefers and 60% or bulk carriers, les car carriers, Ro-Ros and ferries.
The gold medal for sub-standard ships is obtained with 13 detentions, jointly by the general cargo carrier *Venus* (p 20) and the reefer *Sam* (p 12), both demolished in India. They precede the *Ri Sheng*, 12 detentions (p 26) dismantled in China then the *Toulon* (p 38) and the *Yang Quan* (p 60) 11 detentions, respectively demolished in Turkey and in Bangladesh.

**Years and meters**

Ages of the ships taken out of service range between 13 years old for the general cargo carrier *Andromeda* destined for Turkey and 59 years for the passenger ship *Princess Daphne*, beached in India and the ex replenishment tanker of the US Navy *Ponchatoula* demolished in the United States. The average age is 29 years. 43 years for passenger ships, 34 for Ro-ros, 26 for oil tankers and 21 for container ships. 111 ships are less than 150 m long, 85 measure between 150 and 199 m and 66 more than 200 m. The biggest ship is the tanker *Universal Peace*, 343 m, demolished in Bangladesh.

![Universal Peace © Hajo Schaefer](image)

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**Fishing ship**


![Jannie Helena © Henk Perdok](image)  
![Athenea, off Dakar (Senegal), January 2006. © Vladimir Knyaz](image)


**Reefer**


**Sam** (ex-Adi II, ex-North Star, ex-Walili) IMO 7916454. Reefer. Length 91 m, 2,000 t. Togolese flag. Classification society Bulgarski Koraben Registar. Built in 1980 in Shimizu (Japan) by Miho. Owned by Sigma Grains Ltd (Lebanon). Detained in 2001 in Dieppe (France), in 2004 in Zeebrugge (Belgium) and Gdansk (Poland), in 2005 in Sheerness (United Kingdom), in 2008 in Koper (Slovenia), in Chioggia (Italy), in Douarnenez and in Brest (France), in 2011 in Aliaga (Turkey) and Damietta (Egypt), in 2012 in Nea Moudhania (Greece) and in 2012 and 2013 in Novorossiysk (Russia). Gold medallist on the substandard ship podium with 13 detentions. For her last voyage, she leaves her usual European waters and is beached for demolition outside Europe, in India.


_Tatarstan, October 2012. reefer in support of fishing vessels, at sea near Vladivostok (Russia) ©Vitali


_Reefer Win Shing 1 at Singapore, August 2013. © John Wilson

**Miscellaneous**

**Dredger**

Kamal XXXVI. IMO 8719463. Dredger. Length 80 m, 2,496 t. Sierra Leone flag. Unknown classification society. Built in 1987 in Rostock (Germany) by Neptun VEB. Owned by Black Sea and Azov Sea Dredging Company (Ukraine). The ship was chartered by Jaisu Dredging & Shipping Ltd (India), India’s biggest private dredging contractor, for its dredging operations in the Indian ports among which Kochi, Kandla and Mumbai. The dredger was operated by a crew of 31 Indian sailors and 8 Ukrainians. In 2013, Jaisu is in financial troubles; the company has just been debarred from carrying out the dredging operations in Kochi and is asked for compensations due to uncompleted works. At least 7 dredgers are left abandoned off Mumbai for several months with their crews. In June, the Ukrainian chief engineer on board Kamal XXXVI is found dead. In July, the High Court of Mumbai orders the Port Authorities to provide all the crews with fresh water, food and fuel and to arrange for their repatriation; in August the Court orders the sale of 3 dredgers Kamal XXIX, XXXIII and XXXVI. Numbers XXIX and XXXIII are quickly sent to demolition along with Nr XLVI (Cf Ship-breaking # 33, November 2013) followed by XXV and XXVII (Ship-breaking # 35). At last, on May 3rd, 2014, Kamal XXXVI is beached for demolition at Mumbai ship-breaking yards.

_Kamal XXXVI, in operation at Kochi port (India), May 2011 © Jimmy Jose_
Research vessel


Offshore supply vessel


1997. Grampian Prince is watching the air pollution released by gas flaring on the FPSO Anasura in the Shell North Sea oil fields. © Ian Gourlay

April 2014. Grampian Prince arrived in Grenaa under her own power from Aberdeen / UK © Bendt Nielsen


Lady Marianne, March, 2008, in Santa Anna Bay, Willemstad, Port of Curacao, Netherlands Antilles © Cees Bustraan

Demolition works are carried out afloat; a shearing vehicle is moved aboard the ship to be shredded: pieces are dropped on land, or in the water... The ship-breaking yard has already been noticed for scrapping the gas tanker Oranjestad, ex French automotive Romarin (Cf Ship-breaking # 32, p 45). Doubts concerning the implementation of the Cartagena Convention for the Protection of the Marine Environment in the Caribbean Region are getting higher.

Lady Marianne, June 12, 2014. Being scrapped at the Antillean Scrapyard Willemstad, © Cees Bustraan

Thomas de Gauwdief (ex-Pauliturm). IMO 7052961. Offshore supply vessel. Length 54 m, 626 t. Comorian flag. Classification society Germanischer Lloyd. Built in 1971 in Lauenburg (Germany) by Hitzler. The Dutch Thomas de Gauwdief was involved in the Otapan saga in 2006: she towed the tanker from Amsterdams towards the Turkish ship-breaking yards, then went wandering around the Greek Isles and finally brought back the Otapan to the Netherlands 6 weeks later. The Otapan, immobilized since 1999 in Amsterdam, had been denied entry by the Turkish authorities due to a false declaration on the amount of asbestos on board. Thomas de Gauwdief left Europe in 2007 bound to India and was deflagged to Mongolia, later to Comoros. Owned by Ocean Sparkle Ltd (India). She was operated in the Indian Ocean as an offshore supply vessel, and has just been beached for demolition in Pakistan.

Tug

Global Success I (ex-Singapore, ex-Smitwijs Singapore, ex-Smit Singapore) IMO 8213964. Tug. Length 75 m, 2,833 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1984 in Delfzijl (Netherlands) by Niestern Sander. In 2012, she took part to the salvage operations on the Rena, grounded on the Astrolabe reef near tauranga (New Zealand). She was acquired from her Greek owner Diavlos Salvage & Towage Ltd by the specialist in the trade of end of life ships GMS in order to have her deliver ships to demolition. Thus, she has been towing two German gas tankers from Algeciras (Spain) all the way down to Alang (India): at first Isabella, renamed Marisa (Cf. Ship-breaking # 34, p 12) in December 2013, then in April 2014 her sistership Anabella renamed Bella. This was the last mission for the Global Success I, ex-Smit Singapore; on May 29 th, the tug is also sent for scrapping in a nearby ship-breaking yard.

Heavy load carrier

General cargo

**Noora II, ex-Penhir**

This relatively small ship (4,446 tons deadweight) had a career of thirty-four years (eight under the French control) with a wide variety of voyages. She was beached for demolition at Alang on May 23, 2014 under her last name, *Noora II*.

She was built in 1980 by the Orskov shipyard, in Frederikshavn, Denmark, as the Danish *Frelsen Eva* for the Copenhagen-based shipping company Frelsen. 101 meters long, 17.10 meters wide, she was a very versatile cargo, capable of carrying 326 containers (TEUs) and any other type general cargo. Her 2 cranes with each a 80 t handling capacity made her very self-sufficient.

*Frelsen Eva*, Felixtowe (United Kingdom), February 1982 © Transportsofdelight

From June 1981 to February 1982, she was named *Jugo Express* as a result of a chartering and operating primarily between the United States and Libya and later *Frelsen Eva* again; she changed owners the autumn of 1982, acquired by Knud I. Larsen shipping company, also Copenhagen-based, as the *Susanne Sif*. After a few trips to Nigeria, the Scandutch consortium - consisting of Scandinavian shipowners, the Dutch operator Nedlloyd and the French operator Compagnie Générale Maritime - chartered the ship. For this reason, she was renamed *Scandutch Orient* in May 1983 and then served as a feeder (redistribution of containers) in the Far East, mainly from Hong Kong to Taiwan and the Philippines. At the end of this six-year charter in the spring of 1989, she again took the name of *Susanne Sif* and sailed for the rest of the year all around the Indian subcontinent (India, Sri Lanka, Bangladesh).

She was acquired at the end of the year 1989 by Compagnie Morbihannaise et Nantaise de Navigation (Worms Group) and became the *Penhir* under the flag of Saint Vincent. Delmas chartered her again under medium-term from September 1989 on for service on the Mediterranean–Guyana – Amazon Line acquired the year before from Chargeurs Réunis. She was renamed at the time *C.R.Montjoly*. This charter ended in April 1992. The *C.R.Montjoly* was renamed *Penhir* again, but under the flag of French Southern and Antarctic Lands (Kerguelen). Her main activity was now transporting materials on behalf of National Defense, departing Lorient, Cherbourg or Brest towards the Antilles and French Guiana-based forces, and to some countries of the African west coast. When not used for military transport, the *Penhir* also made “civilian” trips, among others for example two transports of flour between Rouen and Algeria in July 1994 and January 1995.

The vessel was sold in mid-1997 to Neptune Investment Ltd, Port Vila (Vanuatu) and became the *Capitaine Wallis* under the flag of Vanuatu (formerly New Hebrides). Her main duty was then the New Zealand / Australia / Fiji service. Renamed *Capitaine La Pérouse* in July 2001, she diversified her destinations in the Pacific, reaching areas as far as Papua New Guinea, Nauru, Kiribati, etc.

*Capitaine Wallis* in Lyttelton (New Zealand), August 1998 © A. Calvert
In March 2004, the ship changed geographical area and left for the Persian Gulf after her acquisition by Al-Abdeen Investments Establishment, Sharjah (United Arab Emirates); renamed **Two Rivers II**, she took the flag of Barbados sailing mainly between the UAE and Umm Qasr, Iraq. In 2007, she became the Panamanian **Artimis** under management of the Danish company Container Leasing, in February 2010 the Panamanian **Samin** and in October 2010 the **Noora II**, still under the Panamanian flag for Musandam Shipping, Dubai, which would be her last owner.

![Two Rivers II in Singapore, March 2004 © M G Klingsick](image)

### The quarrel between Robin des Bois and the Penhir

Robin des Bois knows quite well vessels from 'Morbihannaise de Navigation', and had been surprised in January 1995 by the imminent departure to Algiers of the Penhir. At the time trade relations were suspended – The Penhir had sailed from Lorient and was in Rouen, Robin des Bois then communicated on "a possible delivery of weapons" – In response to Robin des Bois' hypothesis, 'Morbihannaise de Navigation' answered that the Penhir was indeed heading for Algiers to deliver flour. All maritime and air links between France and Algeria were suspended. A few days earlier, an Air France plane had been hijacked. The terrorists' mission was, reportedly, to crash into the Eiffel Tower. The terrorists' plan was halted thanks to a French commando intervention at the 'Marseille-Marignane' airport.

Robin de Bois replied tit for tat to the 'Navigation de Morbihannaise' press release: Flour? yes ! but for who?

Indeed, vessels from 'Morbihannaise de Navigation' did not usually participate in humanitarian missions. Their clients were governments and the Breton cargo ships were sent to Burma, Syria, Libya and Pakistan delivering, according to official declarations, "pipes and steel."

'Défense Conseil International' which groups all French arms producers was at the time a minority shareholder of 'Morbihannaise de Navigation'. Robin des Bois was immediately brought before the Paris Court for spreading false information about the shipping company and sued for remedies. The Court dismissed all charges that were brought forward. 12 years later, the wind changes direction, a 'Morbihannaise de Navigation' vessel unloaded at the Port of Le Havre thousands of tons of contaminated soil from the dumping of toxic waste in Abidjan by the Probo Koala (1). Robin des Bois played an active role in this successful outcome (2).

(1) The **Probo Koala** was demolished in China in 2013, cf “The end of the **Probo Koala**” (February 7th, 2013)

(2) See Robin des Bois’ file on **Probo Koala** waste in the **Côte d’Ivoire** (French only) Link to press releases on the **Probo Koala** in English

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Russian Maritime Register of Shipping. Built in 1981 in Rostock (Germany) by Neptun VEB. Owned by Azia Shipping Holding Ltd (Cyprus). Detained in 1997 in Rotterdam (Netherlands), in 2009 in Lianyungang (China), in 2012 in Guangzhou (China) and in 2013 in Rizhao (China). Sold for demolition in India.


Arctic Sky (ex-Millenium Dragon, ex-Luis Aboitiz). IMO 9111242. General cargo. Length 134 m, 5,111 t. Deflagged from Malta to Tuvalu pour for her last voyage as Arctic S. Classification society Russian Maritime Register of Shipping. Built in 1996 in Kherson (Ukraine) by Khersonskyi SZ. Sold by her Finnish owner Solchart Ltd Oy to Urizen Shipping Ltd, a Virgin Islands-based shell company just prior to her departure for demolition in India.


Azovski Vet (ex-Ergene, ex-Dundas, ex-Almaco 1, ex-Volgo-Balt 142). IMO 8230168. General cargo. Length 114 m. Cambodian flag. Classification society Ukraine Register of Shipping. Built in 1971 in Komarno (ex Tchecoslavakia) by ZTS. Owned by Channel Venture Holdings Inc (Russia). Detained twice in 2010 in Kherson (Ukraine), in 2011 in Odessa (Ukraine) and Poti (Georgia), in 2012 in Azov (Russia), Samsun (Turkey), Aliaga (Turkey) and Novorossiyusk (Russia), in 2013 in Temryuk (Russia) and in 2014 in Kherson again. Sold for demolition in Turkey.


In the Gulf of Finland, March 2011 © Ace safari / MarineTraffic


Baska (ex-Magnolia I, ex-Magnolia ex-Dever, ex-Magnus E, ex-Veerhaven, ex-Magnolia). IMO 8301979. General cargo. Length 96 m. Moldovan flag. Classification society Polish Register of Shipping. Built in 1983 in Leer (Germany) by Jansen. Owned by VEMA Shipping Co Ltd (Greece). Detained in 2009 in Ghent (Belgium) and Rosslare (Ireland), in 2010 in Waterford (Ireland), Santander (Spain) and Manfredonia (Italy) and in 2013 in Bourgas (Bulgaria). Sold for demolition in Turkey.


At Singapore, February 2010 © MG Klingsick


Independent (ex-Duobulk, ex-Fjellvang, ex-Marpol Gyda II, ex-Eide Rescue V, ex-Monchgu). IMO 8843874. General cargo. Length 92 m. Comorian flag. Classification society Lloyd’s Register of Shipping. Built in 1982 in Rostock (Germany) by Neptun VEB; jumboized in 1998 and lengthened from 76 to 92 m. Owned by Torbulk Ltd (United Kingdom). Detained in 2001 in Saint-Malo (France), in 2008 in Bremen (Germany), in 2009 in Southampton (United Kingdom) and in 2010 in Dublin (Ireland). Laid up since January 2013 in Shoreham (United Kingdom) and towed for demolition to Gallo Recycling in Ghent (Belgium).


Seen at Surabaya outer road on November 20066 © Ivan Meshkov


Kocatepe S off Istanbul, (Turkey), June 2013 © Frank Behrends


Liber at Sevastopol, Ukraine, September 2011 © Yevgenii/MarineTraffic

Lorcon Zamboanga (ex-Asian Orchid, ex-Kyowa Orchid). IMO 8400488. General cargo. Length 100 m, 2,447 t. Deflagged from Panama to Tuvalu for her last voyage as Lorcon. Classification society Nippon Kaiji Kyokai, International Ship Classification for her last voyage. Built in 1984 in Kochi (Japan) by Kochi Jyuko. Sold by her Filippino owner Lorenzo Shipping Corp to the Indian Doehle Danautic India Pvt Ltd just prior to her departure for demolition in Bangladesh.


New Fortune March 24, 2012 © Vitaliy Kharchenko

Noora II (ex-Samin, ex-Artimus, ex-Two Rivers II, ex-Capitaine La Perouse, ex-Capitaine Wallis, ex-Penhir, ex-CR Montjoly, ex-Penhir, ex-Susanne Sif, ex-Scandutch Orient, ex-Susanne Sif, ex-Jugo Express, ex-Frellsen Eva IMO 7928225. General cargo. Length 102 m, 2,147 t. Panamanian flag. Classification society International Register of Shipping. Built in 1980 in Frederikshavn (Denmark) by Orskov Christensens. Owned by Musandam Shipping LLC (United Arab Emirates). Detained in 2004 in Sydney (Australia) and in 2009 in Bandar Abbas (Iran). Sold for demolition in India. See also her detailed career in the introduction of the chapter “general cargo” p 17.

The Danish *Pegasus* at Gadani, Pakistan. © Shahid

**Reketjord Stone (ex-Michelle, ex-Amulet)**. IMO 7359199. General cargo. Length 94 m. Maltese flag. Classification society Det Norske Veritas. Built in 1975 in Svendborg (Denmark) by Svendborg Skibs. Owned by Amasus Shipping BV (Netherlands). Sold for an unknown destination of demolition, the vessel still is in Amsterdam and may be dismantled in a local yard.

Northsea, June 2010 © Beer Stellingwerff

**Ri Sheng (ex-He Tong, ex-Kohshin Maru)**. IMO 8508761. General cargo. Length 68 m. Cambodian flag. Unknown classification society. Built in 1985 in Kinoe (Japan) by Sasaki Zosen. Owned by Yan Tai Hong Ye Shipping Co Ltd (China). Detained in 2004 in Tokyo (Japan), in 2005 in Chiba (Japan) and Moji/Kitakyushu, (Japan), in 2010 in Tokyo again, in 2011 in Tokyo still then in Qingdao (China), Onomichi (Japan), Taizhou (China) and again in Moji/Kitakyushu, in 2012 in Tokuyama (Japan) and Ningbo (China) and in 2013 one more time in Tokyo. With 12 detentions, she deserves the silver medal on the podium of substandard ships. Sold for demolition in China.

The detentions of *Ri Sheng* © Robin des Bois


Solid Pearl (ex-Dang Mahligai, ex-Oriental Venus). IMO 8406030. General cargo. Length 98m, 2,167 t. Tuvalu flag for her last voyage as Pearl. Classification society American Bureau of Shipping. Built in 1984 in Kure (Japan) by Kegoya. Resold by her Filippino owner to the Indian Doehle Danautic India Pvt Ltd before to be demolished in Bangladesh.


**Toulon** (ex-Robin I, ex-Princess Roby, ex-Sammarina I, ex-Foisor), IMO 7829326. General cargo. Length 131 m. Togolese flag. Classification society Ukraine Register of Shipping. Built in 1978 in Braila (Romania) by Braila SN. Owned by Vernon Shipping Ltd (Ukraine). Detained in 2001 in Ravenna (Italy), in 2003 in Antwerp (Belgium), in 2004 in Piraeus (Greece) and in Rijeka (Croatia), in 2006 in Novorossiysk (Russia) and Nikolayev (Ukraine), in 2008 in Varna (Bulgaria, in 2010 and 2011 in Nikolayev again, in 2012 in Alexandria (Egypt) and in 2013 in Constanta (Romania). Bronze medallist on the substandard ships podium with 11 detentions. Sold for demolition in Turkey.

*Van Xuan* (ex-Elisabeth Schulte, ex-Manora Bay, ex-Elisabeth Schulte, ex-Medipas Wave, ex-Elisabeth Schulte). IMO 8322492. General cargo. Length 135 m. Vietnamese flag. Classification society Vietnam Register of Shipping. Built in 1984 in Ulsan (South Korea) by Donghae SB Co. In June 2013, *Van Xuan* is arrested following a decision of Singapore High Court, along with Vinalines Brave, Vinalines Freedom, Vinalines Pioneer and Me Linh, due to unpaid debts of her Vietnamese owner Vinalines to creditors. *Van Xuan* is so far the only one to have left the Vinalines fleet; she is one of the oldest in the fleet along with *Me Linh*. Sold for demolition in a local Haiphong ship-breaking yard (Vietnam).
Venus (ex-Skipper, ex-Skipper K, ex-Maria L, ex-Seawave, ex-Hirsova). IMO 7942441. General cargo. Length 131 m, 3,277 t. Tanzanian flag. Classification society Bulgarski Koraben Register. Built in 1980 in Braila (Romania) by Braila S.N.. Owned by Zahra Maritime (Lebanon). Detained in 1998 in Cardiff (United Kingdom, in 1999 in Thessaloniki (Greece) and Antwerp (Belgium), in 2000 in Bremen (Germany), in 2001 in Taranto (Italy), in 2002 in Waterford (Ireland) and Grado (Italy), in 2005 in Castellon de la Plana (Spain) and Lisbon (Portugal), in 2006 in Santander (Spain), in 2013 twice in Valletta (Malta) and in 2014 in Bandar Khomeini (Iran). Gold medallist on the podium of substandard ships with 13 detentions, she is also send for demolition from Europe to India.

Ville de Dubai (ex-Ilona). IMO 9153678. General cargo. Length 132 m, 5,075 t. Deflagged from Bahamas St. Kitts and Nevis for her last voyage as Will. Classification society American Bureau of Shipping. Built in 1996 in Wuhan (China) by Qingshan. Sold in April 2014 by her Norwegian owner Wallem Shipmanagement Ltd to Windspeed Enterprise Ltd, a Hong Kong-based shell company just prior to being beached for demolition in India. 374 $ per ton.


Ro Ro

The average age of Ro Ros to be broken up this trimester is 34 years. Meanwhile, the Cape Ray, a Ro Ro built in Sakaide (Japan), 37 year old, quite old enough to be scrapped, is converted by the US Navy for activities of destruction of hazardous materials beyond any regulatory framework: she “neutralizes” the Syrian chemical weapons somewhere in the Mediterranean.


El Morro (ex-Kainalu, ex-Caguas, ex-Eastern Light, ex-Gulf Bear, ex-El Taino). IMO 7367445. Ro Ro. Length 241 m. United States flag. Classification society American Bureau Of Shipping. Built in 1974 in Chester (United States) by Sun Shipbuilding; jumboized in 1976 and lengthened from 213 to 241 m. the Ro Ro cargo ship El Morro, veteran of the Sea Star Line Co LLC (United States) on its Florida / Puerto Rico lines, is one of the very rare vessel from the US merchant fleet to be dismantled in the United States: she arrived at the ship-breaking yards at Brownsville, Texas, in May.

El Morro arriving at Port Everglades on November 26, 2011 © Wil Weijsters

Off Zonguldak (Turkey), November 2011 © Erol Kağitci

Jolly Rosso (ex-CGM Renan, ex-Jolly Rosso, ex-Gdansk II). IMO 7931777. Ro Ro. Length 199 m, 13,696 t. Deflagged from Italy to St. Kitts and Nevis for her last voyage as Ross. Classification society RINA. Built in 1983 in Puerto Real (Spain) by Astilleros Espanoles (AESA). Owned by Ignazio Messina & C SPA (Italy). Detained in 2011 in Castellon de la Plana (Spain). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 500 $ per ton and an additional payment for bunkers.

Jolly Rosso berthed at Castellon Port, Spain, April 2014 © Manuel Hernández Lafuente

Jolly Verde (ex-Wroclaw). IMO 7931789. Ro Ro. Length 199 m, 13,696 t. Deflagged from Italy to St. Kitts and Nevis for her last voyage as Verd. Classification society RINA. Built in 1983 in Puerto Real (Spain) by Astilleros Espanoles (AESA). Owned by Ignazio Messina & C SPA (Italy). Sold as is in Jebel Ali (United Arab Emirates) for demolition in India. 500 $ per ton and an additional payment for bunkers.


Noora Moon 1, March 2012 © Mohamad Ismail

Tyrusland (ex-Jolly Ocra, ex-Tyrusland). IMO 7718503. Ro Ro. Length 190 m, 11,057 t. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1978 in Chiba (Japan) by Mitsui; jumboized in 1995 and lengthened from 165 in 190 m. Owned by Imperial Ship Management AB (Sweden). Sold for demolition in India. 504 $ per ton including 2 working bronze propellers.
Container ship

APL Jade (ex-Hyundai Grace, ex-APL Jade, ex-NOL Sheratan, ex-Neptune Sheratan). IMO 9081203. Container ship, 4388 teu. Length 294 m, 21,526 t. For her last voyage as Jade, she was deflagged from Singapore to Sierra Leone and left her Classification society American Bureau of Shipping for International Register of Shipping. Built in 1995 in Koje (South Korea) by Samsung. Detained in 2014 in Hong Kong. Sold by her Singapore owner to the Indian Prayati Shipping prior to her departure for demolition in India.

APL Jade leaving Port Adelaide, Australia, on September 2013 © sema4 / Shipspotting


Berulan approaching the port of Havana (Cuba) on 13th, May 2013 (passing by the lighthouse of Morro Castle). © Manuel Mohedano Torres


Wellington, a container ship beached in Gadani © Shahid


Hyundai Duke arriving at Busan New Port, South Korea. October 18, 2012 © Lappino


Hammonia Caspium (ex-CMA CGM Beirut, ex-Maersk Portland, ex-Mare Caspium, ex-ANL China, ex-NYK Minera, ex-Mare Caspium). IMO 9110951. Container ship, 2959 teu. Length 196 m, 13,629 t. Liberian flag. Classification society Germanischer Lloyd. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Hansa Mare Reederei GmbH & Co KG (Germany). Detained in 2001 in Port Botany (Australia) and in 2003 in Melbourne (Australia). Sold for demolition in India.


Sea of Japan, March 2012 © Alexey Solonenko


Marigold Star, April 26, 2014 caught today at Bangkalan scrapyard, Madura (opposite Surabaya) © Pieter Melissen


Messologi anchored at Valencia, Spain on March 2014. © Antonio Alcaraz Arbelo


MSC Fuji at Drapetsona Bay, Piraeus, Greece. February 2014 ©Dennis Mortimer


**Sea Breezer (ex-Sea Breeze, ex-vento di Ponente, ex-Sea Breeze, ex-CMA CGM Fes, ex-Sea Breeze, ex-Action F, ex-Steamers Prestige).** IMO 9151888. Container ship, 650 teu. Length 96 m, 4,219 t. Deflagged from Cyprus to St. Kitts and Nevis for her last voyage. Classification society Germanischer Lloyd. Built in 1999 in Nanjing (China) by Jinling SY. Sold by her Cyprus owner Nautique Shipping Co to Ocean Shell Shipping LLC, a United Arab Emirates-based shell company just prior to her departure for demolition in India.

![Valletta Grand Harbour, Malta, October 2009 © Anthony Vella](image)

**Shen Tou Wan (ex-Saronikos Bridge, ex-CMA CGM Makassar, ex-Hanjin Felixtowe).** IMO 8814512. Container ship, 2917 teu. Length 243 m, 12,872 t. Chinese flag. Classification society China Classification Society. Built in 1990 in Koje (South Korea) by Samsung. Owned by COSCO (China). Detained in 2009 in Shenzen (China). Sold for demolition in China. 4 millions de $, i.e. 311 $ per ton.


![Sun Road, under the Bayonne Bridge, Kill van Kull strait, New Jersey, United States, June 2010 © Joe Becker](image)


At Port Phillip Bay, July 2011 © A Mackinnon


YM Xiamen at Jebel Ali, United Arab Emirates
January 2012 © Viktor

Tanker


**Avaré.** IMO 7358054. Tanker converted to FPSO (Floating Production Storage and Offloading unit) in 1998. Length 175 m, 7,843 t. Deflagged from Brazil to Tanzania for her last voyage as **Vare.** Classification society American Bureau of Shipping. Built in 1975 in Jacuacanga (Brazil) by Verolme do Brasil. Sold to the American EXIM INC just prior to her departure under tow for demolition in India.


![CE Wave at Thessaloniki, Greece, May 2009](https://example.com/ce_wave_thessaloniki.jpg) © Giorgos Tsampazis


![Delta 7 at Singapore, April 2011](https://example.com/delta_7_singapore.jpg) © M G Klingsick


*Eagle Subaru at Houston, Texas, United States, January 2010 © Alexander Demin*


*Anchored at Singapore, November 2011 © John Regan*


**Itamonte**. IMO 8920490. Tanker. Length 187 m, 10,146 t. Deflagged from Brazil to St. Kitts and Nevis flag for her last voyage as **Amonte**. Classification society Lloyd’s Register of Shipping. Built in 1995 in Rio de Janeiro (Brazil) by EISA-Ilha. Sold by her Brazilian owner Petrobras to Providence Shipping, a Panama-based shell company, just prior to her departure for demolition in India.

*Itamonte under repairs at Guanabara Bay/Rio de Janeiro. © Edson de Lima Lucas*


*Jens Jacobsen © Alexander Demin*
**Kappa (ex-Sea Lion, ex-Taipan, ex-Laura).** IMO 9008718. Tanker. Length 232 m, 15,301 t. Liberian flag. Classification society Bureau Veritas. Double hull tanker built in 1992 in Mizushima (Japan) by Sanoyas Hishino Meisho. Owned by FAL ShippingCo Ltd (United Arab Emirates). Detained in 2011 in Bandar Khomeini (Iran). Sold as is in Fujairah (United Arab Emirates) for demolition in Pakistan. 490 $ per ton including sufficient bunkers for the voyage.

At Gadani (Pakistan) © Shahid


Perla (ex-Perka, ex-Puma, ex-Marina, ex-Marina L, ex-Probo Britt). OMI 8405842. Tanker. IMO 183 m, 13,650 t. Liberian flag. Classification society Bureau Veritas. Detained in 2005 in St Croix (United States) and in 2010 in Ashdod (Israel). Ordered in 1984 to the South Korean shipbuilding yard Hyundai in Ulsan by the Norwegian company A/S Bill Brit, she should have been named Probo Britt. 2 sisterships, Probo Biakh and Probo Brali, had already been delivered to the Norwegian shipowner. These combined carriers or OBO (Ore/Bulk/Ore) were presented as “the examples of Norwegian ships of the future” by the Norwegian Shipping Association but the contract for a third ship of the kind was cancelled before delivery.

The construction started in 1986 and was completed in 1988. The ship was eventually delivered to the Greek ship owner La Fontana Nobla Ltd and named Marina L.

She changed hands several times, was renamed and reflagged with a preference for the Liberian colours. As Perka in March 2009, she suffered an outbreak of fire that the crew was able to put out while the ship was at anchorage in Falmouth Bay (United Kingdom). 2 months later, she ran aground at Lagos (Nigeria) with a cargo of 33,000 t of gasoil and gasoline. She was refloated, her hull temporarily patched and the cargo transhipped at Tema (Ghana); Perka was then towed to Greece to be repaired.
In July 2010, she was acquired by Perla Navigation based in Piraeus (Greece) and was renamed Perla. In June 2013, the tanker was sailing in the Arabian Sea. She had departed Argentina with a cargo of soya bean oil to be delivered in Bandar Abbas, Iran. On June 7, the ship suffered a machinery fire off the Somali coast. Powerless and adrift, she was vulnerable to pirate attacks. HMAS Newcastle, an Australian frigate conducting maritime security operations in the region as part of the Combined Maritime Forces came to the rescue. Casualties were provided medical treatment; 2 Filippino seamen were badly injured with 3rd degree burns and had to be evacuated to a hospital at Port Victoria, Seychelles, by another navy vessel, the Spanish SPS Numancia.

The Greek company Five Oceans Salvage was contracted the salvage operations and the ship was declared a “total loss” as at June 7, 2013.

In February 2014, Perla was acquired by Total Marine based in Mumbai (India) and towed for demolition in Alang; she was beached as Perin on April 5. Dismantling operations started only in June. This time, Perla killed. On June 28, 5 Indian workers die in an explosion while they were cutting the ship. See «Perin, ex-Perla, the Damned», p 1.


Ema, alias Pratibha Bheema of the Indian owner Pratibha Shipping and her rescue boats. © Shahid

Rose (ex-D-Roseline, ex-Racer I, ex-Stromboli, ex-Elba, ex-Kapitan Nagonyuk). IMO 8207006. Tanker. Length 151 m, 6,100 t. Sierra Leone flag. Classification society RINA. Built in 1984 in Split (Croatia) by Brodosplit. Sold to the Indian Prayati Shipping just prior to her departure for demolition in India.

**Seair Queen** (ex-Cesaria, ex-Overseas Primar, ex-Primar, ex-BP Advocate, ex-Onomichi Spirit). IMO 8716722. Tanker. Length 182 m, 8,120 t. Sierra Leone flag. Classification society Phoenix Register of Shipping. Built in 1988 in Onomichi (Japan) by Onomichi Zosen. Sold to the Indian Doehle Danautic India Pvt Ltd before leaving for demolition in India.


**Vegas** (ex-Vega). IMO 8706208. Tanker. Length 186 m, 8,921 t. Liberian flag. Classification society Bureau Veritas. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Delfi SA (Greece). Detained in 2001 in Port Hawkesbury (Canada) and in 2009 in Antwerp (Belgium). Sold for demolition in Pakistan. 505 $ per ton.
Chemical tanker


**Palanimalai**. IMO 8512437. Chemical tanker. Length 175 m, 8,861 t. Indian flag. Classification society Indian Register of Shipping. Built in 1992 in Sestao (Spain) by Ast Espanoles (AESA). Owned by Shipping Corporation of India – SCI (India). Sold as is in Vizag on the Indian East coast for demolition in India. 435 $ per ton and an additional payment for bunkers.

**Theresa March** (ex-Hedda, ex-Rachel B). IMO 8603729. Chemical tanker. Length 132 m, 4,111 t. Kiribati flag. Classification society International Ship Classification. Built in 1987 in Chofu (Japan) by Kyokuyo. Owned by Raffles Shipmanagement Service (Singapore). Detained in 1999 in Quebec City (Canada), in 2003 and in 2004 in Hamburg (Germany), in 2008 in Houston (United States) and Falmouth (United Kingdom), in 2012 in Shenzhen (China) and Guangzhou (China) and in 2013 in Guangzhou again. Sold for demolition in India. At 720 $ per ton, including 500 t of stainless steel, she is the most expensive ship of the trimester. Theresa March left Singapore on May 13th, called at Penang (Malaysia) on May 21st, then at Chittagong late June. Failed renegotiation? She left Bangladesh. Theresa Mars is dithering whether to head towards Bangladesh or India, the latter being used to buy end-of-life ships containing stainless steel.
Gas carrier.

**Benegas (ex-Northern Lights I, ex-Isle Hope, ex-Iwakuni Maru).** IMO 8009387. Gas carrier. Length 110 m, 3,443 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Innoshima (Japan) by Hitachi Zosen. Owned by Benelux Overseas Inc (Greece). She suffered a fire on July 13th, 2006 while offloading 4,200 t of Liquid Petroleum Gas in Aqaba (Jordan). 8 sailors and 4 firemen were hurt in the fire. The ship, declared « total loss » and anchored outside the port had not moved since. In 2003, her shipowner acquired her for 1,25 million $. Today, the wreck would have been sold for demolition in India for 1,7 million $, i.e. 495 $ per ton.

**Gaz Pioneer (ex-Alessandro Volta).** IMO 8013223. Gas carrier. Length 120 m, 4,107 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Viareggio (Italy) by Benetti. After Gaz Symphony demolished early 2014 in Alang (Cf Ship-breaking #35), the Greek shipowner Naftomar Shipping & Trading Co Ltd is selling another gas carrier for scrapping, still in India. 480 $ per ton. The company fleet holds another 4 ships built in the 80's, Gaz Fareast, Gaz Unity, Gaz Palmyra, Gaz Fountain: their days should be numbered.

**Golden Miller (ex-Fezzano).** IMO 9021667. Gas carrier. Length 145 m, 6,848 t. Deflagged from Bahamas to St. Kitts and Nevis for her last voyage as Golden. Classification society American Bureau of Shipping. Double bottom ship built in 1993 in La Spezia (Italy) by Ferrar. Owned by Petredec Sam (Monaco). Detained in 2009 in Zeebrugge (Belgium) and in 2011 in Terneuzen (Netherlands). She suffered a fire in Aratu (Brazil) in December 2013 while loading up. Sold for demolition in India.


The clearance sale of the DEIULEMAR fleet

In 2012, The Italian shipowner Deiulemar, from the Della Gata, Iuliano and Lembo Naples families who established the company in 1969, is on the brink of disaster with more than a billion $ debts. The mother company Deiulemar Compania di Navigazione is declared bankrupt in spring, followed in autumn by Deiulemar Shipping Co which had acquired the property of all ships. Deiulemar ships are seized in ports worldwide.

As soon as February 2013, the bulker Valeria Della Gatta (built in 2009), immobilized in Fos-sur-Mer (France), was auctioned and acquired by the Greek Diana Shipping for 20 million $. The 2 gas tankers of the fleet, Eleonora Lembo and Margherita Iuliano (built in 2007) followed up in July 2013: they were acquired by the British Borealis Maritim, 12 million $ for each unit.

Early 2014, the last block of 12 bulkers came under the hammer in an auction organised by the Torre Annunziata Court. Most of the vessels were presently seized and immobilized in Asian ports such as Labuan, Malaysia. The 12-ship fleet was acquired for 111 million $ by the Maltese Heron Ventures Ltd, the only bidder for an offer heavily down on the market value with regard to the youngest vessels built in 2006 and 2011.

The ships were renamed and deflagged to Malta. The 3 oldest ones (built in 1987 and 1990) Giovanni Della Gatta, Gina Iuliano and Luciana Della Gatta, renamed Abyo One, Abyo Two and Abyo Three, were subsequently sold for demolition in India, in 445 $ per ton including 890 t of bunkers for the final voyage of the whole group. Commercial negotiations are carried on during the last voyage. Late June, Abyo One / Giovanni Della Gatta announced to be finally heading towards Chittagong in Bangladesh, closer to the Malaysian departing port. In the mean time, a ship renamed Yo 1 arriving from Malaysia under the St. Kitts and Nevis flag and of the same size as Giovanni was beached at the Bangladeshi scrapyards. Where should we expect Abyo 2 and Abyo 3, alias Gina and Luciana? Both ships have just been deflagged as well to St. Kitts and Nevis. Luciana was beached in Alang on July 25th. The other ex Deiulemar ships have resumed sailing.

On July 14th, 2014, a court in Rome condemned seven members from the three families to prison sentences ranging from 8 to 17 years. The convicts all appealed.

★★★★ – DEIULEMAR END ★★★★
Bulk carrier


Storm in the Indian ocean, June 2006 © Misha

September 2009 © Levteris Prelorentzos


As Olmeca at Otago Harbour Ravensbourne Fertilizer Works, Dunedin, (New Zealand) April 1996 © Wayne A Court


Ba Da Ling. IMO 8601305. Bulk carrier. Length 164 m. Chinese flag. Unknown classification society. Built in 1985 in Shanghai (China) by Jiangnan Shipyard. Sold for demolition by her Chinese owner China Shipping Development as part of the company's restructuring plan: one ship broken up, one ship built, one subvention. Sold en bloc with 2 other bulkers Zhen Fen 9 and Zhen Fen 10. She arrived at Jiangyin ship-breaking yard in April.


At sea, July 2010 © Panagiotis Theodoropoulos


![Shipop](image)

**Daio Copihue** loading wood chips at Corral Port (Chile), January 2010; next Port: Kinuura, Japan. © Cristian Page

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![CSL Shannon](image)

**CSL Shannon** at Brake, Germany, on May 2013 © Claus Schaefe

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![CSL Trailblazer](image)

**CSL Trailblazer** westbound from Stockton passing Martinez California, United States, October 30, 2011 © Stan56

Da Fu Star loading coal at Adang Bay October 2013. © Nasution

Deldad (ex-Amplify, ex-Diplomat, ex-Iran Mufateh). IMO 8309701. Bulk carrier. Length 190 m, 9,346 t. Deflagged from Iran to Comoros for her last voyage as Stavros. Classification society Germanischer Lloyd. Built in 1985 in Okpo (South Korea) by Daewoo SB & HM. Detained in 1998 in Gdansk (Poland). The Iranian Deldad has always been used to renamings and deflaggings in order to bypass the US embargo; Bolivia, Malta, Hong Kong, Cyprus, Barbados, Isle of Man were then the favourite passports of her shipowner, the national company Iran Shipping Lines. In August 2012, the US Congress passed a bill to penalize any country that helps Iran evade sanctions by reflagging its vessels. IRISL switched to other flags of convenience such as Moldova, Sierra Leone or Tanzania. Sold by her Iranian owner Iran Shipping Lines to DTA Ship Trading, a United Arab Emirates-based company, just prior to her departure for demolition in India.


**Fisher D** (ex-Capetan Michalis, ex-Vasiliki). IMO 8018027. Bulk carrier. Length 181 m, 6,197 t. Panamanian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Muroran (Japan) by Hakodate Dock. Owned by Al Fadel Shipping Co Sarl (Lebanon). Detained in 2005 in Tees and in Birkenhead (United Kingdom) and in 2013 in Kandla (India). Sold for demolition in India. 3,1 M i.e. 500 $ per ton.

*Fisher D*, at Koh Si Chang (Thailand), August 2011. © Geir Vinnes


*Florida II*, in Singapour, October 2013 © Martin Klingsick


*Full Comfort*, at Hamburg (Germany), April 2005 © Arki Wagner


Gina Iuliano (ex-Excelsior). IMO 8807026. See «The clearance sale of the Deiulemar fleet», introduction of the capter «Bulk carrier»

Giovanni Della Gatta (ex-Anna di Maio, ex-Giovanni Della Gatta). IMO 8506488. See «The clearance sale of the Deiulemar fleet», introduction of the capter «Bulk carrier»


Glorious, at Singapore, November 2013 © Martin Klingsick


Gulf Pearl II, at Singapore, March 2014 © Martin Klingsick


Hai Xi, at Incheon, Korea, 2005 © Ewout van der Meij
**Hanjin Dampier.** IMO 8811144. Bulk carrier. Length 309 m, 25,812 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1989 in Ulsan (South Korea) by Hyundai. Owned by Hanjin Shipping Co Ltd (South Korea). Sold for demolition in Pakistan where she was beached as *Nikoletta.*

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**Jin Hai Yuan** (ex-*John P*, ex-*Ionnis AP*, ex-*Balsa*, ex-*Wani Bird*, ex-*Bolnes*, ex-*Lord Byron*). IMO 7928055. Bulk carrier. Length 175 m, 6,485 t. Deflagged from Hong Kong to Tuvalu for her last voyage as *Jina*. Classification society Lloyd’s Register of Shipping. Built in 1981 in Govan (United Kingdom) by Govan SB. Owned by Fujian Shipping Co (China). Detained in 1998 in Kopervik (Norway) and in 2006 in Bandar Abbas (Iran). Announced in Bangladesh, she was finally beached for demolition in India. 356 $ per ton including 100 t of bunkers.


Kate (ex-Pan Voyager, ex-Trudy). IMO 8309737. Bulk carrier. Length 180 m, 6,864 t. Barbados flag. Classification society Korean Register of Shipping. Built in 1985 in Ulsan (South Korea) by Hyundai HI. Owned by G Bulk Corp (Greece). Sold for demolition in Bangladesh.

Kate at Veracruz, Mexico, July 2013 © Viktor


Luciana Della Gatta. IMO 8807038. See «The clearance sale of the Deiulemar fleet», introduction of the capter «Bulk carrier»


Magdalene, at Singapore, November 2008 © Andrew Mackinnon


2001, the worrying state of Lunita, future Praphatepprarat © Lakhtikov Dmitriy


Rockaway Belle (ex-Miami Maiden, ex-Doris Shield, ex-New Crystal, ex-Western Crystal, ex-New Crystal, ex-Sanko Crysral). IMO 8309347. Bulk carrier. Length 181 m, 7,905 t. Filippino flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Imari (Japan) by Namura. Owned by Roymar Ship Management Inc (United States). Sold for demolition in Bangladesh. 3.7 millions i.e. 471 $ per ton including 275 t of bunkers.


The **Swift Split** is one of these ships in a precarious state abandoned in African ports by unscrupulous or bankrupt shipowners. More than 4 years ago, Robin des Bois alerted on her fate. 18 Croatian, Ukrainian and Burmese sailors had been detained on board off Gabon since June. The **Swift Split** suffered an engine failure off Owendo. She was bound to deliver a cargo of cement to Cameroon for a Chinese shipper. Some of the Croatian sailors had been repatriated in the summertime and the ship finally reached Douala in December 2010. The other crewmembers remained abandoned on board; a Ukrainian sailor died in September 2011. The ship is put up for sale, without success. In December 2013, she is proposed for again: the advertising describes her as “needind dry dock work to become fully operational, without up to date certificates but however reported in good condition”. The attractive price of 3,3 million $ may be reduced down to 2,7 million for a quick sale.

As a matter of fact, the sale is an emergency. The **Swift Split** is taking on water, is listing and has to be towed and lightered in April 2014.

She would have been sold for a to date unspecified destination of demolition. A Western African country?

See **Ship-breaking # 21, p 3 November 2010**


Yang Quan (ex-Alfa Perla, ex-Hermes II, ex-Velimahi, ex-Nopal Cherry, ex-Pacific Lover, ex-Atropos Island) IMO 7620988. Bulk carrier. Length 146 m, 4,333 t. Deflagged from Panama to Tanzania for her last voyage. Classification society China Corporation Register of Shipping. Built in 1977 in Uwajima (Japan) by Uwajima Zosensho. Owned by Yang Chun Ocean Shipping (China). Detained in 1998 in Szczecin (Poland), in 2002 in Pyeongtaek (South Korea), in 2004 in Incheon (South Korea) and Koper (Slovenia), in 2005 in Singapore and in Guangzhou (China), in 2007 in Yangzhou (China), in Zhangjiagang (China) and Singapore and in 2008 in Lianyungang (China) and Xiamen (China). Bronze medallist on the podium of substandard ships with 11 detentions. Beached for demolition in Bangladesh.

The detentions of Yang Quan © Robin des Bois


Car carrier
Global Spirit (ex-Tochigi, ex-Tochigi Maru). IMO 8517279. Car carrier. Length 190 m, 13,298 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Innoshima (Japan) by Hitachi. Owned by Nissan Motor Car Carrier Co Ltd (Japan). Detained in 2006 in Tyne (United Kingdom) and in 2009 in Gunsan (South Korea). Sold for demolition in India. 512 $ per ton. After her immobilization in Antwerp (Belgium), her destination is left unspecified. See also “Global Spirit”, the scapegoat of 2014”, p 7


Ferry

Adriatica Queen (ex-Vana Tallinn, ex-Thor Heyerdahl, ex-Nord Estonia, ex-Dana Regina). IMO 7329522. Ferry. Length 154 m. Panamanian flag. Classification society Bureau Veritas. Built in 1974 in Aalborg (Denmark) by Aalborg Vaerft as Dana Regina for the major Danish shipping company DFDS. She was initially operated on the Esbjerg-Harwich line, then from 1983 on, on the Copenhagen-Oslo line.

Acquired in 1990 by the Swedish shipping company Nordström & Thulin, she became the Nord Estonia on the Stockholm-Tallinn line. In 1993, she was chartered to the Norwegian Larvik Line as Thor Heyerdahl and operated between Larvik and Frederikshavn. Acquired in 1994 by the Estonian Tallink and renamed Vana Tallinn, she was affected to different services for the group: Tallinn-Helsinki, Paldiski-Kapellskär or Riga-Stockholm. In 2011, after 37 years of sailing in the Nordic seas, she left for the Mediterranean to be operating during the summers of 2011 and 2012 as the Panamanian Adriatica Queen by her new owner Allferries on an « Albanian Ferries » service linking Bari to Durres, in Albania. Detained in 2012 in Bari (Italy). Decommissioned in Durres in August 2012. Delivered for demolition in Aliaga (Turkey) on April 22nd, 2014.


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Translandia (ex-Transparaden, ex-Rosebay, ex-Eurocruiser, ex-Eurostar, ex-Rosebay, ex-Transgermania). IMO 7429229. Ferry. Length 135 m. Comorian flag. Classification society Bureau Veritas. Built in 1976 in Neuenfelde (Germany) by Sietas. This ferry was essentially designed for cargo but was also adapted at certain periods of the year to carry about a hundred passengers; she has been sailing all of her career in the Baltic Sea and in the North Sea. Built as the German Transgermania for Poseidon Schifffahrts which was specialized in services to Finland.

Transgermania departing King George Dock, in Hull (United Kingdom), October 1991 © Patrick Hill

From 1993 on, renamed Rosebay under Cyprus flag, she was chartered to different shipowners among which Stena (1994-1996), Sally (1997-1998 as Eurostar, then Eurocruiser on the Ostend-Ramsgate service), then Stena again (1998-2011). In 2001, she became the Finnish Transparaden for Engship and was operated mainly in the Gulf of Bothnia between Sweden and Finland. Sold in 2004 to another Finnish shipping company, Eckerö Line, and renamed Translandia, she was serviced on the Helsinki-Tallinn line. Decommissioned in January 2013 and sold in March 2013 to Salem Al Makrani, Dubai-based. Detained in 2001 in Umea (Sweden). Sold for demolition in India and beached in Alang on May 29th, 2014. 480 $ per ton.

Rosebay, August 1998 off Hook of Holland (Netherlands) © Andreas Spörri

Transparaden, Gulf of Bothnia © Capt. Jan Melchers

Translandia at Tallinn (Estonia), July 2010 © Sven Tammverk
Passenger ship
Golden Prince (ex-Minoan Prince, ex-Prince, ex-Apollon, ex-Sun Flower 7, ex-Wakashio Maru). IMO 7323449. Passenger ship. Length 125 m. Greek flag. Unknown classification society inconnue. Built in 1973 à Saiki (Japon) by Usuki Tekkosho. Originally, this ship was the Japanese ferry Wakashio Maru, then in 1979 Sun Flower 7. She was acquired in 1991 by Epirotiki Lines, a Greek cruise ship company and was refitted in 1982 as a Apollon for short time cruises, mainly between Heraklion (Crete) and Santorin. This was also later her main activity for her other Greek shipowners: Minoan Cruises in 1995 as Minoan Prince, then Golden Princess Cruises in 2002 as Golden Prince and Sea Fighter Naftiliaki Etaira in 2005 (with the same name). Golden Prince was decommissioned in Heraklion in 2011. She was delivered for demolition in Aliaga on April 14th, 2014.

Princess Daphne (ex-Ocean Monarch, ex-Ocean Odyssey, ex-Switzerland, ex-Daphne, ex-Akrotiri Express, ex-Port Sydney). IMO 5282627. Passenger ship. Length 162 m, 13,664 t. Deflagged from Madeira (Portugal) to St.Kitts and Nevis for her las voyage as Daphne. Classification society Bureau Veritas. Built in 1955 in Wallsend (United Kingdom) by Swan, Hunter & W.Richardson. This cruise ship was originally the British cargo ship Port Sydney of Port Line (14,000 tonnes deadweight), designed to be operated on the Great Britain/ Australia / New Zealand service. She had an important reefing capacity to carry frozen meat on the return voyage to England and for this reason could reach a high speed for the time (17 knots). She could also accommodate up to 12 passengers.
She was acquired in 1972 by the Greek shipowner John Carras who had her renamed Akrotiri Express and intended to have her converted to ferry. Finally, she was refitted as a cruise ship at the Chalkis Shipyard and is back on service in 1975 as Daphne. In 1979, she was chartered to the Italian Costa Crociere; Costa acquired the ship later on in 1984. In 1990, Costa transferred the Daphne to a subsidiary company, Prestige Cruises, and deflagged her to Liberia. In 1996, Daphne became the Liberian Switzerland for the Swiss company Leisure Cruises.

In 2002, acquired by Majestic International Cruises, she was renamed Ocean Monarch flying the Portuguese flag (Madeira). She was then chartered by different shipping operators, such as the British Page & Moy. In 2004, she was chartered by the Greek Government as part of the tsunami relief efforts and used as a hospital ship in Sri Lanka.

She was sold in 2008 to the Portuguese company Classic International Cruises, established by the Greek shipowner George Potamianos, and became the Princess Daphne, chartered as previously by different vintage tour operators. Detained in 2009 in Stockholm (Sweden). In September 2012, while she was touring for the German Ambiente Kreuzfahrten, she was seized in Souda (Crete) due to the bankrupt of Classic International, some time after the death of George Potamianos. CIC had at the time a whole fleet of “charming cruise ships”, the Athena, ex Stockholm built in 1948, the Princess Danae built in 1955, the Funchal built in 1961 and the Arion built in 1965. Princess Daphne remained property of George Potamianos’ sons but was never bak to service. She was eventually sold for demolition and beached in Alang on June 14th, 2014 as Daphne.

The sistership of Princess Daphne, Princess Danae, originally the cargo ship Port Melbourne, was acquired by the new Portuguese shipping company Portuscale and renamed Lisboa, but refitting works carried out in Lisbon happened to be far more important than expected and have been interrupted. See also aussi Princess Danae and Athena, two ships under early retirement at Marseille.
The END: Lyubov Orlova

The Lyubov Orlova sank in the North Atlantic. All the tabloid headlines on the ship stating that she is silently approaching the English shores with Allied rats' troops on board ready to disembark on the beaches and climb the cliffs are nonsense. The rats of the Lyubov Orlova drowned.

Towing operations of vessels at the end of their life towards a ship-breaking yard are a critical phase which is often inadequately prepared or completely overlooked. Canada is the best example of what not to do.

In January 2012, the training ship Emsstrom (1), under tow of Christos XXII from Germany to the Turkish ship breaking yards, sank near the coast of England.

In January 2012, the Fas Provence under tow of West and Izmir Bull from the coast of Africa to the Turkish ship breaking yards when she sank in the Mediterranean Sea south of the archipelago of Malta, after encountering gale force wind.

In September 2011, the Canadian Miner (2) was in convoy with the Hellas from Canada to the Turkish ship breaking yards when her towline broke. She went adrift and ran aground on Scatarie Island in Nova Scotia. (cf. Ship-breaking # 26, 27 and 29).

In June 2011, the Wisdom (3), in convoy with Seabulk Plover from Sri Lanka to the Alang ship breaking yards, breaks her tow, drifts away, and ran aground on a beach north of Mumbai. She was freed and towed to Alang 3 weeks later.

In October 2010, the Attalya, towed for demolition from Namibia, escapes and drifts off South Africa; recovered after the mobilization of aerial and marine forces of the South African Navy, she would be beached in Pakistan in March 2011.

Specific guidelines of the IMO (International Maritime Organization) date from 1988. They recommend that the tug’s master takes into account of the severe weather conditions and utilize the towing arrangements accordingly. To prevent the convoy from being exposed to sea conditions beyond its...
design basis, the places of refuge along the route should be recorded. The length of the towlines must be long enough to alleviate collisions and reduce efforts needed for the tug and the tow. In the North Atlantic, the minimum length is 650 m. The pulling capacity, the self-sufficiency of the tug must correspond to the length of the journey, the characteristics of the waters crossed, and the size, type and condition of the towed ship. The captain, officers, and the crew obviously need have all the licenses, certificates and documentation for all commercial vessels. It is important that crew must have towing experience for a transoceanic towage.

The IMO guidelines also apply to the tow. It must be equipped with navigation lights, remain watertight throughout the voyage, and obtain a load line certificate specifying in particular freeboard measurements adapted to the geographic area where she would be sailing.

The convoy shall remain in port as long as the tug, the tow and the towing arrangements do not comply with the IMO guidelines. The saga of Lyubov Orlova, the tow, and Charlene Hunt, the tug, is diametrically contrary to the IMO guidelines and common sense.

The Lyubov Orlova was not entirely watertight. There has been minimal maintenance for 30 months. She suffered a fire in summer 2012. She did not have a classification society at the time of her departure. The Lyubov Orlova was not equipped with an anchor that was likely functional during bad weather, another non-compliance with the IMO guidelines. The length of the main towline was 325 m, half of the length for the North Atlantic recommended by the specialized organization GL Noble Denton. The diameter of 3,8 cm was insufficient for the deadweight of the Lyubov Orlova (4160 t), predictable sea conditions and the additional burden of freezing spray on the deck and superstructure of the former cruise ship. Part of the towing arrangements was cobbled together from used parts salvaged from the Lyubov Orlova. On both the tow and tug, there was nothing prepared for replacement or repairment in case the towline broke.
The tug Charlene Hunt was in a deplorable physical and documental state. During her towing attempt between Canada, north of the Atlantic Ocean, and Santo Domingo in the south, she held an expired certificate issued by the U.S. Coast Guard as a coastal tug and a provisional Bolivian certificate of registration. The Bolivian government inspector had demanded 9 major corrective actions before issuing a final certificate. The registration process in Bolivia was suspended at the request of the ship-owner. The Charlene Hunt had been inactive for 2 years. The towing winch was too small to wrap a towline of the minimum recommended length and diameter. Indeed the Canadian owner of Lyubov Orlova claims that restoration costs were too high and delays too long, so in October 2012, he chose to tow the former cruise ship to the demolition site. With the help of a family member who apparently had a financial interest in the shipyards of Santo Domingo and the advice of an operational manager, he had chartered the Charlene Hunt bareboat. The objective of the trio was to travel to Santo Domingo and demolish both ships to make a hypothetical profit from the scrapping. None of them had any experience in towing.

November 27 in Halifax, Nova Scotia, Canada, the port control of the Charlene Hunt found 9 deficiencies, most of which put the safety of the crew in danger. Transport Canada, the supervisory authority, required that corrective action be taken before the departure of the tug. It was 8 weeks before the Lyubov Orlova disaster. On November 30, the U.S. Coast Guard conducted a flag State inspection of the Charlene Hunt. The coastal guard inspector issued a temporary load line certificate exemption until December 10, 2012 or upon her arrival in St. John’s harbor, where the Charlene Hunt was to meet with the Lyubov Orlova. The U.S. Coast guard inspector considered that the tug’s hull integrity would sufficiently allowed it to finish its journey towards St. John's. After the visit of U.S. experts, Transport Canada authorized the departure of the Charlene Hunt to St. John's and instructed the master to notify the Transport Canada office in St John's upon his arrival.

The crew and the assistance of Charlene Hunt during the failed towage of the Lyubov Orlova were:
- The relief master - the previous captain had evaded and had only towed in inland waters – had little knowledge of the North Atlantic. He had never sailed beyond New York, and he was ignorant of the icy spray and winter sea swell in the North Atlantic.
- The chief engineer was certified as an ordinary seaman and wiper, the lowest hierarchical level in the engine room.
- The shore manager in charge of the ISM (International Safety Management, the international system of ship security management established by IMO) had some experience in commercial shipping on the Great Lakes.
- The business partner responsible for the interface with the alleged demolition ship-breaking yard had no marine experience.
The **Charlene Hunt**, the towing gear, and the **Lyubov Orlova** have all not been controlled before the start of the journey from St John's to Santo Domingo. Transport Canada has issued specific guidelines for tugs and crewed barges transporting oil but they do not apply to other types of towing and are therefore subject to non-binding IMO guidelines.

However, after the sinking of the **Canadian Miner** due to break of the towline that connected her to the tug **Hellas**, a committee under Transport Canada had begun to draft a doctrine on the inspection of tug and tugs from Canadian waters bound for international destinations.

Under this doctrine, Transport Canada would assess all towing operations in the direction of the high seas to ensure compliance with the law established in 2011 on shipping from Canada. Section 111 requires that masters cease any operation that might pose an undue risk for the marine safety according to the inspectors' opinion and section 189 allows Canadian authorities to define the route and speed and impose the terms of the towage if an identified pollutant is at risk to be released in the sea. At the time of the **Lyubov Orlova** / **Charlene Hunt** case, only the Quebec region had integrated the principles of the doctrine in its standards for inspecting ships. It was from Quebec that the convoy **Canadian Miner** / **Hellas** departed for Turkey.

Since the **Lyubov Orlova**'s disappearance somewhere in the North Atlantic, the Canadian Atlantic region has also included this new scheme in its vessel inspection standards and guidelines but to this day it has not yet been formalized, which leaves the door open to new scandals like the **Canadian Miner** and **Lyubov Orlova**.

Returning to Saint John's on January 27, 2013, the **Charlene Hunt** was inspected by Transport Canada. 42 deficiencies were reported. The most significant was the absence of the master's, officers' and crew certification. The other 41 deficiencies were technical and showed that the **Charlene Hunt** headed off on a delicate towing operation in an advanced dilapidated state.

The tug was detained for 4 months in the Canadian port. In June 2013, the tug was towed to American territorial waters. Today, still “in service” according to the Equasis database, she has no flag or known classification society and does not sail.

**Lyubov Orlova**, the Ghost Ship from nedcruise.info/ Paul Kerrien © Robin des Bois

The Halifax search and rescue coordination centre recorded the last signal from the emergency beacon on the **Lyubov Orlova** on March 8, 2013. The solitary wreck was 700 nautical miles (1,850 km) from St. John’s, her departing port.

**Sources:** IMO, Transport Safety Board of Canada (marine investigation report M13N0001), Ship-breaking # 26, 27, 29, 31, 32.
Sources:

American Bureau of Shipping; Asia Week; Black Sea Memorandum of Understanding; Bureau Veritas; Business Standard; Chittagong Port Authority (the); Det Norske Veritas; Dictionnaire of Naval American Fighting Ships; Economic Times of India (the); Equasis; European Maritime Safety Agency; G Captain; Germanischer Lloyd; Global Marketing Systems; Helder Line; Hindu (the); IHS Maritime; Indian Ocean Memorandum of Understanding; Indian Republic (the); Informare; International Maritime Organisation (IMO); Lion Shipbrokers; Lloyd's List; Lloyd's Register of Ships; Marin (le); Marine Traffic; Maritime Bulletin; Mediterranean Memorandum of Understanding; Mer et Marine; Miramar Ship Index; Mumbai Mirror (the); Nation (the); Navsource; Nippon Kaiji Kyokai; Optima Shipbrokers; Ouest-France; Préfecture Maritime de l'Atlantique; Reuters; Robin des Bois, personal sources and archives; Russian Maritime Register of Shipping; Sale-Ships.com; Ship & Bunker; Shipspotting; SOFEC, Sud-Ouest; Terra Daily; Times of India (the); Tokyo Memorandum of Understanding; Tradewind; Transport Safety Board of Canada; Ukrainian News Agency; United States Coast Guard; US MARAD; Vallejo Times Herald (the); Vessel Tracker; Voce del Popolo (la).

Editors and artistic directors: Christine Bossard and Jacky Bonnemains
Documentation and illustrations: Christine Bossard with Charlotte Nithart, and Jacky Bonnemains
Translation: Xinyi Zhang, Emily Courtin, Miriam Potter, Christine Bossard, and Jacky Bonnemains
Director of publication: Jacky Bonnemains.

In collaboration with Gérard Cornier, maritime journalist and historian.