

ROBIN DES BOIS

# Shipbreaking

Bulletin of information and analysis on ship demolition

# 40, from April 1<sup>st</sup>, to June 30<sup>th</sup>, 2015

July 21, 2015

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Piece by piece, the ex car carrier *Baltic Ace* is re-emerging from the sea bottom.



© Jan Oosterboer

## Grexit for two bulkers.

The bad economic context and decreasing freight rates are pushing bulkers towards demolition. Especially when their owners are leaving them abandoned for months without any concern for the crews. This quarter, 2 examples of painful end of career implicate Greek ship owners.



The glorious arrival of AG Vartholomeos at Saint-Nazaire on December 11, 2013. © Erwan Guéguénat

On December 11, 2013, **AG Vartholomeos**, 18 years of age, and her crew of 27 Ukrainian, Egyptian and Burmese seafarers docked at Nantes grain terminal (France) in order to load a cargo of barleycorn bound for Jordan.

AG Vartholomeos is typical of the labyrinth of global maritime shipping. She flies the Panamanian flag. Since June 2012, she is officially the property of the Greek Blueshell Shipping, actually a shell-company for another Greek company, Skyjet Shipping; both are facing a complaint filed by the Court of Constanta at the request of the Ustyuzhanin family, with regard to the death of a family member on board the ship while she was in the Romanian waters in fall 2013. For its part, Nantes commercial court assumes the real ship owner is the Russian ship operator Fedcominvest specialized in sulphur, fertilizer and grain trade, and in addition sponsor of the AS Monaco football club.



On December 16, the ship was seized at the request of Evrasia Bunker Ltd, a British Virgin Islands-based company, claiming for unpaid bunker bills totalling 1.2 million €.



Nantes grain terminal. © GM / pss-archi.eu

The mammoth is about to block the quays and ship traffic in Nantes. On December 20, 2013, the seizure is cancelled on condition financial guarantees to be provided and the port is allowed to “shift” the ship. The buck is passed to .... Montoir, a little downstream on the River Loire where the bulk carrier is supposed to finish loading prior to “resume her sea voyage”, according to an idyllic vision. As a matter of



fact the required guarantees have never been provided, the Appeal Court of Rennes confirmed the confiscation late January and the cargo was unloaded early February 2014.

AG *Vartholomeos* moved again and left Montoir for the quays of Saint-Nazaire. Port traffic necessities do not care about diplomacy: despite the ongoing conflict, AG *Vartholomeos* and her Ukrainian crew had to face BPC *Vladivostok* Russian mariners across the basin in the most freezing atmosphere.

© Erwan Guéguénat

AG  
↓  
*Vartholomeos*

vs

BPC  
↓  
*Vladivostok*



Montoir, January 22, 2014



St Nazaire, June 25, 2014

Part of the crew is repatriated. In September 2014, the Greek ship owner Skyjet filed papers in the Maritime Court of Panama (the flag state) asking to limit its liability in the Ustyuzhanin case, and to fix the value of human life to a maximum of 37,800 \$. In May 2012, Skyjet had bought the AG *Vartholomeos* for 8.5 millions \$ from her German owner Vogemann.

Late December 2014, a new master and 17 crewmen replaced the 11 Egyptian and Burmese sailors still on board. The financial dispute is cooling down. For her 5 ultimate months of survival, the bulk carrier is officially the property of the Ukrainian Unimor Shipping; the latter had already acquired the sistership AG *Methodios* from Skyjet in March 2012. On January 27, 2015, AG *Vartholomeos* left Saint-Nazaire. On February 1, she was renamed *Ancona* under Liberian flag and departed for Hamburg where she was detained with 19 deficiencies. She then called at Aqaba, Jordan, in May, and headed afterwards to Southeast Asia. The ex-AG *Vartholomeos* left Singapore to be beached for demolition in Chittagong on June 16. Sold for 365-380 \$ per ton, i.e. 4/4.5 million \$.

AG *Vartholomeos* (ex-*Voge Prosperity*, ex-*National Prosperity*). IMO 9110511. Bulk carrier. Length 225 m, 11,750 t. Deflagged from Panama to Liberia for her last months of sailing. Classification Society Det Norske Veritas. Built in 1995 in Copenhagen (Denmark) by Burmeister & Wain Skibsværft as hull # 955. Detained in 2003 in Vancouver (Canada), in 2006 in Kwinana (Australia), in 2007 in Murmansk (Russia) and last in 2015 in Hamburg (Germany).

8 sisterships have been built from 1994 to 1996 : *Romandie* (IMO 9081879), *Silvretta* (IMO 9082881), *Maria Bottiglieri* (IMO 9085948), *Giovanni Bottiglieri* (IMO 9085936), *Linda Odendorff* (IMO 9084580), *National Prosperity* (IMO 9110523), *National Prestige* (IMO 9110523) and *Ever Mighty* (IMO 9128489). In July 2007, the German ship owner Vogemann acquired the pair *National Prosperity*/*National Prestige*, future AG *Vartholomeos*/AG *Methodios* and lately *Ancona*/*Angara* for 93 million \$. AG *Vartholomeos* is the second one to be broken up after *Jindal Varad* (ex-*Romandie*), beached for demolition in Pakistan as the *Dal Va* registered in St.Kitts and Nevis (Cf. "Shipbreaking" # 38).



© JTAshipphoto



© Erwan Guéguénat



© JTAshipphoto

In its very last years of activity, the Danish shipbuilding yard– gone bankrupt in 1996 – had specialized in series of economic bulkers (and OBOs) using a minimum of shaped metal plates; they are distinguished by their massive and square silhouette and an almost straight bow. A few cousins of the *Solidarnosc* type, built on the same concept, have been beached for demolition in the past months (see the landing of Polish Legions – *Legiony Polskie* – at Gadani beach, “[Shipbreaking](#)” #37).



*Szare Szeregi*  
© L. Blaszcak



*Legiony Polskie*  
© Shahid



*Jindal Varad*  
© W K Reich

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Rio Grande entrance channel. © Port of Rio Grande.com

The ***Adamastos***, 19 years of age, a bulk carrier flying the Liberian flag, ran aground late July 2014, on the coast of Rio Grande Do Sul, the most southern State in Brazil. She had just departed Rio Grande Super Port after loading 55,000 t of transgenic soya bound for China. The ship was refloated but the Port inspectors pointed out a series of 25 deficiencies, including some related to the main engine propulsion and auxiliary engine. *Adamastos* was sneaking out of Brazil leaving various unpaid bills and unpaid quay fees. Therefore, she was retained and anchored with her crew 12 km off the port entrance.



© Kostas Papadimoulis



The 22 crewmen from the Philippines, Greece, Georgia, Romania, Egypt and Ukraine, have been practically left on their own for months. From August 2014 onwards, Equasis declared the *Adamastos* a « total loss ». In December, the crew ran out of supplies and power. Half of the sailors were repatriated on sanitary grounds. The Brazilian officials filed legal actions targeting several companies linked to the vessel, not only the ship owner Phoenix but also the charterer, the classification society RINA, the insurer American Club, and the Brazilian exporter CEAGRO. A potential financial solution would be a court order allowing the sale of the ship and cargo estimated worth 18 millions \$.



© Kostas Papadimoulis

Late January 2015, the Court of Porto Alegre ordered the 11 sailors still on board to be freed. They were allowed to leave after 177 days in custody.

In March 2015, the rumour said the *Adamastos* might be towed to China. Late June, she arrived on her own power in the area of Gibraltar Strait. Professional sources announce her to be soon demolished in Aliaga.



« We need help », December 2014. © World Maritime News

*Adamastos* (ex-V-Rod, ex-Bertram, ex-Salmas, ex-Miltiadis, ex-Atlantic Leader). IMO 9087269. Bulk carrier. Length 225 m, 10,486 t. Liberian flag. Classification society RINA. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Phoenix Shipping & Trading (Greece). Detained in 2007 in Gladstone (Australia) and in 2013 in Belem (Brazil).



June 14, 2015, Cadiz (Spain), last call before Aliaga? © Eddie Walker

## Canada is clearing up the Past

[“Shipbreaking” # 38](#) left the North American Great Lakes, St. Lawrence Seaway and the Canadian coastlines congested with a procession of grounded, abandoned or derelict vessels (See the chapter Great Lakes – St. Lawrence Seaway, p 4-10). The horizon is clearing up but there was no implementation of a policy favoring recycling practices in accordance to the proximity principle. Exports of old ships along with their polluting materials and waste are going on. There remains the case of *Kathryn Spirit* that took root in Beauharnois upstream Montreal.

**The *American Fortitude***, a 62 year-old veteran, has benefited from wisdom. In December 2014, she was secured for winter lay-up in Oswego (New York State) on the Ontario Lake after her unsafe towing towards Texas was interrupted; the tug boat was undersized, old hydrocarbons were still in the ship's bottom. On May 11, 2015, the pair *Molly M* and *Jarrett M* took charge of her, towing her back through the locks of the Welland canal joining Ontario and Erie Lakes; they arrived on May 14 at the Canadian shipbreaking facility Marine Salvage in Port Colborne. She sailed her last voyage anonymously, her name covered up with black paint.



December 2014, aborted towing towards Texas.  
© Marc Piché



May 2015, en route towards Port Colborne.  
[See photo report Boatnerd](#) © Marc Dease

The ***Phoenix Sun*** was rusting at Sorel-Tracy, between Montreal and Quebec City ([“Shipbreaking” # 38](#), p 9-10), unseaworthy, without crew, and auctioned for 680.000 \$ to Holborn Shipping International based in the Marshall Islands. This was back in November 2014. The promises of this miraculous buyer broke apart, nothing moved in Sorel, especially not the *Phoenix Sun*.

The ship was resold in January 2015. The terms of the sale are unclear. She became the simple *Phoenix*. The official buyer, London Bridge Shipping Ltd, is based in the Cayman Islands. Exit the previous plan to dismantle the ship in Turkey. After repair works which should enable her to leave Canada on her own power with a new crew, the *Phoenix* will be given, they say, a second youth in Dubai Shipyards. A surprising future indeed whereas moribund freight rates are pushing bulk carriers towards demolition yards.



Despite it all, optimism is prevailing in Sorel-Tracy. The local authorities are confident, « the ship owner is reliable and has the means to fulfill his ambitions»; he was given a plate and the flag of the town in gratitude. An agreement is found on the quay and electricity fees, contractors get paid, the engine and the navigation equipment get paid and Transport Canada allows the departure of the vessel.

Departing maneuvers in Sorel-Tracy. © Le Soleil



*Phoenix* and her new crew set sail down the St. Lawrence on May 22 under the supervision of the *Ocean Delta*, an ocean-going tug accustomed to the Great North. After barely 24 hours, the engine broke down and the ship had to be docked for repair at Quebec City. “It’s normal for a ship remained inactive for such a long time” says the spokesperson of Transport Canada. « It’s only a matter of days ». Indeed, on May 29, *Phoenix* leaves the quay 104 of the port of Quebec city ... to be anchored further down off the southern edge of Orleans Island, in a waiting area permitted but rarely used and where pilotage is compulsory. The intrusion of *Phoenix* in this area make the other vessels’ maneuvers more difficult.



Berthed at quay 104 in Quebec City and anchored off Orleans Island. © Le Soleil / Patrice Laroche

Suddenly, social troubles bounce back. The 17 Indian crewmen file a complaint alleging they have not been paid for the last 3 months. « Blame it on the ship manager; the ship owner is going to put up the money” say, reassuring, ITF and Transport Canada. The detention is extended until payment of the wages. Officially, this is the 3<sup>rd</sup> Port State Control detention within 2 years in a country of the Memorandum of Paris: *Phoenix* was controlled and detained twice in Sorel in August 2014 and in April 2015. In accordance with the substandard ship-hunt policy, *Phoenix* will be refused any access and anchorage in the Paris MoU region as from June 7 onwards. A bad news for her supposed new life.

In the morning of June 9, she leaves Quebec City, bound– she says- for Dubai. On June 19, she sails north off the Azores Archipelago heading to the Strait of Gibraltar and the Mediterranean. The announced destination is still Dubai, via Port Said and the Suez Canal. And then ? Behind London Bridge, a company based in Mumbai, India is hiding; a more probable and final destination would be Alang beach, or Gadani beach on the way.

The ***Algoma Montréalais*** was the last and still active Canadian steamer; last year she was still transporting the season 2014 record grain harvest. Her retirement was expected.



*Algoma Montrealais*, 2012, under her latest colours. © Simon Laberge

After a winter lay-up in Montreal, the old laker was renamed *Mont* flying the St. Kitts and Nevis flag. This is bad omen, it feels like exile and graveyard.



*Mont* has been waiting patiently the arrival of the Malta-registered Greek tug *Diavlos Pride* on June 5. « A real goodie, not too outdated or worn out » comment the observers. Nothing but the ex *Carangue*, operated from Toulon, France and chartered by the French Navy from January 1994 to July 2009 as “high seas support vessel” in the Mediterranean.



*Carangue* in Toulon (April 5, 2005).  
© JM Roche



*Diavlos Pride*, January 2014, Rotterdam.  
© Dave van Spronsen

The convoy left Montreal on June 10. The final destination was revealed. No surprise: the ships are heading to Aliaga. No need to say that aboard the old steamer, Canadian quality asbestos is guaranteed. Not really a first-class gift for the Turkish workers and a typical example of hazardous material exportation via ships to be demolished. *Mont* arrived at her destination on July 10.

Trois-Rivieres, Canada, « *Mont* » under tow in the St. Lawrence,  
June 10, 2015 © Jacques Gauthier



Aliaga, July 10, end of the voyage  
© Captain Selim

The **Canadian Miner** cleared the shoreline of Nova Scotia after a near 4-year occupation. The removal works were delayed late 2014 when an additional 32 t of asbestos and 26 t of oil were discovered on board. On June 22, 2015, the last piece of the wreck was officially removed from the coastline of Scatarie Island. Fishermen and the Community of Main-A-Dieu are relieved. The camp and provisional structures have to be dismantled so that the island and the environment would recover their initial state. A black mark will remain in the memories: the failure of the Federal State which left the Province take all the responsibility of a disaster it actually was the victim of. Transport Canada and the port of Montreal had imprudently let the *Canadian Miner* leave for demolition in Aliaga under tow of the out-of-age Greek tug *Hellas*.



The *Miner* last remains and Scatarie Island. Photos Cape Breton Post (the)



## Corrective “*Perintis* the Damned”

In July 2014, « Shipbreaking » #36 related in front page under the title « *Perintis* the Damned » the fatal accident that occurred while a tanker beached in Alang as *Perin* was being dismantled. This ship had been identified by the Editors of “Shipbreaking” as the *Perintis*, used as a floating storage off Malaysia. Wrongly, since in August 2014, a certificate from the port of Pasir Gudang (Malaysia) cleared *Perintis* to head for the port of Labuan, still in Malaysia. We hereby retract the information published in « Shipbreaking » #36 about *FPSO Perintis* and apologize to M3ENERGY FPSO *Perintis* SDN BHD, owner of the *Perintis* and to all affected parties for all inconveniences caused by this inaccurate information. *Perintis* is still in existence, in the port of Labuan, according to M3ENERGY based in Kuala Lumpur.

Under the *Perin* was actually hiding the *Perla* n°IMO 8405842.

### ***Perin, ex-Perla, the Damned.***

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 2014, 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.



February 2009, Suez Canal. © Neil Haste

### **The chaotic life of *Perin, ex-Perla, ex-Perka, ex-Puma, ex-Marina, ex-Marina L, ex-Probo Britt*.**

IMO 8405842. Ex OBO converted to tanker. Length 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).



*Probo Britt* © bobs / Shipnostalgia

Ordered in 1984 to the South Korean shipbuilding yard Hyundai in Ulsan by the Norwegian company A/S Bill Britt, 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*.



*Marina*, at New Orleans (United States), November 2000 © gwrDave/Shipspotting

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.



*Puma* © Steinar Norheim.



Grounded at Lagos © Atlantic Marine Services

In July 2010, she was acquired by Perla Navigation based in Piraeus (Greece) and 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 Somalian 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 Filipino seamen were badly injured with 3<sup>rd</sup> degree burns and had to be evacuated to a hospital at Port Victoria, Seychelles, by another navy vessel, the Spanish *SPS Numancia*.



© Department of Defence - Australia

The Greek company Five Oceans Salvage was contracted the salvage operations but 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...



## 2<sup>nd</sup> quarter 2015 overview: return to the Asian beaches

### tonnage recycled

- 1 Bangladesh 681,000 t (34%)
- 2 Pakistan 563,000 t (28%)
- 3 India, 423,000 t (21%)
- 4 China, 186,000 t (9%)
- 5 Turkey, 120,000 t (6%)

### ships

- 1 Bangladesh, 67 (31%)
- 2 India, 58 (26%)
- 3 Pakistan, 39 (18%)
- 4 Turkey, 24 (11%)
- 5 China, 20 (9%)

219 : the number of ships to be broken up has decreased, at a pace of 17 units per week compared to 20 in the previous quarter. The overall decrease reaches 15% in tonnage. It is of 21% in India, 27% in Turkey and 59% in China ; Pakistan has seen a substantial rise in shipbreaking activity (+40%), Bangladesh a slighter one (3%). For the third consecutive quarter, Bangladesh ranks n°1 with 33% of tonnage to recycle, ahead of Pakistan (27%) and India (21%). China (9%) and Turkey (5%) are left behind.

The prices offered by shipbreaking yards eroded, down to around 350 \$ per tonne in the Indian subcontinent, hardly 400 \$ for tankers.

The lightweight tonnage of ships to be demolished has reached 2 million t. 53 (24%) ships have been built in Europe, 67 (30%) belong to European owners (European Union Européenne or EFTA), 202 (93%) have been sent to demolition in shipbreaking yards established in the Indian subcontinent, China or Turkey, 7 (3%) are being dismantled in facilities of the European Union, among which 2 damaged ships, *Lysblink Seaways* (p 32) and *Baltic Ace* (see the chapter The END, p 68).

The outflow has worsened among bulkers: 121 ships (55%) representing 72% of the tonnage to be broken up, among which 32 capesize (over 110,000 t deadweight).

### tonnage recycled

- 1 : bulk carrier, 1.5 million t (72%)
- 2 : tanker, 184,000 t (9%)
- 3 : general cargo, 155,000 t (8%).
- 4 : container ship, 129,000 t (6%)

### category

- 1 : bulk carrier, 121 (55%)
- 2 : general cargo, 33 (15%)
- 3 : tanker, 20 (9%)
- 4 : container ship, 14 (6%)

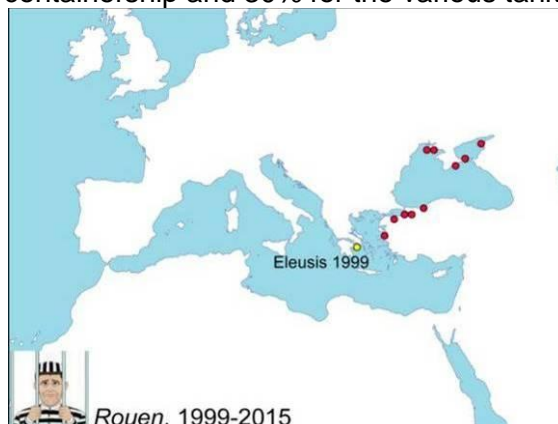
At least 30 navires (14%) were deflagged just prior to their departure for demolition towards Bangladesh, India, Pakistan and Turquie. The favourite flag remains St. Kitts and Nevis. A newcomer appeared : Sudan, a flag adopted by the *Oriental Queen* (p 60).

### After bars, demolition

37 (17%) ships were controlled by a classification society not belonging to the IACS (International Association of Classification Societies) or without any classification. Substandard ships are still uppermost sent for demolition: at least 130 (59%) have been previously detained in world ports with a detention rate of 79% for general cargo carriers, 50% for containership and 30% for the various tankers.



*Rouen*, a river and sea-going ship born on the River Danub in Slovakia. © Gerolf Drebes



*Rouen*, 1999-2015

The podium distinguishes 3 general cargo carriers, all to be broken up in Turkey: *Rouen* (11 detentions, p 34), *Rimma* and *Agri* (10 detentions each, p 33 and 28).

## Years and meters

The age of ships leaving the merchant fleet ranges from 54 years for the livestock carrier *Miracle* to 8 years for the wrecked ship *Baltic Ace* which spent a quarter of her life underwater (see The END, p 68). The other junior ships, 15 year-old, are the 2 bulk carriers *Glory Claire* and *Georgia K* and the 2 general cargo carriers *Medazov Victoria* and *Lysblink Seaways*; the latter did not survive her grounding on the Scottish shore. The average age is 28 years. It is of 24 years for container ships and 25 years for bulk carriers. In 2014 the average age of bulkers was 28 years.

67 ships measured less than 150 m, 83 between 150 and 199 m and 69 over 200 m. The convoy of ships sent for demolition this quarter would stretch out over 39 km compared to 46 km the previous quarter.

The longest ship, and the heaviest one, is the *Berge Vik*, an ex combined carrier or OBO (Oil/Bulk/Ore) built in Brazil, converted in 2004 to bulker, beached in Pakistan, 332 m in length, 310,686 deadweight, and 46.000 lightweight.



*Berge Vik*, Gadani Beach © Shahid

## Alert: Enhanced Natural Radioactivity



In addition to artificial radioactivity for military, energy, and medical use, and natural radioactivity of cosmic and telluric origin, there is a 3rd type of radioactivity from extractive industries. The objective of these industries is not to produce radioactive elements or nuclear energy.

Enhanced natural radioactivity is produced by the exploitation of minerals and of other geological resources. Industrial extraction, separation, processing, refinery, and purification processes concentrate natural radioactivity in industrial equipment and in intermediate and processed products.

In 1974, 2 American scientists from the University of Texas, Thomas Gesell and Howard Prichard, considered that natural radioactivity had to be distinguished from what they called Technologically Enhanced Naturally Occurring Radioactive Materials, TENORM.

The deballasting station in a Malaysian oil port accumulated 6,000 t of sludge from washing oil tanker tanks. Malaysian regulations consider that this sludge is low-level radioactive waste [source: Hamzah R - Distribution of radium in oil and gas industry wastes from Malaysia. Applied Radiation and Isotopes (2004)].



In Canada, tank wagons of liquefied natural gas under maintenance after 450 trips contain 10 liters of dust. The dust contains 32 Bq/g (becquerels per gram) of lead 210 and 29 Bq/g of polonium 210. "To our knowledge up until now, there is no data on the health impacts on those who repair and clean these tank wagons." [source : Blanc C.J, Chiu N. Accumulation of 210 Pb activity on particulate matter on LPG rail cars. Applied Radiation and Isotopes, Vol 47 n<sup>os</sup> 9-10 (1996)].

Alone, the offshore platforms of the United Kingdom in the North Sea produce at least 1,200 t of radium scales to be extracted prior to dismantlement.

The dismantlement of phosphoric acid production units reveals very high levels of radium 226 in scales stuck on the inside walls of the piping and in the storage tanks. Such a waste is considered as radioactive and for instance is awaiting terminal storage in the industrial and port area of Le Havre port, in western France.

© Robin des Bois



Euratom Directive 2013/59, which should be transposed into the laws of each Member State by 2018 at the latest, requires all industrial facilities that may expose workers to radiological overexposure to be identified.

The Member States must require radiological inspections for facilities involved in oil and gas production, as well as in phosphoric acid production. The Directive cites 16 industry sectors in all. FPSO units, oil tankers, chemical tankers specialized in transporting phosphoric acid, and ships transporting gas in all its forms are all at risk of containing long-lived radioactive dust or scales. Although the Directive does not explicitly mention them, it applies to them.

Certain types of ships must undergo radiological inspection, especially as Euratom Directive 2013/59 highlights the major risk of importing radioactive metals from recycling facilities located in third-party countries. Ship recycling sites are obviously one of these at-risk facilities.

"Shipbreaking" n°40 estimates that in just a single quarter in 2015, between April 1 and June 30, 160,000 tons of metal have been recycled from oil tankers, chemical tankers, and gas transporters. In the current state of inspection and information dissemination, who could claim that in this stock meant for the 2<sup>nd</sup> melting stage, there aren't any radioactive batches that are hazardous for workers and future users?

Cargo ships are storage facilities. We could say they are floating plants that are operated for decades. The tank bottoms, walls, pipe elbows, valves, and pumps are subject to Technologically Enhanced Naturally Occurring Radioactive Materials, just like plants and storage on land.

This is why specialists focused on the FPSO unit *Kuito* (cf. "[Shipbreaking](#)" n°39, p. 60).

# The European regulation on ship recycling

## Part II – hazardous materials and waste

The European Union has removed the crude term "demolition" from its vocabulary. The exclusive use and concept of the term "recycling" allows the regulation to include requirements on how to manage and eliminate waste.

Warships are excluded. Warships are thus exempt from the obligation to keep an on-board inventory of hazardous materials contained in the structure or equipment of the ship, by 2020 at the latest.

For civilian ships flying a flag of one of the European countries, and which are departing for recycling, the inventory must be available as soon as the European Union will have published a list of authorized ship recycling facilities worldwide. This list should be ready by the end of 2016 at the latest.

The hazardous materials that must be inventoried are asbestos, halons, CFCs and other ozone-depleting substances, PCBs, tin antifouling coating, cadmium, hexavalent chromium, lead, mercury and mercury compounds, 2 brominated flame retardant agents, PBBs (polybrominated biphenyls) and PBDEs (polybrominated diphenyl ethers), chlorinated paraffins and naphthalenes, and radioactive substances such as fire alarms and possibly radioactive gauges. In terms of which hazardous substances must be quantified and located as per European regulations, in general, they are the same hazardous materials that the Hong Kong Convention requires, with additionally perfluorooctanesulfonic acids (PFOSs) and all brominated flame retardants. PFOSs are reprotoxic and toxic for aquatic life. On ships and platforms, PFOSs are used in firefighting foam, cable sheaths, joints, and paint. Brominated compounds such as PCBs are bioaccumulative and toxic for marine organisms. On ships and offshore platforms, brominated compounds are used in cryogenic insulation, refrigerated facilities, paint, expanded polystyrene, and thermal insulation boards.

If operationally generated wastes remain aboard at the time of demolition, they must be mentioned in Part II of the inventory. In any case, during their last months or years, ships that depart for recycling must be managed so that the quantity of cargo residues, residual fuel oil, and operationally generated waste is minimized.

The ship recycling plan is the responsibility of the recycling facility and mentions, if relevant, whether pre-treatment operations, identification of potential hazards, and removal of stores will have to be conducted in another facility. The recycling plan must describe the protocol for managing and storing hazardous materials and waste, and the external disposal sites which "will be operated in accordance with human health and environmental protection standards that are broadly equivalent to relevant international and Union standards."

Shipbuilding yards seem to still use asbestos in engine rooms. In 2015, in the port of Newcastle, the case of tugboats built in China and exported to Australia with asbestos-free certificates was reported: they were actually containing asbestos. In 2009, the case of a chemical tanker built in Turkey and delivered to a Dutch shipowner was reported. In an even more underhanded way, repair shipyards may also use heat insulation made of second-hand asbestos, or tin antifouling coating from the remaining stock. The inventory of hazardous substances contained in the structure and equipment of a ship requires much more vigilance and checking at the end of their life cycle.



*Svitzer Warunda* in Australia, riddled with asbestos.  
© Sioni Haver

To be continued in « Shipbreaking » #41



## 2<sup>nd</sup> quarter 2015: the Top 14 of best ports

For « Shipbreaking », one of the prime qualities of a commercial port is to control the condition of ships which are calling in order to avoid shipwrecks, the death of seafarers and damages to the environment. Detention is likely to result in demolition and reinforces maritime safety.



1

Hamburg (Germany) - 13 detentions



2

Novorossiysk (Russia) - 13 detentions



3

Anvers (Belgium) - 11 detentions



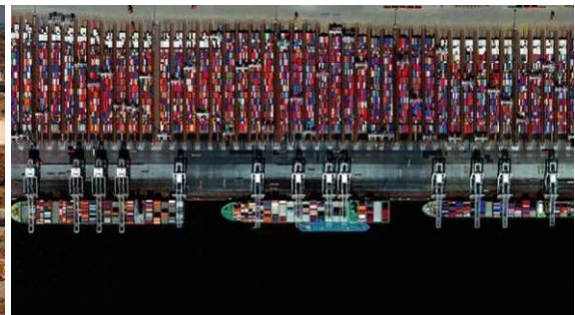
4

Newcastle (Australia) - 11 detentions



5

Dampier (Australia) - 9 detentions



6

Rotterdam (Netherlands) - 7 detentions



7

Gladstone (Australia) - 6 detentions



8

Nankin (China) - 6 detentions





9

Tianjin (China) - 6 detentions



10

Aliaga (Turkey) - 5 detentions



11

Iskenderun (Turkey) - 5 detentions



12

Kwinana (Australia) - 5 detentions



13

Nikolayev (Ukraine) - 5 detentions



14

Singapore - 5 detentions

1 [www.hafen-hamburg.de](http://www.hafen-hamburg.de) - 2 Martin Jensen - 3 Eugène Boudin - 4 Steel Guru.com - 5 Pilbara Ports - 6 Benjamin / inkulte.com - 7 Seanews.com - 8 54-Seaman / Panoramio - 9 Giuseppe Caterina - 10 Hasan Eser İHA - 11 Vesseltracker - 12 The Mission to Seafarers - 13 Ukraine Trek - 14 Financial.am





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



Ship under a European or EFTA state flag or whose owner is European or from an EFTA state.



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



Ship and crew detained in a port for deficiencies.

Flags of the last voyage



Cambodia



Comoros



Kiribati



Liberia



Palau



Panama



St. Kitts  
& Nevis



Sierra  
Leone



Sudan



Tanzania



Togo

## The livestock carrier will never carry Humans.

*Miracle* was one of the livestock carrier designated by « Shipbreaking #38 » as a ship which could possibly be used for migrant trafficking, as was the *Ezadeen*. ([Shipbreaking #38](#), p 17, « From cattle carrier to human trafficking »).



The Dutch cargo ship *Nashira*, in the 60's.  
© PWR / Shipspotting




*Miracle* at Istanbul Anchorage, Turkey June 21 2014.  
© Bengt-Rune Inberg

In 1990, after a 29-year career as a general cargo carrier, the ship had been converted to livestock carrier. According to the available databases, she was detained in 2001 in Sète (France), in 2001 in Tarragona (Spain), in 2002 and 2003 in Sète again, and in 2006 in Koper (Slovenia) and one more time in Sète. The list is not exhaustive: thus, maritime archives mentioned she was already detained at Port-La-Nouvelle (France) by December 9-12, 1994 for lack of certificate, lack of beacon, out-of-date marine charts and defective fire detection.

Lately, she was owned by the Syrian Enamar Management Ltd, flying successively the flags of Comoros, Togo and Sierra Leone, 3 flags on the Black list of the Memorandum of Paris. Happily, as the old *Simental Livestock* again, she was beached for demolition in Aliaga on May 23, 2015.



At Aliaga, May 2015 © Captain Selim

 *Miracle* (ex-*Simental Livestock*, ex-*Zaher II*, ex-*Iskkandar M*, ex-*Kythera Bridge*, ex-*Ritsa M*, ex-*Solon*, ex-*Nashira*). IMO 5247524. Livestock carrier. Length 77 m. Deflagged from Togo to Sierra Leone for her last voyage. Classification society Overseas Marine Certification Services. Built in 1961 in Bolnes (Netherlands) by Boele's.



## Factory ship / fishing ship

*Aleksandr* (ex-*Pacific Keeper*, ex-*Kapitan Kuznetsov*). IMO 7943158. Factory ship. Length 104 m, 5,074 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Nikolayev South (Ukraine) by Chernomorskiy SZ. Owned by Turnif (Russia). Homeport Vladivostok. Sold for demolition in India.

After *Dalny Vostok* foundered in the Okhotsk Sea on April 2, 2015, 69 fatalities, this is another *Pulkovskiy Meridian* type big predator which is dying out. The ex-*Kapitan Kuznetsov* was number 20 in this series of 113 units built from 1974 to 2011 by the Ukrainian shipyard. (Cf. « [Shipbreaking #39](#) », p 15).



*Aleksandr*, in the Okhotsk Sea,  
January 2015 © Ilya Dolgov

*Antares* (ex-*El Greco*, ex-*Orca*). IMO 7404396. Fishing ship. Length 80 m, 1,714 t. Cambodian flag. Unknown classification society. Built in 1985 in Cartagena (Spain) by Bazan. She departed Nakhodka in the Russian Far East early March, she was beached for demolition in India on April 5.



April 01, 1995. *El Greco* fishing in South America, Atlantic Ocean © carlosd2x/ Shipspotting



2015, beached in Alang © Alang Ship Info

*Jupiter* (ex-*Ryong n°758*, ex-*Haeng Bok n° 519*, ex-*Han Yang n°33*). IMO 7418024. Fishing ship. Length 55 m. South Korean flag. Classification society Korean Register of Shipping. Built in 1975 in Pusan (South Korea) by Daedong SB Co. Owned by Seo Kyung Shipping (South Korea). Broken up in Las Palmas de Gran Canaria (Spain).

May 2015, *Jupiter*, waiting to be scrapped in Las Palmas de Gran Canaria, Spain © Patalavaca





*Peregrino* (ex-Moskam Alfa, ex-Ultimate n°3, ex-Eikyu Maru n°86). IMO 8304218. Fishing ship. Length 58 m, 797 t. Cambodian flag. Unknown classification society. Built in Niigata (Japan) by Niigata Engineering. Owned by Grace Shipmanagement (South Korea). Detained in 2014 in Hakata (Japan) and Tokyo (Japan). Broken up in Busan (South Korea).



Tokyo (Japan), November 2014 © Mikeneko



Demolition in Busan (South Korea), May 2015 © Lappino

*Proliv Starka* (ex-Joon Sung n°3, ex-Dong Bang, ex-Olaf I Gardastovu, ex-Reynsatindur, ex-Assunta Tontini Madre). IMO 7365241. Factory ship. Length 108 m, 3,409 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Viareggio (Italy) by Esercizio. Owned by Ussuri Co Ltd (Russia). Sold for demolition in Bangladesh.



*Proliv Starka*, August 2007, Vladivostok, Russia © Sushkov Oleg

*Ussuri* (ex-Dae Sung Ho, ex-Dae Sung). IMO 7395959. Factory ship. Length 104 m, 3,104 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in Niigata (Japan) by Niigata Engineering. Owned by Ussuri Co Ltd (Russia). Sold for demolition in Bangladesh.



*Ussuri*, passing by Geoje Island (South Korea), October 2013 © V. Tonic

## Tanker



*Alina XXIII* (ex-*Patriot Spirit*, ex-*Patriot*). IMO 9006904. Tanker. Length 243 m, 13,964 t. Deflagged to St. Kitts and Nevis for her last voyage as *Ina*. Classification society Biro Klasifikasi Indonesia. Built in 1992 in Koje (South Korea) by Samsung. Owned by Inti Energi Lines (Indonesia). Sold for demolition in Pakistan.



*Alina XXIII*, alias *Ina*, May 2015, Gadani beach © **Shahid**



*Amadeo* (ex-*Rea*, ex-*Sea Witch I*, ex-*Loida*, ex-*Rigel*, ex-*Navodari*). IMO 8601836. Tanker. Length 190 m, 11,509 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Amade*. Classification society Det Norske Veritas. Double hull ship built in 1996 in Galati (Romania) by Galati Santierul Naval. Owned by Ultrapetrol SA (Argentina). Detained in 2002 in Daesan (South Korea) and in 2004 in Singapore. Sold as is in Argentina for an unspecified destination of demolition. After departing the port of Recaleda, she was off Port-Louis (Mauritius) in early July. 282 \$ per ton.



*Lages*. IMO 8301802. Tanker. Length 173 m. Deflagged from Brazil to Tanzania for her last voyage as *Lage*. Classification society Det Norske Veritas. Built in 1991 in Jacuacanga (Brazil) by Verolme Do Brazil. Sold by her Brazilian owner Transpetro prior to her departure for demolition in Pakistan.



Arriving Rio de Janeiro, September 2011  
© **Pedro Santos**



*Lia* (ex-*Lia C*, ex-*Lia*). IMO 8400933. Tanker. Length 176 m, 6,811 t. Deflagged from Panama to Togo for her last voyage. Classification society RINA. Built in 1985 in Kudamatsu (Japan) by Kasado Docks. Owned by Caroil Transport Marine (Cyprus). Detained in 2005 in Mersin (Turkey) and in 2013 in Matanzas (Cuba). Sold for demolition in Bangladesh.



Arriving Willemstad, Port of Curacao.  
Netherlands Antilles, June 2008  
© **Cees Bustraan**



*Nadiya Megane* (ex-*Orca I*, ex-*Sungai*, ex-*Fair Hawk*, ex-*Artemis II*, ex-*Artemis I*, ex-*Essa Star*, ex-*Cuyo Island*, ex-*Genei Maru*). IMO 8221820. Tanker. Length 89 m, 1,137 t. Equatorial Guinea flag. Classification society Bureau Veritas. Built in 1983 in Kinoe (Japan) by Sasaki Zosen KK. Owned by Nautical Paradise (Malaysia). Sold for demolition in Pakistan.



*Oloibiri*. IMO 7517882. Ex tanker converted to Floating, Production, Storage and Offloading unit (FPSO) and used in the offshore oilfields in Nigeria. Length 332 m, 38,984 t. Deflagged from Nigeria to St. Kitts and Nevis for her last voyage as *Olo*.



Classification society American Bureau of Shipping. Built in 1976 in Pula (Croatia) by Uljanik for Texaco Overseas. In late 2014 Nigerian National Petroleum Corporation (NNPC) is renewing its fleet and put the 2 old FPSO *Tuma* and *Oloibiri*, then laid up in Lagos, for sale. On June 22, *Oloibiri* was beached for demolition in Bangladesh. *Tuma* had arrived there some times earlier as *Zuma*. 380 \$ per ton.

*Oloibiri* © Auke-Visser



*Orange Blossom*. IMO 8407931. Refrigerated fruit juice tanker. Length 145 m, 5,207 t. Deflagged from Liberia to Palau for her last voyage as *Blossom*. Classification society Lloyd's Register of Shipping. Built in 1985 in Brevik (Norway) by Trosvik Verksted. Owned by Atlanship S.A. (Switzerland). Sold for demolition in India.



*Orange Blossom* : with a refrigerated fruit juice capacity of 9,624 m<sup>3</sup>, she could provide an orange juice glass for breakfast to each citizen of Barcelona for one month. © **Aleksi Lindström**

*Palenque II* (ex-*Choapas II*, ex-*Fearless*, ex-*Torm Gyda*). IMO 9006136. Tanker. Length 182 m. Mexican flag. Classification society Lloyd's Register of Shipping. Built in 1992 in Dalian (China) by Dalian SY Co. Owned by TMM Division Maritima SA de CV (Mexico). Sold for demolition in Pakistan. 430 \$ per ton.

*Tirta Samudra XII* (ex-*Jian She 7*). IMO 8829490. Tanker. Length 107 m. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Single hull ship built in 1986 in Ruichang (China) by Jiangxi Jiangzhou. Owned by Tirtacipta Mulyapersada (Indonesia). Sold for demolition in Bangladesh.





*Tuma*, (ex*Sea Breeze*). IMO 7388700. Tanker. Length 280 m. St. Kitts and Nevis flag for her last voyage as *Zuma*. Classification society International Register of Shipping.



Built in 1975 in Goteborg (Sweden) by Eriksbergs ; converted in 1985 to floating storage. Sold by her Nigerian owner to the Indian broker Doehle Danautic just prior to her departure for demolition in Bangladesh. 427 \$ per ton.

*Tuma*, seen berth at Ishibras shipyard - RJ Sao Cristovao, Rio de Janeiro, Brazil. August 2010  
© Erik Azevedo

*Varg Star* (ex-*Varg*). IMO 9045376. Tanker. Length 243 m, 16,000 t. Bahamian flag. Classification society Det Norske Veritas. Built in 1992 in Kerch (Ukraine) by Zaliv. Owned by Estoril Navigation Ltd (Greece). Sold for demolition in Pakistan. 368 \$ per ton.

## Chemical tanker

*Castillo de Plasencia* (ex-*Stolt Aspiration*, ex-*Golden Angel*). IMO 8610019. Chemical tanker. Length 129 m, 4,330 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Shimonoseki (Japan) by Mitsubishi. Owned by Empresa Naviera Elcano SA (Spain). Sold for demolition in India. 600 \$ per ton including 725 t of stainless steel.



*Great Increase* (ex-*Aidin*, ex-*Destiny I*, ex-*Regents Park*, ex-*Lacerta*, ex-*RF Potomac*, ex-*Mercantil Parati*, ex-*Jacuhy* IMO 8128195. Chemical tanker.



Length 171 m, 6,951 t. Deflagged from Nigeria to Tanzania for her last voyage. Classification society RINA. Built in 1984 in Dunkirk (France) by Chantiers du Nord et de La Méditerranée. In the first part of her career, this chemical tanker was operated under Brazilian flag by Empresa de Navegacao Mercantil and had 3 successive names: *Jacuhy* when she was first commissioned in 1984, *Mercantil Parati* in 1988 and *R.F.Potomac* in 1991.

She was sold in 1994 and became the Maltese *Lacerta* of the Greek shipowner Economou, then in 1996 she was handed over to the Monaco-based Ofer Group as *Regents Park* flying the Liberian flag. Later on, she was acquired by 2 Greek shippers and reflagged to Panama, Harmony Navigation in 2006 as *Destiny 1*, then Vigour Oil Trading in 2009 as *Aidin*. Her ultimate owner, from 2012 on, was Hepa Global Energy, based in Lagos, that had her renamed *Great Increase* under Nigerian flag. Detained in 2007 in Bandar Khomeini (Iran) and in Aqaba (Jordan), in 2008 in Antwerp and in Ghent (Belgium) and in 2009 in Ghent again. Sold for demolition in Pakistan.



Apapa, Lagos, Nigeria. February 2011. In the foreground *Aidin*, future *Great Increase* © Ivan Meshkov



*Naparima*. IMO 9136694. Chemical tanker. Length 175 m, 7,967 t. Isle of Man flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Usuki (Japan) by Minami Nippon. Owned by Mitsui OSK Lines (Japan). Sold for demolition in Turkey.



*Naparima* on the River Seine (France).  
Homeport Douglas, Isle of Man © Stéphane Zunquin



« Napa » at Aliaga.  
© Captain Selim

*Theresa Pelingtung* (ex-Skarven, ex-Bunga Cenderawasih). IMO 8618231. Chemical tanker. Length 172 m, 9,331 t. Tuvalu flag. Classification society Bureau Veritas. Built in 1990 in Pusan (South Korea) by Korea SB & E Corp. Owned by Raffles Shipmanagement Services (Singapore). Detained in 1999 in Rotterdam (Netherlands), in 2008 in Hamburg (Germany) and in 2009 in Geelong (Australia). Sold for demolition in India. 385 \$ per ton.



## Gas tanker



*Eratan* (ex-BW Hebris, ex-Hebris). IMO 8128963. Gas tanker. Length 158 m, 8,261 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Fredriksstad (Norway) by Nye Fredriksstad. Owned by Newship Nusabersama PT (Indonesia). Sold as is in Singapore for an unspecified destination of demolition. 362 \$ per ton including 300 t of bunkers.



*Navakun 14* (ex-Yang Zhou n°2, ex-Tenyu). IMO 7913866. Gas tanker. Length 62 m, 799 t. Thai flag. Unknown classification society. Built in 1979 in Mukaishima (Japan) by Sanyo. Owned by Navakun Transport Co Ltd (Thailand). Sold for demolition in Bangladesh.



Thai LNG *Navakun 14*, leaving Bangkok, Thailand, October 2014 © bs1mrc Shipspotting

*Philippine* (ex-Lady Eline). IMO 9074858. Gas tanker. Length 96 m. French flag (RIF). Classification society Bureau Veritas. Built in 1995 in Nandan (Japan) by Teraoka. As a Liquid Petroleum Gas carrier with a total capacity of 3,000 m<sup>3</sup> (2 tanks), *Philippine* has served all of her carrier the Geneva-based Geogas Group. Initially operated under Liberian flag but French Marima, she was reflagged in 1999 to Tonga Islands under management by Oceangas Services Australia, Geogas subsidiary company for its Pacific operations. She was reflagged to France in 2003 (first flag, then later RIF) under management of V.Ships France; since then, she had been providing Corsica in butane and propane from Lavera terminal. She was delivered to Aliaga breakers (Turkey) on June 1, 2015. She was replaced on the Lavera-Corsica service by the Maltese gas carrier *B.Gas Supreme*, 3,500 m<sup>3</sup> capacity, built in 2014.



*Philippine* in Ajaccio on the 21th of december 2008 © Oursben



At Aliaga © Captain Selim

*Sea Pride* (ex-Sapphire I, ex-Gaz Atmosphere, ex-Sigloo Crystal, ex-Polar Belgica, ex-Eurogas Terza, ex-Polar Belgica, ex-Eurogas Terza). IMO 8810188. Gas tanker. Length 131 m, 5,237 t. Panamanian flag. Classification society Bureau Veritas. Built in 1991 in Viareggio (Italy) by Benetti Gecan. Owned by Mare Liberum Shipping DMCC (United Arab Emirates). Detained in 2011 in Houston (United States). Sold for demolition in India.



*Sigloo Crystal*, February 2011,  
In Aratu, Brazil  
© Vladimir Knyaz



*Seagas General* (ex-Sigas General, ex-Kilgas Genaral, ex-Balder Phenix). IMO 8129814. Gas tanker. Length 105 m, 2,953 t.



Cyprus flag. Classification society RINA. Built in 1982 in Fukuoka (Japan) by Fukuoka Zosen. Owned by KJP Seagas General Ltd (Cyprus). Detained in 1998 in Hamina (Finland) and in 2006 in Bordeaux (France). Sold for demolition in India.



*Seagas General* at Urinj oil terminal at the entrance of Bakar bay, Rijeka, Croatia with the tug "Lukas" fighting to hold it in place in the sea boiling with gale force "bora" wind...April 07, 2013.  
© Lappino



## Miscellaneous

### Dredger

*Arco Humber* (ex-*Deepstone*). IMO 7204318. Dredger. Length 107 m. United Kingdom flag. Classification society Bureau Veritas. Built in 1972 in KIndiardijk (Netherlands) by IHC Smit. Owned by Hanson Aggregates Marine Ltd (United Kingdom). Sold for demolition in Gravendeel, Netherlands.



*Arco Humber* leaving the River Tyne August 2009  
© Paul Whitelaw



*Arco Humber* being broken up at Gravendeel, Dordrecht, Netherlands April 30, 2015 © Pilot Frans

*Frans*. IMO 7331783. Dredger. Length 65 m. Dutch flag. Built in 1973 in Hardinxveld (Netherlands) by De Merwede S&M. Owned by Van Oord Ship Management BV (Netherlands). On the occasion of the annual hull and structure inspection, the ship's classification society, Bureau Veritas, pointed out a whole list of various deficiencies - corrosion, cracks, hydraulic oil leakages, out-of-use equipment - to be definitively fixed before June 22, 2015, unless the ship leaves to be broken up. *Frans* was permitted to a single direct voyage on ballast from Besiktas shipyard at Yalova (Turkey) to Simseker shipbreaking yard in Aliaga. She was beached on June 18. It was high time.



*Frans*, seen at Barendrecht, Holland, on the river Oude Maas. November 2011 © Joop Klaasman

*Sulawesi II*. IMO 7381740. Dredger. Length 92 m, 2,685 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1974 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. Owned by Pengerukan Indonesia (Indonesia). Sold for demolition in Mumbai, India.



*Sulawesi II*, at Belawan, February 2004 © Hans Rosenkranz

### Offshore supply vessel

*Avenger* (ex-*Huada*, ex-*Val Cadore*). IMO 8223232. Offshore supply vessel. Length 65 m, 1,624 t. Liberian flag. Classification society Det Norske Veritas. Built in 1984 in Viareggio (Italy) by Esercizio. Owned by Hermes Maritime Services (India). Detained in 2013 in Hong Kong. Sold for demolition in India.



*Barasun I* (ex-Malaviya Six, ex-Tender Behanzin). IMO 8026359. Offshore supply vessel. Length 53 m, 1,004 t. Indian flag. Classification society Indian Register of Shipping. Built in 1981 in Tomrefjord (Norway) by Langsten Slip & Båtbyggeri As. Owned by Krishna Maritech Pvt Ltd (India). Sold for demolition in Mumbai, India.



*Mainport Elm* (ex-Moray, ex-Smit-Lloyd 31). IMO 8213897. Offshore supply vessel. Length 57 m, 1,151 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1983 in Delfzijl (Netherlands) by Niestern Sander. Owned by Mainport (Ireland). Sold for demolition in India.



*Mainport Elm*, outbound at Great Yarmouth, United Kingdom. June 2014 © Paul Gowen



*Malaviya Five* (ex-Tender Benin). IMO 8026347. Offshore supply vessel. Length 53 m, 991 t. Indian flag. Classification society Indian Register of Shipping. Built in 1982 in Flekkefjord (Norway) by Iversen. Owned by Gol Offshore Ltd (India). Sold for demolition in Mumbai, India.



© Simek / Marine Traffic

*Samudrika 15*. IMO 8413801. Offshore supply vessel. Length 51 m, 962 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapore by Southern Ocean. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.

*Samudrika 16*. IMO 8413813. Offshore supply vessel. Length 51 m, 948 t. Indian flag. Classification society Indian Register of Shipping. Built in 1985 in Singapore by Southern Ocean. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.



The Indian offshore supply vessel *Samudrika 16* is seen here during the President's Fleet Review (PFR-2011) off Colaba, Mumbai, December 20, 2011 © JerryE / Shipspotting

*Samudrika 2*. IMO . Offshore supply vessel. Length 55 m, 977 t. Indian flag. Classification society Indian Register of Shipping. Built in 1986 in Vasco da Gama (India) by Goa Shipyard. Owned by Oil & Natural Gas Corp Ltd (India). Sold for demolition in Mumbai, India.



*Vos Iona* (ex-*Viking Iona*, ex-*Bue Iona*, ex-*Coral*, ex-*Hornbeck Coral*, ex-*Seaboard Coral*, ex-*Boa Coral*, ex-*Ocean Coral*, ex-*Highland Piper I*, ex-*Highland Piper*). IMO 7413127. Offshore supply vessel. Length 61 m. United Kingdom flag. Classification society Lloyd's Register of Shipping. Built in 1977 in Durban (South Africa) by James Brown & Hamer. Owned by Vroon Offshore Services Ltd (United Kingdom). Sold for demolition in Grenaa, Denmark.



Vroon Field Support Ship *Vos Iona* at James Watt Dock in Greenock (Scotland) on September 15<sup>th</sup>, 2012. © **Dave Forbes**



April 29, 2015, Grenaa, Denmark. The last remnants of *Vos Iona* © **Bendt Nielsen**

*Vos Tiree* (ex-*Viking Tiree*, ex-*Bue Tiree*, ex-*Supreme*, ex-*Hornbeck Supreme*, ex-*Seaboard Supreme*, ex-*Sapucaia*). IMO 7711294. Offshore supply vessel. Length 56 m. United Kingdom flag. Classification society American Bureau Of Shipping. Built in 1981 in Manaus (Brazil) by Estanave. Owned by Offshore Support Services Ltd (United Kingdom). Sold for demolition in Denmark



## Tug

*Barracuda I* (ex-*Champ*, ex-*Champion Z*, ex-*Sete*, ex-*Petrola's Oceanmaster*, ex-*Petrola's Oceanmaster XXIV*, ex-*Euroman*, ex-*Bremen*). IMO 6717019. Tug. Length 55 m, 1,135 t. Panamanian flag. Classification society Indian Register of Shipping. Built in 1967 in Bremerhaven (Germany) by Weser Seebeck. Owned by Hermes Maritime Services (India). Sold for demolition in Bangladesh.



*Barracuda II* (ex-*Kosko 101*, ex-*Ocean Korea*, ex-*Shinko Maru*, ex-*East Sea*, ex-*South Sea*). IMO 7639006. Tug. Length 60 m, 967 t. St. Kitts and Nevis flag. Classification society RINA. Built in 1977 in Iwagi (Japan) by Imai Seisakusho. Owned by Total Marine (India). Detained in 2001 in Niigata (Japan). Sold for demolition in Mumbai, India.



*Kosko 101*, August 2014, © **Bushmakin**



beached in Mumbai © **Alang Ship Info**

*Golfo de Bengala* (ex-*Smit-Lloyd 116*). OMI 7422312. Tug. Length 64 m, 1,527 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1976 in Zaltbommel (Netherlands) by De Waal. Acquired in November 2011 from the Hong Kong ship owner Star Matrix by the Indian broker Prayati Shipping. Sold for demolition in India.



## General cargo

*Advantage* (ex-*Tacna II*, ex-*Thermopylae*, ex-*Als Confidence*, ex-*Barber Thermopylae*, ex-*Thermopylae*). IMO 7515339. General cargo. Length 171 m, 9,378 t. United States flag. Classification society American Bureau of Shipping. Built in 1977 in Tsu (Japan) by NKK. Owned by Sealift Inc (United States). Sold for demolition in India. 380 \$ per ton.

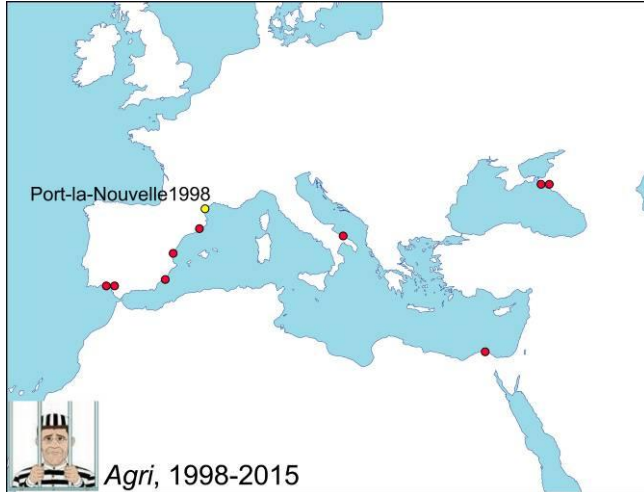


*Advantage* in Rozenburg (Netherlands), avril 2007  
© Dennis Adriaanse



Welcome by Alang bikers d'Alang, June 2015  
© DivyarajSinh Gohil

*Agri*. IMO 7364326. General cargo. Length 87 m. Turkish flag. Classification society



Turkish Lloyd Built in 1974 in Camialti (Turkey) by Denizcilik Bankasi ; jumboized in 1986 and lengthened from 80 to 87 m. Owned by Canmar Denizcilik (Turkey). Detained in 1998 in Port-la-Nouvelle (France), in 1999 in Novorossiysk (Russia), in 2001 in Valencia (Spain) and Bari (Italy), in 2002 in Tarragona (Spain), Sevilla (Spain) and again in Novorossiysk, in 2003 again in Sevilla then in Cartagena (Spain) and in 2009 in Damietta (Egypt). Silver medallist on the substandard ship podium with 10 detentions. Sold for demolition in Turkey.

© Robin des Bois

*Atlantic Nyala* (ex-*Aladdin Dream*, ex-*OBL Winner*, ex-*Lykes Winner*, ex-*Thorshope*, ex-*Cobra*, ex-*Nordana Kampala*, ex-*Global Hawk*, ex-*Alioth Star*, ex-*Marcela R*, ex-*Yevgeniy Mravinskiy*). IMO 8811699. General cargo. Length 174 m, 9,210 t. Maltese flag. Classification society Bureau Veritas. Built in 1990 in Warnemünde (Germany) by Warnowwerft. Owned by Baltic Mercur Ltd (Russia). She was said to be sold for demolition in India at 510 \$ per ton in "Shipbreaking" #37 and in the Equasis database updated on September 5, 2014.



Meanwhile, she kept sailing. In June 2015, she is announced again sold for demolition, still in India but at 370 \$ per ton only. In May 2015, she loaded metal pipes and cables in Antwerp.

Her way leads her to Toamasina (Madagascar); then, late June, she was beached for real in Bangladesh.

Loading in Antwerp, Belgium, May 8, 2015  
Report by Johnny Verhulst





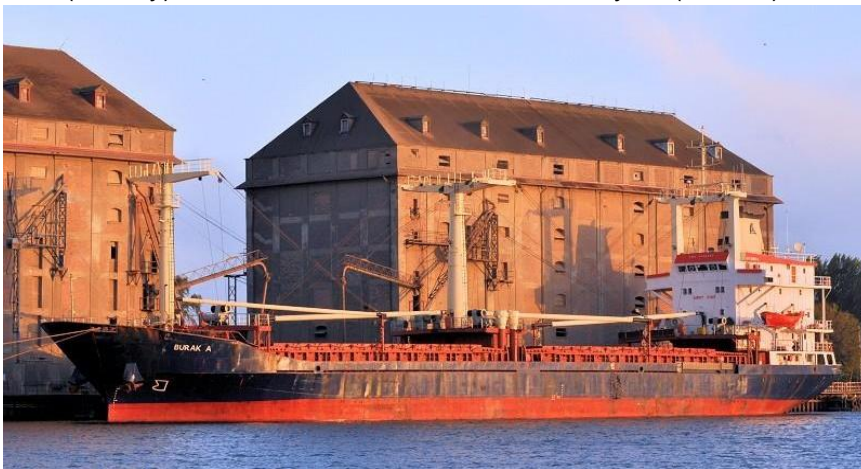
*Birch 3* (ex-*Pacific Glory*, ex-*Kent Pioneer*, ex-*Mathilde Oldendorff*). IMO 9150731. General cargo. Length 149 m, 6,363 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1999 in Wuhu (China) by Wuhu Shipyard. Owned by Birch Shipping Ltd (Hong Kong, China). Sold for demolition in Mumbai, India. 402 \$ per ton including 390 t of bunkers.

*Black Sea Glory*, ex-*La Paloma*, ex-*Newhope*, ex-*Reina*, ex-*Renata*, ex-*Ataduru*, ex-*Antwerpa*, ex-*Arma*, ex-*Antonio Machado*. IMO 7826491. General cargo. Length 144 m. Togolese flag. Classification society Dromon Bureau of Shipping. Built in 1981 in Olaveaga (Spain) by Ast Espanoles (AESAs). Owned by Arados Shipping Co (Romania). Detained in 1998 in Rotterdam (Netherlands), in 2002 in Eleusis (Greece), in 2006 in Ambarli (Turkey), in 2013 in Izmir (Turkey), in 2014 in Novorossiysk (Russia) and in 2015 in Iskenderun (Turkey). Early 2015, she was renamed *Dominator*; according to her status she was “repairing”; she arrived off Aliaga on June 3; she hesitated. She was irremediably beached on July 2.

*Black Sea Glory* departing Avlemonas Bay, Kythira Island (Greece), October 2012.  
© Samios Georgios



*Burak A.* (ex-*Ahmet Akgul I*, ex-*Necati Atasoy*, ex-*Nazli Meltem*, ex-*Atakan Aksu*, ex-*Yuksel Guler*). IMO 7900297. General cargo. Length 102 m. Turkish flag. Classification society Bureau Veritas. Built in 1983 in Yarimca (Turkey) by Marmara. Owned by Azak Shipping & Trading Co Ltd (Turkey). Detained in 2000 in Novorossiysk (Russia), in 2001 in Molfetta (Italy) and in 2006 in Ravenna (Italy). Sold for demolition in Turkey.



*Burak A.* Port of Gdańsk - Zbożowe quay, October 2009. © Piotr Jaglinski

*Caraka Jaya Niaga III-30*. IMO 9018323. General cargo. Length 98 m, 1,941 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1994 in Surabaya (Indonesia) by PAL Indonesia. Owned by Pann Persero Pt (Indonesia). Detained in 2001 in Singapore. Sold for demolition in Bangladesh.

*Caraka Jaya Niaga III-30*  
Leaving anchorage at Surabaya (Indonesia) in November 2006 © Ivan Meshkov



*Djorf*. IMO 7420223. General cargo. Length 126 m. Algerian flag. Classification

society Germanischer Lloyd. Built in 1977 in Travemünde (Germany) by Schlichting. Owned by CNAN NORD SPA (Algeria). Detained in 1998 in Hamburg (Germany), in 1999 in Antwerp (Belgium), in 2000 in Gdansk (Poland), in 2012 in Antwerp again and in 2013 in Hamburg again. Sold for demolition in Turkey.



*Djorf*, at Aliaga shipbreaking yard © Captain Selim

*Djurdjura*. IMO 7420211. General cargo. Length 126 m, 2,940 t. Algerian flag. Classification society Germanischer Lloyd. Built in 1977 in Travemünde (Germany) by Schlichting Werft. Owned by CNAN (Algeria). Detained in 1999 and 2001 in Antwerp (Belgium) and in 2003 in Hamburg (Germany). Sold for demolition in Turkey.



*Green Lotus* (ex-Asian Fair II, ex-New Lucky II, ex-Tanjung Priok). IMO 8801723. General cargo. Length 108 m, 2,739 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1988 in Imabari (Japan) by Nishi Zosen. Owned by Hoang Thanh Shipco Ltd (Vietnam). Detained in 2008 in Pyeongtaek (South Korea), in 2011 in Zhangjiagang (China) and Taizhou (China) and in 2014 in Humen (China) and in Calcutta (India). Sold for demolition in India.



*Ibn Khaldoun II*. IMO 7711854. General cargo. Length 126 m. Algerian flag. Classification society Germanischer Lloyd. Built in 1977 in Travemünde (Germany) by Schlichting. Owned by CNAN (Algeria). Detained in 1999 and in 2002 in Hamburg (Germany), in 2003 in Bilbao (Spain) and Antwerp (Belgium), in 2003 in Antwerp again and in 2006 in Ambarli (Turkey). Sold for demolition in Turkey.



*Ibn Sina II*. IMO 7720934. General cargo. Length 126 m. Algerian flag. Classification society Germanischer Lloyd. Built in 1978 in Travemünde (Germany) by Schlichting. Owned by CNAN Group Spa (Algeria). Detained in 1997 in Hamburg (Germany) and in 2001 in Antwerp (Belgium). Sold for demolition in Turkey.



*Ibn Sina II* leaving Antwerp for Morocco, September 2012 © bs1mrc /Shipspotting



*Ismael Mehieddine* (ex-*Isis I*, ex-*Palagruza*, ex-*Kritonas*, ex-*Hand Fortune*). IMO 7616171. General cargo. Length 130 m, 3,353 t. Comoros flag. Classification society Bulgarski Koraben Registar. Built in 1976 in Hiroshima (Japan) by Ujina Zosensho. Owned by MTM United Co (Lebanon). Detained in 2001 in Rotterdam (Netherlands, in 2007 in Alexandria (Egypt), in 2008 in Antalya (Turkey), in 2011 in Damietta (Egypt) and in 2014 in Aliaga (Turkey). Sold for demolition in Pakistan.



Istanbul, September 2014 © Frank Behrends



Gadani, Pakistan, May 2015 © Shahid

*Jibreel Ameen* (ex-*Langanger*, ex-*Star Langanger*, ex-*Hawthorne Hill*, ex-*Geliga*). IMO 8322519. General cargo. Length 195 m, 10,800 t. Bangladeshi flag. Classification society Det Norske Veritas. Built in 1986 in Ulsan (South Korea) by Hyundai. Owned by Silvia Shipmanagement (Singapore). Detained in 2012 in Dumai (Indonesia). Sold for demolition in Bangladesh.



*Lisbeth* (ex-*Carolina*, ex-*Bellatrix*, ex-*Thies*). IMO 7233668. General cargo.

Length 75 m. Norwegian flag. Classification society Bureau Veritas. Built in 1972 in Neuenfelde (Germany) by Sietas. Owned by Rolf Wagle AS (Norway). Detained in 2014 in Svendborg (Denmark). Sold for demolition in Grenaa, Denmark.



Warnemünde, Rostock, Germany, February 2015 © Marcus-S



*Log-In Santos* (ex-*Frotasantos*). IMO 9082829. General cargo. Length 168 m, 7,984 t. Brazilian flag, Togolese flag for her last voyage as *Santos*. Classification society Bureau Veritas. Built in 1996 in Jacuacanga (Brazil) by Verolme-Ishibras. Owned by Frota Oceanica E Amazonica S.A. (Brazil). Sold for demolition in India.



At Mar del Plata, Argentina, november 2008 © Marine Traffic



Under repairs at Guanabara Bay/Rio de Janeiro, Brazil in February 2010 © Edson de Lima Lucas

*Lu Xun*. IMO 8513716. General cargo. Length 159 m, 7,455 t. Chinese flag. Classification society China Classification Society. Built in 1988 in Shanghai (China) by Jiangnan Shipyard. Owned by Chipolbrok (China). Detained in 2006 in Rotterdam (Netherlands). Sold for demolition in India. 405 \$ per ton.

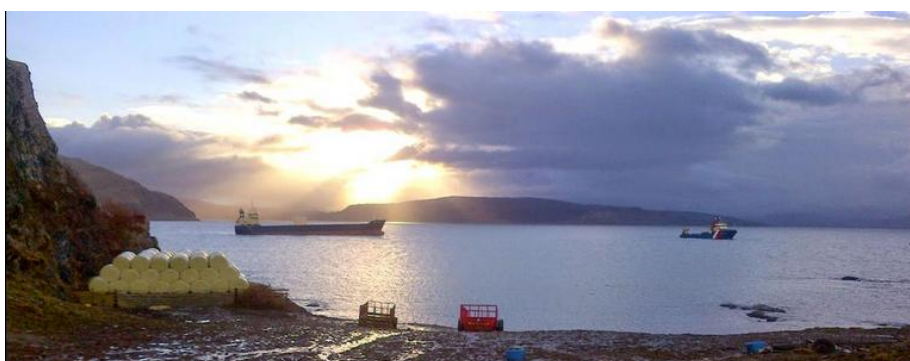
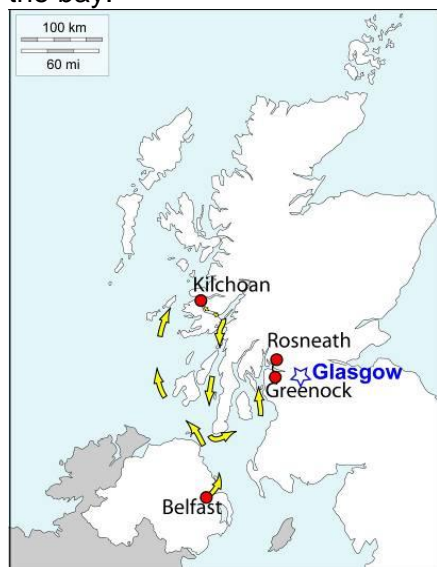


*Lysblink Seaways* (ex-*Lysblink*). IMO 9197313. General cargo. Length 129 m, t. United Kingdom flag. Classification society Det Norske Veritas. Built in 2000 in Surat (India) by ABG ; jumboized in 2004 and lengthened from 102 to 129 m. Owned by DFDS Seaways (Denmark).



*Lysblink Seaways* aground, on February 18, 2015.  
Photo:RNLI

On February 18, 2015, the ship left Belfast with a load of paper bound for Norway. She ran aground on rocks in Kilchoan in the West Highlands, Scotland. She was towed 150 miles to a yard in Greenock near Glasgow to be repaired. The hull was heavily damaged, below the waterline; repair works were not considered economically viable. The ship was eventually towed for demolition in Rosneath, just across the bay.



*Lysblink Seaways* refloated and under tow. photo MCA via BBC

*Mahakam River* (ex-*Markham River*, ex-*Sutter*, ex-*Delmas Africa*, ex-*Sutter*, ex-*Tiger Force*, ex-*Mette Sif*, ex-*Tiger Force*, ex-*Mette Sif*, ex-*OOCL Italia*, ex-*Mette Sif*). IMO 8131166. General cargo. Length 115 m, 2,413 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1983 in Frederikshavn (Denmark) by Orskov Christensens ; jumboized in 1989 and lengthened from 102 to 115 m. Owned by Meratus Line Pt (Indonesia). Detained in 1998 in Moerdijk (Netherlands). Sold for demolition in India.



*Medazov Victoria* (ex-*Sudertor*, ex-*Delmas Seychelles*, ex-*Papuan Gulf*, ex-*Sudertor*, ex-*Ibn Bajjah*, ex-*Sudertor*). IMO 9141728. General cargo. Length 116 m. Deflagged from St. Vincent & Grenadines to Panama for her last voyage. Classification society Germanischer Lloyd. Built in 2000 in Yangzhou (China) by Jiangsu Jiangyang. Owned by Marco Shipping SA (Ukraine). Detained in 2009 in Malaga (Spain), in 2011 in Castellon de la Plana (Spain) and in 2012 and 2013 in La Spezia (Italy). Sold for demolition in Turkey.





*Meem* (ex-Sun Rise V, ex-Sun, ex-Thor Sun, exBureba, ex-Havik, ex-Bahia de la Habana). IMO 8311429. General cargo. Length 149 m, 4,950 t. Panamanian flag. Classification society International Register of Shipping. Built in 1986 in Sestao (Spain) by AESA. Owned by Marakeb SA (United Arab Emirates). Detained in 2006 in Singapore in 2009 in Odessa (Ukraine) and in 2011 in Zhenjiang (China) and Ho Chi Minh City (Vietnam). Auctioned as is in India for demolition in a local yard. 317 \$ per ton.



*Merry Trans* (ex-Star Providence, ex-Maratha Providence). IMO 8317289. General cargo. Length 188 m, 10,188 t. Panamanian flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Tsurumi (Japan) by Nippon Kokan. Owned by Dalian Haida International (China). Detained in 2005 in Aliaga (Turkey) and in 2008 in Tianjin (China). Sold for demolition in India. 410 \$ per ton.



*Omolon* (ex-Arctic Spirit, ex-Balkan Trader, ex-Thirza, ex-Bothnia Stone, ex-Sea Trader, ex-Pavlin Vinogradov). IMO 8419128. General cargo. Length 132 m, 4,174 t. Russian flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Gdansk (Poland) by Gdanska Lenina. Owned by Sakhalin Shipping Co (Russia). Detained in 2001 in Ijmuiden (Netherlands), in 2002 in Falmouth (United Kingdom), in 2004 in Bremen (Germany), in 2008 in Antalya (Turkey), in 2009 in Loviisa (Finland) and in 2010 in Gdynia (Poland). Sold for demolition in India. 364 \$ per ton.



*Omolon*, Sovetskaya Gavan, Russian Far East, April 2015 © **Bushmak**

*Pola Med* (ex-Brazilian Confidence, ex-Eagle, ex-Western Eagle, ex-Sheerness, ex-Wani Lake, ex-Wani Lake, ex-General Mata, ex-Saltnes). IMO 8313221. General cargo. Length 170 m, 8,745 t. Deflagged from Malta to St. Kitts and Nevis for her last voyage as *La Med*. Classification society Bureau Veritas. Built in 1985 in Oppama (Japan) by Sumitomo. Owned by Pola Med Ltd (Malte). Detained in 2001 in Dampier (Australia), in 2005 in Antwerp (Belgium) and in 2011 in Rio Grande (Brazil). Sold for demolition in India.



*Rimma* (ex-Ludmila, ex-Ludmila 1, ex-Volgo-Balt 129). IMO 8874902. General cargo. Length 114 m, 1,340 t. Cambodian flag. Classification society Ukraine Register of Shipping. Built in 1970 in Komarno (Slovakia) by Zavody Tazkeho Strojstva Yard. Owned by Poseidon Ltd (Ukraine). Detained in 2003 in Castellon de la Plana (Spain), in 2009 in Nikolayev (Ukraine), in 2010 in Constanta (Romania), in 2011 in Aliaga (Turkey), in 2012 in Mersin (Turkey), in 2013 in Iskenderun (Turkey) and in Temryuk (Russia), in 2014 in Azov (Russia) and Taganrog (Russia) and on June 12, 2015 in Aliaga again. This is the coup de grâce: she is finally beached for demolition in the same port. Silver medallist on the podium of substandard ships this quarter with 10 detentions.



Arriving at Aliaga © **Captain Selim**

*Rouen* (ex-Volgo-Balt 157). IMO 8230223. General cargo. Length 114 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1972 in Komarno (Slovakia) by ZTS Yard. Owned by Vernon Shipping Ltd (Ukraine). Detained in 1999 in Eleusis (Greece), in 2005 in Izmit (Turkey), in 2006 in Gemlik (Turkey), in 2007 in Nikolayev (Ukraine), in 2008 in Eysk (Russia), in 2009 in Izmit again and in Nikolayev then in Kerch (Ukraine), in 2011 in Theodosia (Ukraine), in 2013 in Kdz Eregli (Turkey) and in 2014 in Aliaga (Turkey). Sold for demolition in Turkey. Gold medallist on the podium of substandard ships this quarter with 11 detentions.



*Rouen* at Beyrouth, (Lebanon) October 2010  
© Sohulyayev Anton

*Sea Effort* (ex-Century 7, ex-Ocean Ace, ex-Shinnichifuji Maru). IMO 7425601. General cargo. Length 84 m, 1,097 t. Cambodian flag. Classification society Global Marine Bureau. Built in 1975 in Kinoh (Japan) by Sasaki. Owned by Dalitora Projects Ltd (Russia). Detained in 2003 in Yokkaichi (Japan) and in Chiba (Japan), in 2005 in Chinhae (South Korea), in 2006 in Pohang (South Korea), in 2011 in Nanjing (China), in 2012 in Fushiki (Japan), in 2013 and 2015 in Hakata (Japan). Sold for demolition in Bangladesh.



*Sea Tiger* (ex-Kestrel, ex-Bakengracht). IMO 8014356. General cargo. Length 80 m, 2,041 t. Cambodian flag. Classification society Russian Maritime Register of Shipping. Built in 1981 in Shimizu (Japan) by Miho. Owned by Grand Marine Co Ltd (Russia). Detained in 2003 in Port-de-Bouc (France) and in 2014 in Vladivostok (Russia). Sold for demolition in Bangladesh. 370 \$ per ton.



*Star Dieppe* (ex-Star Shiraz). IMO 7507265. General cargo. Length 183 m. Norwegian flag (NIS). Classification society Det Norske Veritas. Built in 1977 in Tamano (Japan) by Mitsui. Owned by Grieg Star AS (Norway). Sold for demolition in Xinhui, China.



By Double Bluff, Washington State, Whidby Island in backlit early morning haze. Salish Sea. May 2013  
© Clark Crawford



*Sunrise R* (ex-Little Miss, ex-Al Waleed, ex-Sevilla, ex-Widar, ex-Wiking). IMO 7386946. General cargo. Length 93 m. Sierra Leone flag. Classification society Dromon Bureau of Shipping. Built in 1973 in Neuenfelde (Germany) by JJ Sietas. Owned by SC Rezkozan Impex (Romania). Detained in 1998 in Gioia Tauro (Italy), in 1999 in Heraklion (Greece), in 2000, 2001 and 2004 in Gioia Tauro again, in 2010 in Izmit (Turkey) and in 2012 in Damietta (Egypt). Sold for demolition in Turkey.



*Toscana* (ex-Star Toscana, ex-Cielo Di Monfalcone, ex-Toscana). IMO 9158410. General cargo. Length 190 m, 11,442 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Huludao (China) by Liaoning Bohai ; jumboized in 2006 and lengthened from 174 to 190 m. Owned by H Bertling Reederei GmbH (Germany). Detained in 2014 in Civitavecchia (Italy) and in Xiamen (China). Sold for demolition in India. 407 \$ per ton.



*Xin Yang 9* (ex-Fengshun 16, ex-Tokuyama Maru). IMO 8415990. General cargo. Length 70 m, 755 t. Sierra Leone flag. Classification society Overseas Marine Certification Services. Built in 1984 in Saiki (Japan) by Miura. Owned by Integrity Ocean Co Ltd (Hong Kong, China). Detained in 2001 in Tokuyama, Niiagata and Yokohama (Japan), in 2002 de nouveau in Yokohama, in 2010 in Taizhou (China), in 2011 in Onomichi (Japan) and Yingkou (China) and in 2014 in Penang (Malaysia). Sold for demolition in Bangladesh.



*Zheng Yang* (ex-Tasman Pathfindiar, ex-La Esperanza). IMO 8918253. General cargo. Length 177 m, 8,704 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1991 in Setoda (Japan) by Naikai. Owned by Eastern Rain International Ship Management Co Lt (China). Detained in 1999 in Los Angeles (United States), in 2010 in Nanjing (China), in 2013 in Guangzhou (China) and Tianjin (China) and in 2014 in Hong Kong. Sold for demolition in Bangladesh. 382 \$ per ton.



As *Tasman Pathfindiar* in Bluff, New Zealand, June 2007 © Chris Howell

## Heavy load carrier

*Jumbo Spirit*. IMO 9083122. Heavy load carrier. Length 94 m. Dutch flag.



Classification society Lloyd's Register of Shipping. Built in 1995 in Capelle (Netherlands) by YVC Ysselwerf. Owned by Kahn Scheepvaart BV (Netherlands). Detained in 2003 in Marina di Carrara (Italy). Sold for demolition in Turkey.



*Jumbo Spirit* leaving Hamburg, Germany; seen from Bubendey Ufer, June 2014 © Jens Boldt

## Reefer

*Baltic Sky* (ex-Asian Reefer). IMO 7632278. Reefer. Length 144 m, 7,281 t. St. Vincent & Grenadines flag. Classification society Russian Maritime Register of Shipping. Built in 1978 in Nagasaki (Japan) by Hayashikane. Owned by Ost-West-



Handelund Schifffahrt GmbH (Germany). Detained in 2003 in Saint Petersburg (Russia), in 2007 in Antwerp (Belgium) and in 2010 in Vlissingen (Netherlands). Sold for demolition in Bangladesh. 423 \$ per ton.



© Foto Flite

## Container ship

*An Chun*. IMO 8501658. Container ship, 1238 teu. Length 150 m, 4,647 t. Singapore flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Setoda (Japan) by Naikai. Owned by Wan Hai Lines Ltd (Taiwan). Detained in 2000 in Mizushima (Japan) and in Hong Kong (China). Sold as is in Hong Kong for demolition in India. 305 \$ per ton.



*AT 14* (ex-Suzanne, ex-Thor Suzanne, ex-Maersk Basse Terre, ex-Thor Suzanne, ex-



*Suzanne Sif*, ex-Norasia Adria, ex-Suzanne Sif). IMO 9002403. Container ship, 960 teu. Length 134 m, 4,540 t. Togolese flag. Classification society Bulgarian Register of Shipping. Built in 1992 in Frederikshavn (Denmark) by Orskov Christensens. Owned by T Fleet Management Ltd (Lebanon). Sold for demolition in India. 367 \$ per ton.



© Alang Ship Info



*Suzanne Sif* © Ship Base



At Marsaxlokk waiting area anchorage, Malta. February 2011

© Danylo Myachyn

*Banga Bonik* (ex-Dolphin Express, ex-Eagle Breeze). IMO 8126159. Container ship, 456 teu. Length 127 m, 3,335 t. Bangladeshi flag. Classification society Germanischer Lloyd. Built in 1983 in Ishinomaki (Japan) by Yamanishi. Owned by HRC Shipping Ltd (Bangladesh). Detained in 1999 in Guam (United States) and in 2006 in Colombo (Sri Lanka). Sold for demolition in Bangladesh.





*Easline Tianjin* (ex-PU Harmony, ex-Nantai Princess). IMO 8421573. Container ship, 1232 teu. Length 156 m, 4,701 t. Panamanian flag. Classification society China Corporation Register of Shipping. Built in 1985 in Kochi (Japan) by Shin Yamamoto. Owned by Tianjin International Marine Shipping Co (China). Detained in 2009 in Yantai (China). Sold for demolition in Bangladesh.



*Hanjin Elizabeth* (ex-Hanjin Barcelona). IMO 9015539. Container ship, 4024 teu. Length 290 m, 18,949 t. Deflagged from Panama to Comoros for her last voyage as *Hanji*. Classification society Korean Register of Shipping. Built in 1992 in Busan (South Korea) by Hanjin HI Co. Owned by Tsakos Columbia Shipmanagement (Greece). Sold as is in Fujairah (United Arab Emirates) for demolition in India. 422 \$ per ton including 250 t of bunkers.



*Hanjin Elizabeth*, Savannah, Georgia, United States, March 2012 © Frank Crowe

*Heidelberg Express* (ex-Ville de Verseau, ex-Heidelberg Express). IMO 8711370. Container ship, 2803 teu. Length 236 m. Bermuda flag. Classification society Germanischer Lloyd. Built in 1989 in Kiel (Germany) by Howaldtswerke-DW ; jumboized in 1992 and lengthened from 206 to 236 m. Owned by Hapag-Lloyd AG (Germany). Detained in 2005 in Aqaba (Jordan). Sold for demolition in Turkey.



*Heidelberg Express* at Melbourne (Australia), December 2009 © Andrew Mackinnon

*Hub Grandiose* (ex-Micronesia Nations). IMO 9123958. Container ship, 714 teu. Length 129 m, 4,428 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1995 in Iwagi (Japan) by Iwagi Zosen. Owned by Hub Shipping (Malaysia). Sold for demolition in Bangladesh.

*Hub Stellar* (ex-*Micronesia Navigator*). IMO 9084774. Container ship, 714 teu. Length 129 m, 4,400 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1994 in Iwagi (Japan) by Iwagi Zosen. Owned by Hub Shipping (Malaysia). Sold for demolition in Bangladesh. 410 \$ per ton.



At Singapore, July 2013 © John Regan



*Maestra Atlantico* (ex-*Norsul Atlântico*, ex-*Atlantico Sul*, ex-*Lloyd Atlantico*). IMO 8300016. Container ship. Length 188 m, 10,339 t. Deflagged from Brazil to St. Kitts and Nevis for her last voyage as *Atlantico*. Classification society RINA. Built in 1986 in Rio de Janeiro (Brazil) by Ishikawajima Brasil for Lloyd Brasileiro. In 2002, the Brazilian Navy intended to use her as a logistic support vessel under the name *Atlantico Sul* G40; the ship remained in Lloyd Brasileiro merchant fleet. In 2009 she was acquired by Companhia de Navegação Norsul S.A then in 2010 by Maestra Navegação e Logística S/A.. Maestra went bankrupt in December 2013. 3 vessels of the Brazilian ship owner already left for demolition (Cf. "[Shipbreaking](#)" #37). *Atlantico* will follow *Maestra Caribe* and *Maestra Pacifico* in Alang; *Maestra Mediterraneo* was beached in Bangladesh. All had been deflagged to St. Kitts and Nevis.



Lloyd Brasileiro , Norsul and Maestra, the 3 colours of the Brazilian container ship © NaviosBrasileiros



*MOL Wisdom* (ex-*Alligator Wisdom*). IMO 9101601. Container ship, 2542 teu. Length 245 m, 15,729 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Numakuma (Japan) by Tsuneishi. Owned by Mitsui OSK Lines (Japan). Sold for demolition in India. 435 \$ per ton

*MOL Wisdom*, Keelung (Taiwan); November 2012  
© Chun-Hsi



*Xiang Xiu* (ex-Dolphin Bravery, ex-Xiang Xiu). IMO 9079822. Container ship, 316 teu. Length 108 m. Panamanian flag. Classification society China Classification Society. Built in 1994 in Busan (South Korea) by Daedong SB Co. Owned by Shanghai Puhai Shipping Co Ltd (China). Detained in 2000 in Busan (South Korea). Sold for demolition in Jiaojiang, China.



*Xiang Xi*, leaving Kobe (Japan) in August 2007 © Ivan Meshkov

*Ya He* (ex-Dainty River). IMO 9043017. Container ship, 2021 teu. Length 188 m, 8,870 t. Chinese flag. Classification society China Classification Society. Built in 1993 in Inchon (South Korea) by Halla HI. Owned by COSCO (China). Sold for demolition in Jiangyin, China.

*Zhong Wai Yun Hu Men* (ex-Northern Trust, ex-COSCO Bremerhaven, ex-COSCO Norfolk, ex-Choyang Phoenix, ex-Ville de Lyra). IMO 9064841. Container ship, 3330 teu. Length 240 m. Chinese flag. Classification society China Classification Society. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Sinotrans (China). Detained in 2011 in Shenzhen (China). Sold for demolition in China in Xiasha.



*Zim Asia* IMO 9113654. Container ship, 3429 teu. Length 254 m, 16,900 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Kiel (Germany) by Howaldtswerke-DW. Owned by Zim Integrated Shipping (Israel). Detained in 2010 in Hamburg (Germany) and in 2012 in Novorossiysk (Russia). Sold for demolition in India. 400 \$ per ton.



*Zim Asia*, Busan New Port, Rep. of Korea, April 2012 © V Tonic

## Bulk carrier

*ABM Dynamic* (ex-*Pan Dynamic*, ex-*Rubin Doga*, ex-*Sophia*). IMO 8502810. Bulk carrier. Length 167 m, 5,487 t. Dominica flag Classification society Korean Register of Shipping. Built in 1985 in Onishi (Japan) by Shin Kurushima. Owned by Mallah Ship Management Co (Greece). Detained in 2009 in Liverpool (United Kingdom). Sold for demolition in Pakistan.



At Avonmouth/Bristol to load scrap metal for Chennai, India. March 2009. © **Arthur Terry**



April 2014, Gadani beach © **Shahid**


*Adamastos* (ex-*V-Rod*, ex-*Bertram*, ex-*Salmas*, ex-*Miltiadis*, ex-*Atlantic Leader*). IMO 9087269. Bulk carrier. Length 225 m, 10,486 t. Liberian flag. Classification society RINA. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Phoenix Shipping & Trading (Greece). Detained in 2007 in Gladstone (Australia) and in 2013 in Belem (Brazil). Sold for demolition in Turkey. See the chapter « Grexit for 2 bulk carriers », p 2



The cargo vessel V-ROD at anchor on the Columbia River while awaiting orders to travel up river. Astoria, Oregon USA. March 2012 © **Beth E. Parrish**

*Aeolian Glory* (ex-*Martha Verity*, ex-*Dyna Caroway*). IMO 9116709. Bulk carrier. Length 280 m, 19,431 t. Cyprus flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Sasebo (Japan) by Sasebo H.I.. Owned by Swissmarine Inc (Greece). Detained in 2009 in Dampier (Australia), in 2013 in Zoushan (China) and in 2014 in Newcastle (Australia). Sold for demolition in Bangladesh. 382 \$ per ton including a 34 t working propeller.



 *AG Vartholomeos* (ex-*Voge Prosperity*, ex-*National Prosperity*). IMO 9110511. Bulk carrier. Length 225 m, 11,750 t. Deflagged from Panama to Liberia for the end of her life. Classification society Det Norske Veritas. Built in 1995 in Copenhagen (Denmark) by Burmeister & Wain Skibsvaerft. Detained in 2003 in Vancouver (Canada), in 2006 in Kwinana (Australia), in 2007 in Murmansk (Russia) and in 2015 in Hamburg (Germany). Sold and beached for demolition in Bangladesh as *Ancona*. 365-380 \$ per ton. See all the details in the chapter « Grexit for 2 bulk carriers », p 2.







*Algoma Montrealais* (ex-Montrealais). IMO 5241142. Bulk carrier. Length 222 m. Deflagged from Canada to St. Kitts and Nevis for her last voyage under tow as *Mont.* Unknown classification society. Built in 1962 in Montreal (Canada) by Canadian Vickers ; fore



section built in Lauzon by GT Davie. Owned by Algoma Central Corp (Canada). For her last voyage, this pure laker will have to cross the Atlantic and the Mediterranean under tow. Sold for demolition in Turkey.

See also p 6, « Canada is clearing out the Past ».



*Montrealais* passing under Homer Bridge, St. Kitts on the Welland canal. November 2013  
© David Brown

*Alpha Action* (ex-Action, ex-World Action). IMO 9074494. Bulk carrier. Length 275 m, 18,615 t. Maltese flag. Classification society American Bureau of Shipping. Built in 1994 in Okpo (South Korea) by Daewoo. Owned by Alpha Bulkers Shipmanagement (Greece). Detained in 2009 in Dampier (Australia) and in 2011 in Shenzhen (China). Sold for demolition in Pakistan. 421 \$ per ton including 500 t of bunkers.



(China).

© Robin des Bois



*Aman Trader* (ex-Med Trust, ex-China Trader, ex-Libra, ex-Zirje). IMO 8906535. Bulk carrier. Length 192 m, 10,166 t. St. Kitts and Nevis flag. Classification society RINA. Built in 1990 in Split (Croatia) by Brodosplit. Owned by Seacon Shipsmanagement (Hong Kong, China). Detained in 2000 in Novorossiysk (Russia), in 2001 in Bell Bay (Australia), in 2007 in Iskenderun (Turkey), in 2009 in Antwerp (Belgium), in 2012 in New Orleans (United States) and in 2014 in Durban (South Africa). Sold for demolition in



Bangladesh. 368 \$ per ton.



*China Trader*, March 2002, Inward Bound for Ravensbourne Fertilizer Works, Dunedin (New Zealand)

© Wayne ACourt

*Amar Muhieddine* (ex-Spirit of Alpha, ex-Papayiannis, ex-Merah Hati, ex-Young Sprout). IMO 8413942. Bulk carrier. Length 160 m, 5,733 t. Panamanian flag. Classification society Bureau Veritas. Built in 1984 in Imabari (Japan) par. Imabari Zosen Owned by Judi Group (Lebanon). Detained in 1999 in Gulfport (United States), in 2001 in Middlesbrough (United Kingdom) and in 2012 twice in Novorossiysk (Russia). Sold for demolition in Pakistan. 404 \$ per ton.



*Amar Muhieddine*, April 2011, at Rio Grande, Brazil. © Rogério Cordeiro

*Amira Nadya* (ex-Lea, ex-Drake, ex-Oriental Viking, ex-Sanko Silver). IMO 8307430. Bulk carrier. Length 190 m, 7,778 t. Tuvalu flag. Classification society RINA. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Maritime Agencies Co (Egypt). Sold for demolition in Pakistan.



In June 2010 at Istanbul, Turkey © Gerolf Drebes



In May 2015, at Gadani, Pakistan © Shahid

*Anangel Omonia*. IMO 9111955. Bulk carrier. Length 225 m, 10,473 t. Greek flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services (Greece). Sold as is in Fujairah for demolition in Pakistan. 400 \$ per ton including 200 t of bunkers. She was renamed *El Omonia* for her last voyage.



July 2008 © Marine Traffic





*Anangel Splendour*. IMO 9045560. Bulk carrier. Length 270 m, 19,462 t. Deflagged from Greece to Comoros for her last voyage as *Angel*. Classification society American Bureau of Shipping. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Anangel Maritime Services (Greece). Sold for demolition in Pakistan. 413 \$ per ton including 520 t of bunkers.



June 2015, a big shark on Gadani beach.  
© Nomi Raheem



*Andhika Sharmila* (ex-*Glory Guangzhou*, ex-*Pontodromon*, ex-*Crystal Grace*). IMO 8318702. Length 225 m, 10,380 t. Indonesian flag. Classification society Nippon Kaiji Kyokai. Built in 1985 in Innoshima (Japan) by Hitachi. Owned by Andhika Lines (Indonesia). Detained in 2005 in Foynes (Ireland) and San Antioco (Italy), in 2007 in Genoa (Italy) and in 2011 in Vungtau (Vietnam). Sold as is in Singapore for demolition in Bangladesh. 340 \$ per ton.



*Aquagem*. IMO 9120956. Bulk carrier. Length 283 m, 22,095 t. Liberian flag. Classification society Det Norske Veritas. Built in 1997 in Samho (South Korea) by Halla. Owned by C Transport Maritime SAM (Monaco). Detained in 2010 in Port Hedland (Australia). Sold for demolition in Pakistan. 381 \$ per ton.



*Aquagem*, anchored at Guanabara Bay/Rio de Janeiro Brazil.  
June 22, 2014 © Edson de Lima Lucas



Beached at Gadani, May, 19 2015 © Nomi Raheem

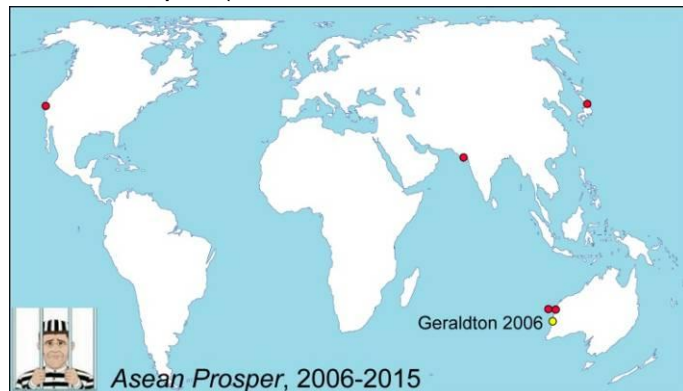
*Armia Ludowa*. IMO 8502535. Bulk carrier. Length 195 m, 8,421 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Polsteam (Poland). Detained in 2009 in Rouen (France) and in 2012 in Mersin (Turkey). Sold for demolition in Bangladesh. 400 \$ per ton.



October 2014, at Malaga, Spain © Franela



*Asean Prosper* (ex-Baltic Frontier, ex-Sincere Success). IMO 9019030. Bulk carrier. Length 174 m, 6,439 t. Panamanian flag.



Classification society Nippon Kaiji Kyokai. Built in 1992 in Usuki (Japan) by Minami Nippon. Owned by Glory Ship Management (Singapore). Detained in 2006 in Geraldton (Australia), in 2008 in San Francisco (United States), in 2009 in Useless Loop (Australia) and in 2012 in Useless Loop again, then in Onahama (Japan) and in Kandla India). Sold for demolition in India. 370 \$ per ton.



© Robin des Bois

*Bao Long* (ex-Yong Ping 9, ex-Golden, ex-Golden Trader, ex-Golden Venture, ex-New Lilac, ex-Sanko Lilac). IMO 8307909. Bulk carrier. Length 188 m, 7,179 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo HI. Owned by Yang Pu Zhe Hai Shipping (Hong Kong, China). Detained in 2000 in Dampier (Australia), in 2009 in Rotterdam (Netherlands) and in 2013 in Zhanjiang (China). Sold for demolition in Bangladesh.



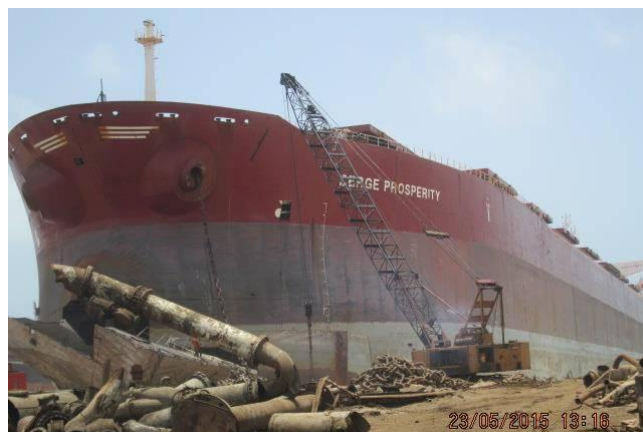
*Bashundara-1* (ex-Topaz). IMO 8316211. Bulk carrier. Length 189 m, 8,650 t. Bangladeshi flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Kobe (Japan) by Kawasaki. Owned by Symphony Ship Management (Bangladesh). Detained in 2011 in Paradip (India), in 2012 in Tianjin (China) and in 2013 in Nanjing (China). Sold for demolition in Bangladesh, 380 \$ per ton.



*Berge Prosperity* (ex-SG Prosperity, ex-Lauderdale, ex-SG Prosperity). IMO 9115705. Bulk carrier. Length 312 m, 25,596 t. Isle of Man flag. Classification society Det Norske Veritas. Built in 1996 in Okpo (South Korea) by Daewoo. Owned by Berge Bulk (Singapore). Detained in 2014 in Tianjin (China). Sold for demolition in Pakistan. 395 \$ per ton.



*Berge Prosperity* at Gadani, May 2015  
© Nomi Raheem





*Berge Vik* (ex-BW Vik, ex-Berge Vik, ex-Tijuca). IMO 8314483. Ex combined carrier (OBO) converted to ore carrier in 2004. Length 332 m, 46,262 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1987 in Rio de Janeiro (Brazil) by Ishibras. Owned by Berge Bulk (Singapore). Sold for demolition in Pakistan. 430 \$ per ton. She is the biggest ship to be broken up this quarter.

In Brazilian times, the OBO *Tijuca*  
© Auke Visser



*Bergen Max* (ex-Bunga Saga Tiga). IMO 9050383. Bulk carrier. Length 225 m, 10,489 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1994 in Ulsan (South Korea) by Hyundai. Owned by Enterprises Shipping & Trading (Greece). Detained in 1999 in Amsterdam (Netherlands), in 2000 in Gladstone (Australia), in 2004 in Newcastle (Australia), in 2005 in Seattle (United States) and in 2006 in Esbjerg (Denmark). Sold for demolition in Pakistan. 380 \$ per ton.



Port of Santos, in São Paulo (Brasil), October 2010.  
Transgenic soya bean dust flying over her deck  
© by Rogério Cordeiro

*Best Trader* (ex-CE Express, ex-Action Express). IMO 8914063. Bulk carrier. Length 225 m, 12,982 t. Panamanian flag. Classification society RINA. Built in 1990 in Tadotsu (Japan) by Hashihama Zosen ; completed in Numakuma by Tsuneishi. Ex tanker converted to bulk carrier in 2011 by the Chinese yard COSCO Zoushan. Owned by Skaarup Management (Hong Kong, China). Detained in 2000 in Incheon (South Korea). Sold for demolition in Bangladesh. 408 \$ per ton.



*Boontrika Naree* (ex-Port Star). IMO 8914738. Bulk carrier. Length 177 m, 6,054 t. Thai flag. Classification society Nippon Kaiji Kyokai. Built in 1990 in Toyohama (Japan) by Kanasashi. Owned by Precious Shipping Public Co Ltd (Thailand). Detained in 2005 in Silvertown (United States), in 2009 in Grundartangi (Iceland) and in 2012 in Portocel (Brazil). Sold for demolition in India. 370 \$ per ton.



*Brazil* (ex-Grand Nike, ex-Nike, ex-China Transport). IMO 9106613. Bulk carrier. Length 270 m, 18,835 t. Liberian flag. Classification society Bureau Veritas. Built in 1995 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Sold for demolition in Bangladesh. 7,2 millions, i.e. 382 \$ per ton.



*C Ballad* (ex-Enforcer, ex-Priory Bay, ex-Trichord Success-). IMO 9046265. Bulk carrier. Length 167 m, 6,818 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1992 in Hakodate (Japan) by Hakodate Dock. Owned by Blossom Maritime Corp (Greece). Detained in 2003 in Singapore and in 2011 in Port Kembla (Australia). Sold for demolition in India.



*C Way* (ex-Piran). IMO 8511524. Bulk carrier. Length 151 m, 5,404 t. St. Vincent & Grenadines flag. Classification society Lloyd's Register of Shipping. Built in 1987 in Pula (Croatia) by Uljanik. Owned by Century Shipping & Trading (Singapore). Detained in 2003 in Hong Kong, in 2007 in Gwangyang (South Korea), in 2008 in Yokohama (Japan) and in 2009 in Dunkirk (France). Sold for demolition in Bangladesh.



*Cape London* (ex-Lian Fu Star, ex-Hai Shi, ex-Pacific Yuansheng, ex-Bet Performer, ex-Mineral Poterne, ex-Channel Poterne). IMO 9127485. Bulk carrier. Length 289 m, 20,737 t. Liberian flag. Classification society Bureau Veritas. Built in 1997 in Tsu (Japan) by NKK. Owned by MKTM Ltd (Ukraine). Detained in 2004 in Dampier (Australia). Sold for demolition in Bangladesh. 364 \$ per ton.



*Cape Melbourne* (ex-Melbourne, ex-Hanjin Melbourne, ex-Westin Seven). IMO 8517982. Bulk carrier. Length 291 m, 21,831 t. Dominica flag. Classification society Bureau Veritas. Built in 1987 in Ulsan (South Korea) by Hyundai. Detained in 2001 in Rotterdam (Netherlands), in 2002 in Port Walcott (Australia), in 2007 in Gijon (Spain) and in 2012 in Rizhao (China). Owned by Leader Shipmanagement (Ukraine). Sold for demolition in India and renamed *Onega* for her last voyage. 370 \$ per ton.



*Cape Melbourne*, June 2012 at Istanbul, Turkey © Frank Behrend



*Cape Pioneer* (ex-Dong-A Saturn, ex-Bao Shan). IMO 9044322. Bulk carrier. Length 270 m, 18,567 t. Panamanian flag, St. Kitts and Nevis flag for her last voyage as *de Pioneer*. Classification society CR Classification Society. Built in 1994 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Sea Pioneer Marine Corp (Taiwan). Detained in 2004 in Gladstone (Australia), in 2005 in Newcastle (Australia), in 2012 in Newcastle again then in Norfolk (United States) and Yuzhnyy (Ukraine). Sold for an unspecified destination of demolition, she was finally beached in Chittagong on July 13. 6,4 millions \$, i.e. 350 \$ per ton.

*Capt Nazih* (ex-Valparaiso, ex-Pretty Lady, ex-Senorita, ex-Solar Eterna, ex-Eastern Gloria, ex-Tsukubasan Maru). IMO 8324385. Bulk carrier. Length 186 m, 8,032 t. Belize flag. Classification society RINA. Built in 1985 in Tadotsu (Japan) by Hashihama Zosen. Owned by GMZ Ship Management Co (Lebanon). Sold for demolition in Pakistan. 376 \$ per ton.



*Captain Nihat* (ex-Ardno, ex-Gardno, ex-Kopalnia Miechowice). IMO 7725726. Bulk carrier. Length 159 m, 5,000 t. Georgian flag. Classification society Polski Rejestr Statkow. Built in 1980 in Govan (United Kingdom) by Govan SB. Owned by Derpina Shipping and Trading (Turkey). Detained in 2007 in Nikolayev (Ukraine). Sold for demolition in India.



*Captain Nihat*, port of Odessa, Ukraine, loading at berth 12.  
March 2015 © **vovashap**



Waiting for demolition in Alang  
© **Alang Ship Info**

*Channel Alliance*. IMO 9127461. Bulk carrier. Length 289 m, 20,850 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Tsu (Japan) by NKK. Owned by Golden Ocean Group (Norway). Detained in 2001 in Dampier (Australia). Sold for demolition in Bangladesh. 395 \$ per ton.



*Channel Navigator*. IMO 9127473. Bulk carrier. Length 289 m, 20,770 t. Hong Kong flag. Classification society Lloyd's Register of Shipping. Built in 1997 in Tsu (Japan) by NKK. Owned by Golden Ocean Group (Norway). Detained in 2010 in Hay Point (Australia). Sold for demolition in Pakistan. 395 \$ per ton.



*Channel Navigator*, in Rio de Janeiro (Brazil)  
December 2007 © **Cesar T. Neves**



At Gadani © **Shahid**

*Charles Martin* (ex-Algonquin, ex-Raymond E Galvin, ex-Chevron Pacific). IMO 8005006. Bulk carrier. Length 179 m, 6,938 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Kobe (Japan) by Mitsubishi. Owned by



FML Ship Management Ltd (Cyprus). Detained in 2010 in Galveston (United States). Sold for demolition in India. 382-392 \$ per ton.

February 14, 2013  
*Charles Martin* at Kenner anchorage, New Orleans, LA, USA © **Foggy / Shipspotting**

*Chikuzen 8* (ex-*Chikuzen Maru*). IMO 9044463. Bulk carrier. Length 270 m, 18,295 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mizushima (Japan) by Sanoyas Hishino Meisho ; completed in Sumitomo by Oppama. Owned by Zhong Yuan Shipping Co Ltd (Hong Kong, China). Detained in 2006 in Newcastle (Australia). Sold for demolition in Pakistan. 421 \$ per ton.



*Constantia* (ex-*Cape Mercury*, ex-*First Mercury*). IMO 9132686. Bulk carrier. Length 289 m, 20,000 t. Bahamian flag. Classification society Bureau Veritas. Built in 1996 in Kure (Japan) by Ishikawajima-Harima. Owned by Enterprises Shipping & Trading (Greece). Detained in 2009 in Gladstone (Australia). Sold for demolition in Pakistan. 384 \$ per ton.



*Constantia*, in Narvik (Norway), October 2009 © Dagfinn Aspenes

*Dong Ping Shan*. IMO 8601252. Bulk carrier. Length 195 m. Chinese flag. Classification society China Classification Society. Built in 1990 in Dalian (China) by Dalian SY Co. Owned by China Shipping Development Co (China). Sold for demolition in Jiangyin, China.

*Emerald II* (ex-*Varanasi*). IMO 8321101. Bulk carrier. Length 189 m, 10,206 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1987 in Okpo (South Korea) by Daewoo. Owned by Gulf of Aden Shipping (United Arab Emirates). Detained in 2011 in Bandar Khomeini (Iran) and in 2014 in Kandla (India), Suez (Egypt) and Constanta (Romania) and in Suez again. Sold for demolition in Pakistan.



© Tropic Maritime Photos



A piece of *Emerald II*, Gadani © Shahid



*Empress*. IMO 9039145 Bulk carrier. Length 274 m, 17,777 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Okpo (South Korea) by Daewoo. Owned by H-Line Shipping Co Ltd (South Korea). Sold for demolition in Pakistan. 375 \$ per ton.



Inbound Hamburg (Germany),  
September 2010  
© PixelOpa

*Eternity* (ex-*Carbon M*, ex-*Puma*, ex-*Ocean Grace*, ex-*Katendrecht*, ex-*Duna*). IMO 8701480. Bulk carrier. Length 195 m, 8,980 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1989 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Makro Denizcilik (Turkey). Detained in 2002 in Portland (United States) and in 2014 in Nanjing (China). Sold for demolition in Bangladesh.



*Eva* (ex-*Ocean Royal*). IMO 8517994. Bulk carrier. Length 191 m, 8,715 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Pusan (South Korea) by Korea Shipbuilding Corp. Owned by Vulcanus Technical Maritime Enterprises SA (Greece). Sold for demolition in India.



*Ever Glory* (ex-*Tradco I*, ex-*Zini*). IMO 7501338. Bulk carrier. Length 156 m, 5,105 t. Panamanian flag. Classification society International Register of Shipping. Built in 1976 in Mukaishima (Japan) by Hitachi. Owned by Universal International Corp (Taiwan). Detained in 2003 in Salerno (Italy), in 2009 in Guangzhou and in 2011 and 2013 in Zhangjiagang (China). Sold for demolition in India.



*Ever Glory* at Baoshan, Shanghai, China  
May 2009 © AAA / Shipspotting



*Fengli 1* (ex-*Cape Africa*). IMO 9010735. Bulk carrier. Length 270 m, 18,430 t. Panamanian flag. Classification society American Bureau of Shipping. Built in 1991 in Keelung (Taiwan) by China Shipbuilding Corp. Owned by Glory Asia Ocean Shipping Ltd (China). Detained in 2002 in Amsterdam (Netherlands), in 2003 in Hamburg (Germany), in 2004 in Gijon (Spain) and in 2006 and 2007 in Dampier (Australia). Sold for demolition in Bangladesh. 382 \$ per ton including 800 t of bunkers.



*Georgia K* (ex-*Birch 4*, ex-*Singapore Grace*, ex-*Millenium Bright*, ex-*Jodi F Millenium*). IMO 9224099. Bulk carrier. Length 160 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 2000 in Imabari (Japan) by Imabari Zosen. Owned by Birch Shipping Ltd (Hong Kong, China). Sold for demolition in China.



*Birch 4* berthed at Napier (New Zealand), October 2010 unloading phosphate from Nauru © Tony des Landes

*Glory Claire* (ex-*Cape Eregli*, ex-*Obeliks*). IMO 9190913. Bulk carrier. Length 289 m, 20,557 t. Marshall Islands flag. Classification society China Classification Society. Built in 2000 in Kure (Japan) by Ishikawajima-Harima. Owned by Seastar Shipping (China). Detained in 2013 in Dampier (Australia). Sold for demolition in Pakistan. 394 \$ per ton.



*Glory Comfort* (ex-*Blazing River*). IMO 9072628. Bulk carrier. Length 270 m, 18,475 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Leo II*. Classification society Nippon Kaiji Kyokai. Built in 1993 in Mihara (Japan) by Koyo Dock. Owned by Taiwan Maritime Transportation Co(Taiwan). Detained in 2011 in Bandar Khomeini (Iran). Auctioned as is in Hong Kong and beached for demolition in Bangladesh. 390 \$ per ton.



*Glory Comfort*, October 27, 2012, Hay Point, Australia, alongside HPS Hay Point, loading coal. © Tropic Maritime Photos, Australia

*Gold Sand* (ex-*Jui Tai N° 2*, ex-*Hai Shen*, ex-*Theoskepasti*, ex-*Genesis*, ex-*Beau Genesis*, ex-*Kazuei Maru*). IMO 7638985. Bulk carrier. Length 148 m, 4,595 t. Panamanian flag. Classification society International Register of Shipping. Built in 1977 in Imabari (Japan) by Imabari Zosen. Owned by Vanguard Shipping Safety Management Consultant Co Ltd (Taiwan). Detained in 2002 in Fuzhou (China), in 2003 in Guangzhou (China), in 2008, 2010 and 2012 in Ningde (China), in 2013 in Xiamen (China) and in 2014 in Ningde again. Sold for demolition in Bangladesh.





*Golden Bell*. IMO 8813661. Bulk carrier. Length 312 m, 24,736 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1990 in Koje (South Korea) by Samsung. Owned by Korea Line Corp (South Korea). Sold for demolition in Pakistan. 390 \$ per ton.



Iron ore carrier *Golden Bell* arriving at Port Hedland (Australia), July 2007 © boyesy/ Shipspotting

*Grand Rodosi* (ex-*Rodosi Breeze*, ex-*Mehmet Bey*, ex-*Silvaplane*). IMO 8800327. Bulk carrier. Length 225 m, 10,244 t. Liberian flag. Classification society Bureau Veritas. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Lemissoler Shipmanagement Ltd (Cyprus). Detained in 2012 in Port Giles (Australia). Sold for demolition in Bangladesh.



*Great Bless*. IMO 9129926. Bulk carrier. Length 225 m. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Samho (South Korea) by Halla. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in Jingjiang, China.

*Great Bright*. IMO 9138991. Bulk carrier. Length 225 m. Hong Kong flag. Classification society China Classification Society. Built in 1997 in Samho (South Korea) by Halla. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2003 in Quebec City (Canada) and in 2011 in Port Hedland (Australia). Sold for demolition in Xinhui, China.

*Great Calm*. IMO 9116345. Bulk carrier. Length 186 m, 7,966 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Tadotsu (Japan) by Hachihama Zosen. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in Jiangyin, China.

*Great Eternity* (ex-*Great Majesty*). IMO 9143477. Bulk carrier. Length 190 m. Hong Kong flag. Classification society Bureau Veritas. Built in 1998 in Jinhae (South Korea) by Daedong SB Co. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Detained in 2011 in Kwinana (Australia). Sold for demolition in Xinhui, China.

*Great Glory*. IMO 9138989. Bulk carrier. Length 225 m, 10,716 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Samho (South Korea) by Halla. Owned by Sinotrans Ship Management Ltd (China). Sold for demolition in Xinhui, China.



July 13, 2014, about to pass under the Benicia-Martinez Bridge  
California, United States © Oldkayaker

*Great Happy*. IMO 9136474. Bulk carrier. Length 186 m, 7,933 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Tadotsu (Japan) by Hachihama Zosen. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in Xinhui, China.



*Great Hope* (ex-*Meridian Navigator*, ex-*Nego Wes*, ex-*Sanko Heritage*). IMO 8307492. Bulk carrier. Length 175 m, 6,727 t. Deflagged from Panama to Cambodia for her last voyage as *Hope*. Classification society Panama Maritime Documentation Services. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Hua Heng Shipping Ltd (Hong Kong, China). Detained in 2006 in Kwinana (Australia), in 2009 in Tianjin (China) and in 2011 in Vishakhapatnam (India). Sold for demolition in Bangladesh.



*Great Jade*. IMO 9129938. Bulk carrier. Length 225 m, 10,798 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1997 in Samho (South Korea) by Halla. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold as is in Hong Kong for demolition in Jiangyin, China.

*Great Luck*. IMO 9171204. Bulk carrier. Length 225 m, 10,601 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1998 in Imari (Japan) by Namura Shipbuilding. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in China.

*Great Motion*. IMO 9175468. Bulk carrier. Length 175 m. Hong Kong flag. Classification society China Classification Society. Built in 1998 in Shanghai (China) by Hudong Zhonghua Shipbuilding. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in China.



Astoria, Oregon, United States, June 2011 © George J. Heiner

*Great Peace*. IMO 9116333. Bulk carrier. Length 186 m, 7,922 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Numakuma (Japan) by Tsuneishi. Owned by Sinotrans Ship Management Ltd (Hong Kong, China). Sold for demolition in Jiangyin, China. 1.7 million \$ i.e. 215 \$ per ton.

*Great Peace* © Foto Flite







*Gurasis* (ex-*Fujian*, ex-*Umberto d'Amato*). IMO 9129574. Bulk carrier. Length 225 m, 11,585 t. St. Kitts and Nevis flag for her last voyage as *d'Urasis*. Classification society Lloyd's Register of Shipping. Built in 1997 in Castellammare (Italy) by Fincantieri Stabia. Detained in 2013 in Jiangyin (China). Acquired by Cape Shore Maritime Partners based in the United Arab Emirates prior to her departure for demolition in Pakistan.



*Gurasis* approaching Cascadia Terminal Vancouver, Canada to load Canadian grain © **Rick Voice**



Beached as *Urasis*, at Gadani © **Shahid**

*Hua Rong Shan*. IMO 8508175. Bulk carrier. Length 195 m, 10,417 t. Chinese flag. Classification society China Classification Society. Built in 1989 in Dalian (China) by Dalian SY Co Owned by China Shipping Development Co (China). Sold for demolition in Jiangyin, China.



*Hua Sheng 2* (ex-*Wan Fu*, ex-*Yong Sheng*, ex-*Barcelona*, ex- *Brothers*, ex-*Tulip Islands*, ex-*Sanko Pinnacle*). IMO 8400220. Bulk carrier. Length 161 m, 5,700 t. Deflagged to St. Kitts and Nevis for her last voyage as *Sheng*. Classification society Indian Register of Shipping. Built in 1984 in Tamano (Japan) by Mitsui. Owned by Hainan Hai Yuan Xing Transport Co (China). Detained in 2005 in Vladivostok (Russia). Sold for demolition in Bangladesh. 350 \$ per ton.



*Ingenious* (ex-*Sea Mild*, ex-*Western Faith*, ex-*Sanko Auriga* ). IMO 8309012. Bulk carrier. Length 180 m, 7,140 t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1985 in Aioi (Japan) by Ishikawajima-Harima. Owned by Ingenious Enterprise Ltd (China). Detained in 2010 in Vishakhapatnam (India), in 2012 in Shanghai (China) and in 2013 in Zhanjiang (China). Sold for demolition in Bangladesh.



*Ionian Prosperity* (ex-*Pacific Prosperity*, ex-*Dyna Mercury*). IMO 9198020. Bulk carrier. Length 290 m, 22,165 t. Deflagged from Panama to St. Kitts and Nevis for her last voyage as *Ionian*. Classification society Nippon Kaiji Kyokai. Built in 1998 in Ulsan (South Korea) by Hyundai. Owned by Fairsky Shipping & Trading SA (Greece). Sold for demolition in India. 385 \$ per ton including 1600 t of bunkers.



*Ionian Prosperity* June 2013, Istanbul, Turkey © **Frank Behrends**



At Alang © **Sajjad Chowdhury**

*Iron King* (ex-Kalahari). IMO 9108300. Bulk carrier. Length 280 m, 19,885 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Enterprises Shipping (Greece). Detained in 2003 in Newcastle (Australia), in 2010 in Ningbo (China) and in 2011 in Tianjin (China). Sold for demolition in Bangladesh. 384 \$ per ton including 1500 t of bunkers.



*Iron Queen* (ex-Kardo). IMO 9116747. Bulk carrier. Length 280 m, 19,869 t. Isle of

Man flag. Classification society Bureau Veritas. Built in 1996 in Ulsan (South Korea) by Hyundai. Owned by Enterprises Shipping (Greece). Detained in 2002 in Hamburg (Germany) and in 2011 in Rotterdam. Sold for demolition in Pakistan. 419 \$ per ton.



May 19, 2015, *Iron Queen* at Gadani  
© Nomi Raheem



*Jag 1* (ex-Santhaasuria Lingam, ex-Ikan Selar, ex-Alam Selar, ex-Ikan Selar, ex-Santorini, ex-Sea Arrow). IMO 7722413. Bulk carrier. Length 164 m. Pavillon Panama, pavillon Kiribati for her last voyage as de A1. Classification society Panama Maritime Surveyors. Built in 1978 in Tokyo (Japan) by Ishikawajima-Harima. Detained in 2003 in Gunsan (South Korea). Acquired by the Indian broker Doehle Danautic prior to her departure for demolition in India.



October 15, 1989 in Vancouver, Canada as *Ikan Selar* © Rick Garcia

*Jamil G* (ex-Talty, ex-Kopalnia Szombierki). IMO 7725673. Bulk carrier. Length 159 m, 5,025 t. Cambodian flag. Classification society Polish Register of Shipping. Built in 1979 in South Bank (United Kingdom) by Smith's Dock Co. Detained in 2000 in Valencia (Spain). Owned by Yass Marine Co Ltd (Lebanon). Renamed *Sabino* in February 2015 prior to her departure for demolition in India.





*Kai Hong* (ex-Cami, ex-Sal de America, ex-Nand Neeti, ex-Stove Tradition ). IMO 8300535.



Bulk carrier. Length 188 m, 8,366 t. Panamanian flag. Classification society RINA. Built in 1985 in Mihara (Japan) by Koyo Dockyard Co. Owned by Kaili Shipping (Hong Kong, China). Detained in 1999 in Narvik (Norway), in 2014 in Kandla (India) and in 2015 in Singapore. Sold for demolition in Bangladesh. 360 \$ per ton.



© Photo Flite

*Konstantinos A.* IMO 9104122. Bulk carrier. Length 224 m, 10,176 t. Greek flag.

Classification society Det Norske Veritas. Built in 1995 in Maizuru (Japan) by Hitachi. Owned by Aegean Bulk Co (Greece). Detained in 2011 in Port Lincoln (Australia) and in 2014 in Lianyungang (China). Sold for demolition in Pakistan. 405 \$ per ton.



*Konstantinos A.* Upstream Paraná River passing San Nicholas, Argentina. April 2007. © **Federico Bolognini**



At Gadani © **Shahid**

*Krateros* (ex-Prabhu Puni, ex-Celine). IMO 9038787. Bulk carrier. Length 186 m, 8,072 t. Maltese flag. Classification society Germanischer Lloyd. Built in 1992 in Tadotsu (Japan) by Hashihama Zosen ; completed in Numakuma by Tsuneishi.

Owned by Nikator Navigation SA (Greece). Detained in 2004 in Vancouver (Canada), in 2006 in Gunsan (South Korea), in 2011 in Xiamen (China) and in 2013 in Quangninh (Vietnam). Sold for demolition in Bangladesh. 375 \$ per ton.



*La Paix* (ex-Pacific Challenger). IMO 9081708. Bulk carrier. Length 270 m, 23,185 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1995 in Dalian (China) by Dalian New SB HI Co. Owned by NGM Energy (Greece). Sold for demolition in Bangladesh. 9.3 millions \$ soit 401 \$ per ton.



*La Paix*, at Richards Bay (South Africa), August 2014 © **David Gibbs**

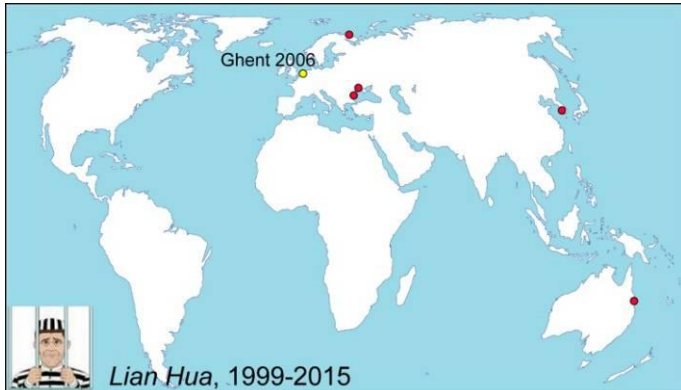


*Lady Sadika* (ex-Dimitris Manios II, ex-Dimitris Manios, ex-Sanko Moon). IMO 8307040. Bulk carrier. Length 188 m, 7,352 t. Maltese flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Toyohashi (Japan) by Kanasashi. Owned by Hind Maritime Enterprises SA (Greece). Sold for demolition in Pakistan. 383 \$ per ton.



Nikolayev, Ukraine, June 2014 © **Denis Kovalev**

*Lian Hua* (ex-Lucky Pearl, ex-Nazli G, ex-Nova Cosmos, ex-Ho-Sho). IMO 8315176. Bulk carrier. Length 177 m, 6,940 t.



Panamanian flag. Classification society RINA. Built in 1984 in Kobe (Japan) by Mitsubishi. Owned by Dragon Wealth Shipping (China). Detained in 1999 in Ghent (Belgium), in 2000 in Gladstone, in 2006 in Constanta (Romania), in 2007 in Murmansk (Russia) in 2009 in Odessa (Ukraine) and in 2014 in Pyeongtaek (South Korea). Sold for demolition in Bangladesh. 395 \$ per ton.



© **Robin des Bois**

*Libra* (ex-Kastor P, ex-Jovian Lily, ex-Sea Augusta). IMO 8122610. Bulk carrier. Length 161 m, 5,607 t. St. Vincent & Grenadines flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Shimonoseki (Japan) by Mitsubishi. Owned by Terra NavisShipping Ltd (Greece). Detained in 2006 in Novorossiysk (Russia) and in 2012 in Iskenderun (Turkey). Sold for demolition in India.



←  
February 2009 © **Marine traffic**



*Libra* transiting the Dardanelles on 11th April 2014 © **Mehmet Aksoy**

*Long Yuan* (ex-Big Wave, ex-Kostrena, ex-Channel Alliance). IMO 8803886. Bulk carrier. Length 225 m, 9,980 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1989 in Tadotsu (Japan) by Hashihama Zosen. Owned by Dia Yuan International Shipping Co (Hong Kong, China). Detained in 2005 in Port Hedland (Australia). Sold for demolition in India. 380 \$ per ton.





*Lucky Dolphin* (ex-Yong Ma, ex-Ace Glory, ex-Fortune Road, ex-Shin Sendaï). IMO



8711045. Bulk carrier spécialisé dans le transport de copeaux de bois. Length 193 m, 8,743 t. Indonesian flag. Classification society Biro Klasifikasi Indonesia. Built in 1988 in Oppama (Japan) by Sumitomo. Owned by Salam Pacific Indonesia Line (Indonesia). Detained in 2010, 2012, 2014 and 2015 in Haikou (China). Sold for demolition in India.

Port of Rio Grande (Brazil), December 2007  
© **Marcello Vieira**

*Lucky Forever* (ex-Silver Mei, ex-Po Toi). IMO 8801785. Bulk carrier. Length 224 m, 9,724 t. Panamanian flag. Classification society RINA. Built in 1989 in Sasebo (Japan) by Sasebo HI. Owned by Brother Marine Co (Hong Kong, China). Detained in 2013 in Ningbo (China) and in 2014 in Changzhou (China). Auctioned in Hong Kong for demolition in Bangladesh. 390 \$ per ton including 1000 t of bunkers.



*Margo* (ex-Marquise, ex-Lepetane, ex-Libranave I). IMO 8126367. Bulk carrier. Length 173 m, 6,869 t. Pavillon Barbades. Classification society Polish Register of Shipping. Built in 1984 in Niteroi (Brazil) by CCN Maua. Owned by Seatrans Management (Greece). Detained in 1997 in Gdynia (Poland), in 2002 in Hamburg (Germany) and in 2011 in Xiamen (China). Sold for demolition in Pakistan.



*Margo*, mai 2015 in Gadani © **Seanav / Shipspotting**

*Marigold*. IMO 8815255. Bulk carrier. Length 312 m, 25,643 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1990 in Ulsan (South Korea) by Hyundai. Owned by Korea Line Corp (South Korea). Sold for demolition in Pakistan. 390 \$ per ton.

*Mariner J* (ex-Golden Apo). IMO 8405232. Bulk carrier. Length 167 m, 5,602 t. Dominica flag. Classification society RINA. Built in 1984 in Onishi (Japan) by Kurushima. Owned by Mallah Ship Management Co (Greece). Sold for demolition in Bangladesh.



*Master Ismail* (ex-Waralee Naree, ex-Grace Island). IMO 8202056. Bulk carrier. Length 161 m, 6,216 t. Pavillon Iles Cook. Classification society Nippon Kaiji Kyokai. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by MTM United Co (Lebanon). Detained in 2004



in Kwinana (Australia), in 2012 in Novorossiysk (Russia) and in 2014 in Piraeus (Greece). Sold for demolition in Pakistan. 379 \$ per ton including 200 t of bunkers.



*Master Ismail*, June 2011 at Istanbul, Turkey © **Gerolf Drebes**

*Matrix (ex-Pacific Enterprise)*. IMO 9102942. Bulk carrier. Length 270 m, 22,848 t. Marshall Islands flag. Classification society American Bureau of Shipping. Built in 1996 in Dalian (China) by Dalian New SB HI Co. Owned by NGM Energy (Greece). Sold for demolition in Bangladesh. 420 \$ per ton.



*Melchior (ex-Coal Glory, ex-Galene)*. IMO 9100102. Bulk carrier. Length 225 m, 10,336 t. Marshall Islands flag, Liberian flag pour son dernier voyage. Classification society American Bureau of Shipping. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by AM NomikosTransworld Maritime Agencies SA (Greece). Detained in 2013 in Murmansk (Russia). Sold for demolition in Bangladesh. 391 \$ per ton.



*Melchior*, Panama Canal. Seen by Miraflores Locks webcam, June 2014 © David S. Tweedie

*Miden Max (ex-Bunga Saga Dua)*. IMO 9050371. Bulk carrier. Length 225 m, 9,919 t. Isle of Man flag. Classification society Bureau Veritas. Built in 1993 in Ulsan (South Korea) by Hyundai. Owned by Enterprises Shipping & Trading (Greece). Detained in 2005 in Port Walcott (Australia) and in 2009 in Port Kembla (Australia). Sold for demolition in Pakistan with an eventual option in India ; the ship departed New Orleans. 385 \$ per ton including 200 t of bunkers and a 20 t working bronze propellor.



*Minghai*. IMO 9109914. Bulk carrier. Length 186 m, 7,588 t. Panamanian flag. Classification society .Det Norske Veritas Built in 1996 in Numakuma (Japan) by Tsuneishi. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

*Mino G (ex-Wigry, ex-Kopalnia Jastrzebie)*. IMO 7725697. Bulk carrier. Length 158 m, 5,026 t. Cambodian flag. Classification society Polish Register of Shipping. Built in 1979 in Govan (United Kingdom) by Govan SB. Owned by Jinard Shipping Co (Lebanon). Detained in 2001 in A Coruña (Spain), in 2011 in Monfalcone (Italy) and in 2014 in Eleusis (Greece). Sold for demolition in India.



*Myoken*. IMO 9146936. Bulk carrier. Length 229 m, 11,052 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1996 in Sasebo (Japan) by Sasebo HI. Owned by Universal Marine Corp (Japan). Detained in 2006 in Qinhuangdao (China) and in 2009 and 2013 in Newcastle (Australia). Sold for demolition in India. 4.5 millions, i.e. 407 \$ per ton.



In English Bay, British Columbia, Canada.  
December 2014 © Max Wei



*Nats Emperor* (ex-Seabee, ex-Morland, ex-Nacional Faro). IMO 7713125. Bulk carrier. Length 194 m, 9,058 t. Cyprus flag. Classification society Russian Maritime Register of Shipping. Built in 1987 in Setubal (Portugal) by Setenave. Owned by Pitiousa Shipping SA (Greece). Detained in 2010 in Hamburg (Germany) and in 2014 in Piraeus (Greece). Sold for demolition in Bangladesh. 410 \$ per ton.



*Nats Emperor*, at Keratsini, Piraeus, Greece. January 25, 2014 © Dennis Mortimer

*Natzutec* (ex-Ostria Breeze, ex-Isaac Light, ex-Handy Panther, ex-Pingwo Venture). IMO 7925895. Bulk carrier. Length 177 m, 7,667 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1981 in Shimonoseki (Japan) by Hayashikane. Owned by Shanghai Anrita Shipping Co (China). Sold for demolition in Bangladesh. 360 \$ per ton.

*Nelvana*. IMO 8105492. Bulk carrier. Length 243 m. Bermuda flag. Classification society Lloyd's Register of Shipping. Built in 1983 in Ulsan (South Korea) by Hyundai. Owned by CSL Americas (United States). Sold for demolition in Turkey.

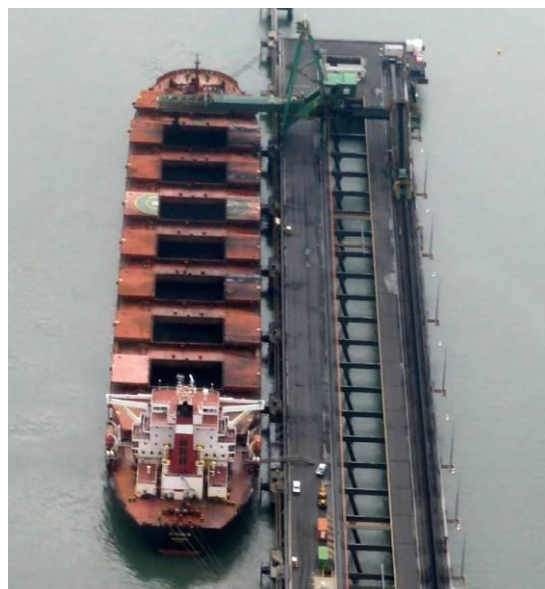


*Nelvana* anchored in Santa Marta Harbor (Colombia) waiting for loading a cargo of coal at Carbosan Terminal, September 2010 © Gusyev Pavlov

*New Hope Star* (ex-Navision Leader, ex-Ocean Leader, ex-Orient Glory, ex-Sun Glory, ex-Mun Kim, ex-Maersk Poplar, ex-Reifu, ex-Atlas Island). IMO 8512932. Bulk carrier. Length 167 m, 5,552 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1987 in Hakodate (Japan) by Hakodate Dock. Owned by Fanzhou Ocean Shipmanagement (China). Detained in 2013 in Montreal (Canada). Sold for demolition in Bangladesh.



*New Horizon* (ex-Romea Champion, ex-Tromso Champion). IMO 9000584. Bulk carrier. Length 274 m, 21,648 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1992 in Ulsan (South Korea) by Hyundai. Owned by Hoan Shipping Co Ltd (South Korea). Detained in 2002 in Savona (Italy). Sold for demolition in Bangladesh. 416 \$ per ton.



*NGM Sailor* (ex-Vogesailor, ex-Eurosailor, ex-Comanche). IMO 9122100. Bulk carrier. Length 289m, 24,162 t. Liberian flag. Classification society Lloyd's Register of Shipping. Built in 1996 in Puerto Real (Spain) by AESA. Owned by NGM Energy (Greece). Detained in 2011 in Ningbo (China). Sold for demolition in Bangladesh. 418 \$ per ton.



*NGM Sailor*, alongside CCF Gladstone, loading coal. December 2014 © Tropic Maritime Photos, Australia

*Ocean Dragon* (ex-United Resolve). IMO 9112258. Bulk carrier. Length 273 m, 17,987 t. Hong Kong flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Tsu (Japan) by NKK. Owned by Ocean Longevity Shipping (China). Detained in 2007 in Dampier (Australia). Sold for demolition in Bangladesh. 425 \$ per ton including 800 t of bunkers.




*OK I* (ex-Oksywie, ex-Wladyslaw Gomulka). IMO 8502547. Bulk carrier. Length 195 m, 8,421 t. Liberian flag. Classification society Det Norske Veritas. Built in 1987 in Szczecin (Poland) by A.Warskiego Szczecinska. Owned by Marine Spirit SA (Greece). Sold for demolition in Pakistan. 415 \$ per ton.



*Ore Mutuca* (ex-Juneau, ex-Amazon, ex-Bulk Atalanta, ex-Cape Asia). IMO 8906688. Bulk carrier. Length 270 m, 18,451 t. Liberian flag. Classification society American Bureau of Shipping. Built in 1990 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Vale SA (Brazil). Detained in 2000 and 2006 in Newcastle (Australia), in 2007 in Ijmuiden (Netherlands), in 2008 in Gijon (Spain) and in 2010 in Shanghai (China). Sold for demolition in Pakistan. 400 \$ per ton.



 *Oriental Queen VI* (ex-Uco XXV, ex-Wani Falcon, ex-Laurel Island). OMI 8202044. Bulk carrier. Length 161 m, 6,595 t. St. Vincent & Grenadines flag, pavillon Soudan for her last voyage as *Tamim*. Unknown classification society. Built in 1982 in Imabari (Japan) by Imabari Zosen. Detained in 2009 in Larnaca (Cyprus). Sold for demolition in Pakistan.



*Oriental Saga* (ex-C Journey, ex-Anitra, ex-Maritsa). IMO 9075747. Bulk carrier. Length 225 m, 10,773 t. Panamanian flag. Classification society Korean Register of Shipping. Built in 1995 in Kojé (South Korea) by Samsung. Owned by Guangzhou Seaway International (China). Detained in 2000 in Kwinana (Australia) and in 2008 in Yantai (China). Sold for demolition in Bangladesh. 390 \$ per ton.







*Princess Juana K* (ex-Lady Bana, ex-Der Assy, ex-Tirgu Neamt). IMO 7806881. Bulk carrier. Length 145 m. Panamanian flag. Classification society Isthmus Bureau of Shipping. Built in 1978 in Galati (Romania) by Galati SN. Owned by IM Marine Services (United Kingdom). Detained in 2007 in Saint Petersburg (Russia) and in Nikolayev (Ukraine), in 2012 in Mariupol (Ukraine) and in 2013 and 2014 in Novorossiysk (Russia). Sold for demolition in Turkey.



Aliaga shipbreaking yard (Turkey) © Captain Selim

*Prosperity* (ex-Royal Oasis, ex-Sanko Oasis). IMO 9086083. Bulk carrier. Length 280 m, 19,874 t. Liberian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Ulsan (South Korea) by Hyundai. Owned by Sea Pioneer Shipping Corp (Greece). Detained in 2011 in Dunkirk (France) and in 2013 in Shenzhen (China). Sold for demolition in Pakistan. 420 \$ per ton.



*Prosperity* at Gadani © Shahid

*Qin Hai* (ex-Qinha). IMO 9110274. Bulk carrier. Length 186 m. Panamanian flag. Classification society China Classification Society. Built in 1995 in Numakuma (Japan) by Tsuneishi. Owned by COSCO Bulk (China). Sold for demolition in Jiangyin, China.

*Rong Yi* (ex-Tarang, ex-Ispat Tarang, ex-Havbor, ex-Malaya). IMO 8803458. Bulk carrier. Length 225 m, 9,200 t. Panamanian flag. Classification society RINA. Built in 1989 in Mizushima (Japan) by Sanoyas Corp. Owned by Haistar Maritime Co Ltd (Hong Kong, China). Detained in 2009 in Sept-Iles (Canada). Sold for demolition in Bangladesh. 395 \$ per ton.



*Saisaban* (ex-Maria A, ex-African Cobra, ex-ex-Emerald, ex-EmeraldSea, ex-Nerano). IMO 8604369. Bulk carrier. Length 167 m, 5,551 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1986 in Onishi (Japan) by Kurushima. Owned by Mallah Ship Management Co (Greece). Detained in 2008 in Iskenderun (Turkey) and in 2009 in Bremen (Germany). Sold for demolition in Pakistan. 363 \$ per ton.



*Sentosa* (ex-Smart, ex-Radiant Polaris, ex-Balaji Premium, ex-Verona, ex-Iris 1). IMO 8202070. Bulk carrier. Length 190 m, 8,948 t. Panamanian flag. Classification society Bureau Veritas. Built in 1982 in Marugame (Japan) by Imabari Zosen. Owned by Glory Ship Management Pte (Singapore). Detained in 2010 in Belfast (United Kingdom) and in 2013 in Kandla (India). Sold for demolition in India. 372 \$ per ton.



*Sino 6* (ex-*Rip Hudner*, ex-*Sibonancy*). IMO 9077111. Bulk carrier. Length 247 m, 16,560 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1994 in Copenhagen (Denmark) by B&W Skibsværft as combined carrier (OBO). Owned by Guangzhou Kuifenghang Shipping (China). Detained in 2014 in Tianjin (China) and in Zoushan (China). The ship was already announced sold for demolition in April 2013 (Cf. “[Shipbreaking](#)” #31, p 40). Her status in the Equasis database was « to be broken up ». She kept sailing as *Sino 6*. See on this subject the remarks by Simon, North Lincolnshire (United Kingdom) on her various changes of destination and status in “[Shipbreaking](#)” #32, Letters to the editor, p 6-7. The Equasis database was updated on March 27, 2015 and announced the ship to be broken up. This time, she should be heading for Bangladesh ; late June, she was in the Qatari waters. 386 \$ per ton.



The OBO *Rip Hudner* at Berth 7, Royal Portbury/Bristol with coal from Ustluga (Russia) October 2007. © Arthur Terry

*Sioux Maiden* (ex-*Ikan Tuxpan*, ex-*New Ample*, ex-*Angel Feather*). IMO 8901133. Bulk carrier. Length 180 m, 6,506 t. Filipino flag. Classification society American Bureau of Shipping. Built in 1989 in Oshima (Japan) by Oshima Shipbuilding. Owned by Roymar ShipManagement (United States). Detained in 2008 in Gdynia (Poland). Sold for demolition in India.



*Solar Orion* (ex-*Chenebourg*, ex-*Lowlands Grace*, ex-*CSK Everest*). IMO 8911499. Bulk carrier. Length 270 m, 18,445 t. South Korean flag. Classification society Korean Register of Shipping. Built in 1991 in Kaohsiung (Taiwan) by China Shipbuilding Corp. Owned by Polaris Shipping Co Ltd (South Korea). Detained in 2005 in Talcahuano (Chile), in 2006 in Aabenraa (Denmark) and in 2015 in Gladstone (Australia). Sold for demolition in Bangladesh.



*Star Big* (ex-*Big Fish*, ex-*KWK Genesis*). IMO 9116395. Bulk carrier. Length 283 m, 20,764 t. Marshall Islands flag. Classification society Bureau Veritas. Built in 1996 in Samho (South Korea) by Halla. Owned by Starbulk SA (Greece). Sold for demolition in Bangladesh. 420 \$ per ton including 350 t of bunkers.



*Star Laurel* (ex-*Rubin Laurel*). IMO 9110602. Bulk carrier. Length 290 m, 21,879 t. Bahamian flag. Classification society Nippon Kaiji Kyokai. Built in 1995 in Imabari (Japan) by Namura. Owned by Charterwell Maritime SA (Greece). Detained in 2013 in Newcastle (Australia). Sold for demolition in Pakistan. 408 \$ per ton.



February 2014, in Newcastle (New South Wales, Australia) © John Swan



*Star Mega* (ex-Megalodon, ex-Cape Ocean, ex-Cape Violet). IMO 9081033. Bulk carrier. Length 288 m, 21,020 t. Marshall Islands flag. Classification society Nippon Kaiji Kyokai. Built in 1994 in Nagasaki (Japan) by Mitsubishi. Owned by Starbulk SA (Greece). Detained in 2010 in Port Hedland (Australia) and Gwangyang, (South Korea) and in 2014 in Zhanjiang (China). Sold for demolition in India.




*Star Vega* (ex-Sigana, ex-Spring Gannet, ex-Sanko Gannet). IMO 8307416. Bulk carrier. Length 189 m, 7,778 t. Panamanian flag. Classification society Det Norske Veritas. Built in 1985 in Nagasaki (Japan) by Mitsubishi. Owned by Dekoil (Greece). Sold for demolition in India.



*Starford* (ex-Ramita Naree, ex-Nancy, ex-Shuei Queen, ex-Koshu Maru). IMO 8217257. Bulk carrier. Length 158 m, 5,257 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1983 in Uwajima (Japan) by Uwajima Zosensho. Owned by Jieheng Shipping Co Ltd (China). Sold for demolition in Bangladesh. 380 \$ per ton.




Port of Rio de Janeiro (Brazil), May 2008  
© Cesar T. Neves

 *Sunwinner* (ex-Li Hong, ex-Ocean Wind). IMO 8130734. Bulk carrier. Length 185 m, 8,909 t. Deflagged from Panama to Palau for her last voyage as *Winner*. Classification society Inter maritime Certification Services. Built in 1983 in Oshima (Japan) by Oshima Shipbuilding. Owned by Grandfame Ship Management Ltd (Hong Kong, China). Detained in 2012 in Singapore. Sold for demolition in India.



*Taio Frontier*. IMO 8704432. Woodchips carrier. Length 198 m, 8,508 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1987 in Mizushima (Japan) by Sanoyas Corp. Owned by Misuga Kaiun Co (Japan). Detained in 2003 in Bell Bay (Australia) and in 2008 in Portland (Australia). Sold for demolition in India.



 *Vogecarrier* (ex-Eurotrader, ex-Cherokee). IMO 9122095. Bulk carrier. Length 289 m, 24,162 t. Deflagged from Liberian flag to St. Kitts and Nevis for her last voyage as *2 Car*. Classification society Lloyd's Register of Shipping. Built in 1996 in Puerto Real (Spain) by AESA. Owned by BereederungsgesellschaftH Vogemann GmbH &Co (Germany). Sold for demolition in Pakistan. 388 \$ per ton.



*Vogecarrier* July 2012 in Odessa, Ukraine  
© Vladimir Knyaz



Renamed *Car* in Gadani, Pakistan  
© Nomi Raheem

*Wan He* (ex-Evdokia, ex-Darya Ma). IMO 8116661. Bulk carrier. Length 188 m, 6,957t. Panamanian flag. Classification society Panama Maritime Documentation Services. Built in 1983 in Pallion (United Kingdom) by Sunderland Shipbuilders. Owned by Wan Jia International Shipping (Hong Kong, China). Detained in 2005 in Constanta (Romania). Sold for demolition in Bangladesh. 355 \$ per ton.



*Western Zenith*. IMO 9071492. Bulk carrier. Length 88 m, 1,527 t. Papua New Guinea flag. Classification society American Bureau of Shipping. Built in 1993 in Singapore by President Marine ; ex general cargo carrier converted to bulk carrier in 1999 and lengthened from 75 to 88 m. Owned by P&O Maritime Services (Papua New Guinea). Detained in 2004 in Townsville (Australia). Sold for demolition in Bangladesh. 345 \$ per ton.



*Xin Sheng* (ex-Dina G, ex-Giorgis Milas, ex-Nota A, ex-Hanei Pearl, ex-Sanko Pearl). IMO 8307882. Bulk carrier. Length 188 m, 7,291 t. Panamanian flag. Classification society Nippon Kaiji Kyokai. Built in 1984 in Sasebo (Japan) by Sasebo. Owned by Hong Kong Shun Xin Marine Ltd (Hong Kong, China). Detained in 2005 in Bristol (United Kingdom). Sold for demolition in Bangladesh. 382 \$ per ton.



*Xing An Da* (ex-Sifnos Pride, ex-SJN Orcas, ex-Angelina F, ex-Aurora Opal, ex-Sanko Heart). IMO 8307507. Bulk carrier. Length 175 m, 6,720 t. Panamanian flag. Classification society Panama Shipping Registrar. Built in 1984 in Shimonoseki (Japan) by Mitsubishi. Owned by Hong Sheng Da Shipmanagement (China). Detained in 2009 in Novorossiysk (Russia), in 2010 in Shantou (China) and in 2012 in Guangzhou (China). Sold for demolition in Bangladesh. 370 \$ per ton.



*Yakima Princess* (ex-Yakima, ex-Med Trust, ex-Iloilo I, ex-Iloilo, ex-K-hristina). IMO 8915225. Bulk carrier. Length 181 m, 6,572 t. Filipino flag. Classification society Lloyd's Register of Shipping. Built in 1990 in Oshima (Japan) by Oshima SB. Owned by Roymar Ship Management Inc (United States). Detained in 2012 and 2013 in Nanjing (China). Sold for demolition in India.



## Cement carrier

*Bulkwayuu* (ex-Cabo Prior, ex-Seament VIII, ex-Gas Diana). IMO 8326462. Floating cement storage barge. Length 189 m. Venezuelan flag. Classification society RINA. Built in 1977 in Yokohama (Japan) by MHI Yokohama Dockyard & Machinery Works. Owned by Coeclerici Armatori (Italy). Sold for demolition in Turkey.



*Bulkwayuu* floating storage barge anchored at Maracaibo Lake (Venezuela) since august 1998 © Polipo



*Tak Yang*. IMO 8014992. Cement carrier. Length 111 m. Deflagged from South Korea to St. Kitts and Nevis for her last voyage as *Yang-1*. Classification society Korean Register of Shipping. Built in 1981 in Anan (Japan) by Shinham DY Co. Owned by Sangyong Shipping Co Ltd (South Korea). Sold for demolition in Bangladesh.



## Car carrier


*Baltic Ace*. IMO 9386213. Car carrier. Length 148 m. Bahamian flag. Classification society Det Norske Veritas. Built in 2007 in Gdynia (Poland) by Stocznia Gdynia S.A. Owned by Ray Car Carrier (Isle of Man). She has been lying in 35 m deep on the sea bottom for more than 2 years and a half after a collision off Rotterdam on December 5, 2012. She sank within a few minutes, 11 seafarers died or were reported missing. She is being cut up, the refloated slices are transported for recycling at Vlaardingen (Netherlands) by Jansen Recycling. See chapter The END, p 68.



*Liberty (ex-Faust)*. IMO 8320779. Car carrier. Length 199 m. Marshall Islands flag. Classification society Lloyd's Register of Shipping. Built in 1985 in Innoshima (Japan) by Hitachi Zosen. Owned by American Roll-on Roll-off Carrier LLC (United States). Detained in 2014 in Brisbane (Australia). Sold for demolition in Jiangyin, China.



*Liberty* at Gdansk, Poland, August 2006 © Wlodek Sulkowski

 *Suzuka*. IMO 9032276. Car carrier. Length 116 m, 2,358 t. Deflagged from Japan to St. Kitts and Nevis for her last voyage as *Suzu*. Classification society Nippon Kaiji Kyokai. Built in 1991 in Akitsu (Japan) by Shin Kurushima. Owned by Kokoku Kaiun KK (Japan). Sold for demolition in Bangladesh. 410 \$ per ton.



*Suzuka*: capacity 574 cars, at Yokohama, Japan. May 2010 © west-jp / shipspotting

## Ferry

*Jetferry I* (ex-Berlin Express, ex-Express Ionion, ex-Gomera Jet, ex-Berlin Express, ex-Kattegat). IMO 9111709. Ferry. Length 95 m. Greek flag. Unknown classification society. Built in 1995 in Halsnøy (Norway) by Halsnøy Verft ; completed in Bergen by Mjølsem & Karlsen.



This high speed ferry (34 knots) had a capacity of 600 passengers and 160 cars; she was built as the Danish *Kattegat*. From her commissioning in 1995 until spring 1996, she has been operated on the Danish domestic route between Grenaa (Jutland) and Hundested (Sjælland), then until mid-1999 on the Gedser (Falster Island) / Rostock (Germany) route under charter by Scandlines.



The Danish *Kattegat*, 1995-96 © Claus Carlsen



From July 1999 until February 2000, she headed south to the Canary Islands under charter by the Spanish Trasarmas; she was then renamed *Gomera Jet* and operated between Los Cristianos (Tenerife) and San Sebastian (La Gomera).

*Gomera Jet* © Ulrich Streich

Back to Denmark, she was sold in June 2000 to G.A. Ferries (i.e. the Greek ship owner Gerasimos Agoudimos) and renamed *Express Ionion*, then from July 2000 on, *Jetferry 1*. She was at first operated between Patras, Cephalonia and Ithaca, and later in 2002 on the Agios Konstantinos and Northern Sporades (Skiathos, Skopelos, Alonissos) service. She has been laid up in Piraeus since 2009 as a result of the financial difficulties of her owner. Sold for demolition in Turkey.



*Jetferry 1* at Skiathos Harbour, 2004 © Ian Blenkinsop



*Lato* (ex-*Varuna*, ex-*Daisetsu*). IMO 7394759. Ferry. Length 188 m. Greek flag. Classification society RINA. Built in 1975 in Setoda (Japan) by Naikai. This ferry started her career on the Japanese domestic routes, first as *Daisetsu*, then in 1985, as *Varuna*. In the meantime she was lengthened (in 1980) by 12,5 m.



The Japanese ferry *Daisetsu*. © Ken Murayama

Acquired in 1987 by the Greek company ANEK (Anonymos Naftiliaki Eteria Kriti), based in Chania, Crete, she was renamed *Lato* under Greek flag and benefitted from upgrading works until 1989. She then opened her owner's new service between Patras and Ancona via Igoumenitsa and Corfu. From 1997 on, she has been usually operated on the Piraeus / Chania link, except in the summer 2007 - she was chartered by Compagnie Nationale Algerienne de Navigation on its Algier-Marseille service - and in the summer 2012 - she sailed on the Bari – Durres (Albania) line.



In Piraeus, July 2005. © Andreas Wörteler.



© Per Jensen.

Decommissioned in 2014 in Perama (Piraeus), *Lato* fulfilled an ultimate mission in August, to be used for a few days as a floating hotel for Libyan Parliament members who had taken refuge in Tobruk prior to be replaced by the *Elyros* of the same owner. Sold for demolition in Turkey.



*Lato*, May 18, 2015 at Perama preparing for her last trip to Aliaga © Dimitris Mentakis

## The END

### Removing *Baltic Ace* in parts

Is there a specific risk of collision between small feeder container ships and large container ships and ro-ro ships that regularly make long trips and go around the world?



← Baltic Ace, maiden voyage © Jurgen Braken



*Corvus J*, after the collision © Henk R

On December 5, 2012, at the beginning of the night, in awful weather, *Corvus J*, with a capacity of 700 containers, rammed into *Baltic Ace*, sinking it in 15 minutes. The small ship coming from Scotland and heading to Antwerp sank the big one, which was leaving Zeebrugge for Finland.

This was the 3<sup>rd</sup> collision of this type in 3 years off the coast of Rotterdam. And this time, there were sailor casualties. 5 bodies were found; 6 perished.

The Israeli shipowner Ray Car Carriers made it look like its priority was to approach the families and ensure the survivors be repatriated. Behind the scenes, the shipowner was actually obsessed with limiting financial loss due to the disaster. There were 11 Poles, 2 Ukrainians, 1 Bulgarian, and 10 Filipinos on board. Very little information on the nationality of the sailors lost at sea has come out.



© mstarz

The wreck sank 35 m. The *Baltic Ace* is 27 m wide. Right from the day after the shipwreck, the issue of refloating *Baltic Ace* was considered. *Baltic Ace* poses several risks: for traffic, crews, and the environment. She was carrying 466 t of heavy fuel oil, 55 t of diesel, and 1,417 cars each containing at least 20 liters of fuel and oil.



Video Mammoet Salvage - Screenshots Robin des Bois



The accident was obviously due to human error. As such, it is difficult to provide further detail. When the Dutch investigators went on board *Corvus J* in front of Flushing, 18 hours after the collision, a lawyer was already on board. The investigation was concluded rapidly. The master and the crew remained silent. The accident took place in international waters. Only the flagstates, the Bahamas for *Baltic Ace* and Cyprus for *Corvus J*, can or must launch inquiries.

Wherever the responsibilities may lie, the Netherlands took care of marking the shipwreck with buoys and protecting it with an intervention vessel starting from the day after the accident. Collision monitoring and prevention costs € 100,000 a month.

The technique that is used now for removing *Baltic Ace* is the same one used for *Tricolor*, another ro-ro car carrier that the small container ship *Kariba* rammed into, in front of the French port of Dunkirk, in the North Sea in 2002. As many hydrocarbons as possible are pumped out, the wreck is cut up on site, and the sections are removed and transported to land via a barge. For the moment, this complex work is evaluated at slightly less than 100 million dollars. The Israeli shipowner responsible for the shipwreck has proved itself to be completely careless and passive, leaving the Netherlands to manage the situation with the risk of colliding on a route that 16,000 merchant ships take every year. In January 2014, the Court of Justice of the Isle of Man—where Ray Car Carriers is registered—ruled that the company's financial liability would be limited, including the removal of the wreck or parts of it. The Court considered that the domicile of the Israeli shipowner in the Isle of Man provided substantial and sufficient legal grounds for the maritime law of the island to apply to *Baltic Ace*. As such, on Isle of Man, Ray Car Carriers has the possibility of opening a single compensation fund. Its lawyers say that on their terms, this will cost much less than the removal the shipwreck. This limitation of financial liability for all the damage suffered and expenses paid after a sea event is a significant economic argument for shipowners the world over to choose the Isle of Man as their domicile or to register their ships under its flag. The Isle of Man fleet is currently in the global Top 15 in tonnage.



© EPA Robin Utrecht



2003 *Tricolor* © Robin des Bois



2015 *Baltic Ace* © Jan Oosterboer

Legal procedures delayed the removal of *Baltic Ace*. The ship deteriorated more quickly than expected, due to groundswells and erosion. Considering the superstructures of the ex ship have become precarious, the cutting and lifting will be even more complex than initially planned. The budget will probably be overspent, and there will probably be delays as well. However, the contract between the Netherlands and Boskalis and Mammoet Salvage plans for the shipwreck and its cargo to be completely removed by the end of this year at the latest.



Photos Jan Oosterboer

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